

A30 Chiverton to Carland Cross TR010026

8.1 COMMENTS ON RELEVANT REPRESENTATIONS

Volume 8

February 2019

Table of Contents

Contents

1	Introduction	1
1.1	Purpose of this document	1
1.2	Structure of the document	1
2	Response to Relevant Representations	2
	Annex A: Highways England Response to Environment Agency Relevant Representation	44
	Annex B: Highways England Response to Historic England Relevant Representation	53
	Annex C: Position Statement with the Health and Safety Executive	69
	Annex D: Position Statement with Scottish Power Renewables	71
	Annex E: Highways England Response to Nancarrow Farm Relevant Representation	74
	Annex F: Highways England Response to the National Farmers Union Relevant Representation	103
	Annex G: Highways England Response to Truro Cycling Campaign Relevant Representation	118

1 Introduction

1.1 Purpose of this document

- 1.1.1 This document has been prepared by Highways England (the Applicant) for submission to the Examining Authority (ExA) under Deadline 1 of the Examination of the A30 Chiverton to Carland Cross Development Consent Order (DCO) application.
- 1.1.2 The document provides the Applicant's response to Relevant Representations submitted to the ExA by Interested Parties.

1.2 Structure of the document

- 1.2.1 In total, 117 Relevant Representations were submitted to the ExA by the deadline of 10 November 2018. An additional 3 Relevant Representations were accepted at the discretion of the ExA after this deadline had passed. In total, therefore, 120 Relevant Representations have been received and considered by the Applicant.
- 1.2.2 **Table 1** provides:
- the Planning Inspectorate reference number for each Relevant Representation received;
 - the name of the individual, party or organisation which made the representation (the Interested Party);
 - the representation itself; and
 - Highways England's response or comment on the content of the Relevant Representation.
- 1.2.3 In some instances, Highways England has provided a response to a Relevant Representation directly to the Interested Party prior to submission of this document. This has occurred through ongoing engagement and correspondence with such parties. In such cases, a copy of this correspondence is provided in an Appendix to this document.
- 1.2.4 Similarly, Highways England's continued discussion and engagement with parties has in some cases resulted in a substantial change in the position between the Interested Party and Highways England since the submission of the Relevant Representation. This has been captured in a 'Position Statement' submitted directly to the ExA prior to Deadline 1. Where this has occurred, reference is made to the relevant submission on the Planning Inspectorate website.

2 Response to Relevant Representations

Table 1 Highways England's response to Relevant Representations

Reference	Interested Party	Relevant Representation	Highways England Response
Relevant Representations made by section 42(1)(a)(b) prescribed consultees			
RR-097	Cornwall Council	<p>This is a single representation from Cornwall Council which takes into account the many responsibilities and functions of the Authority. The response builds on the discussions which have taken place to date between the Council and Highways England. It is of course accepted that the Development Consent Order process is ongoing, and that many of the technical issues that have been raised to date are being addressed by Highways England and will be subject to a further assessment as part of the Local Impact Report stage. While this process is still ongoing it is inevitable that the Council's position will evolve; however underpinning this the Council wishes to maintain its overall support to the project and recognises the economic, environmental and social benefits the road improvement project will bring.</p> <p>At the time of writing this Representation the Council's main areas of current concern for the Council are as follows:</p> <p>From a highways perspective there are a number of areas Cornwall Council in its role as Local Highway Authority require further clarification in order to reach an agreed position. These comprise:</p> <ul style="list-style-type: none"> • Traffic Modelling – clarification on methodology and outputs of the traffic modelling, and how this has informed the junction strategy and design • Impacts on County Highway network – concerns remain on the impact of re-routed traffic as a result of the scheme on to local network, particularly the predicted increase on the B3284 through Shortlanesend into north Truro • De Trunking – agreement yet to be reached on the measures and associated funding required for de trunking the existing A30, particularly the treatment of Boxheater junction and measures to reduce the standard of the road appropriate for cyclists and local access traffic. • Walking, cycle and horse rider (WCH) provision at key locations, specifically at Chiverton junction and Carland Cross. <p>Clearly it is understood that a scheme of this nature will have potentially significant environmental effects and on this basis the Council wishes to raise the following further points:</p> <ul style="list-style-type: none"> • Potential noise and vibration impacts. • Potential impacts on the water environment through road traffic accidents - Measures for dealing with acute pollution through road traffic accidents are currently considered to be insufficient; • Draft Outline Construction Environmental Management Plan - 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; • Finally, Cornwall Council places a high priority on promoting Cornish distinctiveness in this project. Areas where this will require consideration will be in the promotion of bilingual signs, and the identification and 	<p>All matters raised in this Relevant Representation are dealt with in the updated Statement of Common Ground with Cornwall Council (Appendix A, Document Reference 7.4(A)) that has been submitted at Deadline 1.</p>

Reference	Interested Party	Relevant Representation	Highways England Response
		<p>mitigation of effects on the World Heritage Site and Area of Outstanding Natural Beauty.</p> <p>More detailed comments on all matters will be provided at the Local Impact Report stage and at the examination stage of the process.</p>	
RR-098	Environment Agency	See Annex A of this document.	<p>Highways England's response to all matters raised in this Relevant Representation is detailed in correspondence with the Environment Agency, which is provided at Annex A of this document.</p> <p>The detailed response from Highways England has been discussed with the Environment Agency and this will be incorporated into a Statement of Common Ground between both parties. Highways England consider that all matters are now agreed.</p>
AS-001	Historic England	See Annex B of this document.	Highways England's response to all matters raised in this Relevant Representation is detailed in correspondence with Historic England, which is provided at Annex B of this document.
RR-082	Public Health England	<p>Thank you for your consultation regarding the above development. Public Health England (PHE) welcomes the opportunity to comment on your proposals at this stage of the project and can confirm that:-</p> <p>We have no additional comments to make at this stage and can confirm that we have chosen NOT to register an interest with the Planning Inspectorate on this occasion.</p> <p>Please do not hesitate to contact us if you have any questions or concerns.</p>	Noted. No response from Highways England is required.
RR-070	Health and Safety Executive (HSE)	<p>The applicant has acknowledged HSE's response under Section 42 of The Planning Act 2008 in the Consultation documentation for this Project and has made several comments in response. These include confirmation that Highways England has consulted Wales and West Utilities and is in ongoing discussions regarding the apparatus affected by the scheme and acknowledgement of our comment relating to Hazardous Substances Consent.</p> <p>However, until we are provided with the exact details of the proposed changes to the HP Gas Pipeline, there remains the possibility that HSE may advise against the proposed development. We therefore reiterate advice given under Section 42 of The Planning Act 2008 below:</p> <p>"Reference is made to the proposed road project passing over and in part running parallel with a major high-pressure gas main [Major Accident Hazard Pipeline (MAHP)]. This Major Accident Hazard Pipeline is a Wales & West Utilities, Natural Gas High Pressure Pipeline [Indian Queens – St. Day]. There are currently no Major Hazard Installations in the vicinity of the proposed road. HSE is unable to provide specific LUP advice regarding this proposal until details of any proposed alterations/upgrade to the Major Accident Hazard Pipeline is made available to the HSE, by the Developer / Pipeline Operator. On receipt of this information HSE will be in a position to provide case specific LUP advice. Although there are currently no Major Hazard Installations in the vicinity of the proposed road, should a Hazardous Substances Consent be granted prior to the determination of the present application, then HSE reserves the right to revise its advice".</p> <p>We also made the following point:</p> <p>Explosives sites</p> <p>HSE has a licensed site, Redcliffe International at Newlyn Downs. The plan shows the route generally further away than the existing A30 and, where it is closer to the</p>	<p>Highways England considers that all matters raised in this Relevant Representation have been resolved through engagement with the Health and Safety Executive (HSE). This is evidenced in a Position Statement submitted by the HSE via email to the Examining Authority on 13 February 2019. This Position Statement is provided in Annex C of this document.</p> <p>In their position statement, the HSE confirms that it does not propose to enter into a Statement of Common Ground with Highways England (as requested by the Examining Authority in the Rule 6 and Rule 8 letters), as they are satisfied that their concerns regarding the Major Accident Hazard Pipeline and Newlyn Downs explosives site have been addressed.</p> <p>Their risk assessors have looked at three Draft route plan drawings for the HP gas pipeline diversion, noting that this is the design developed by W&WU for their contractor tender with the final design to be confirmed by their contractor, and they have also referred to their Consultation Zone mapper and a route plan from 09/01/2019 provided by Highways England.</p> <p>The HSE have confirmed that, providing the proposed road layout remains unchanged in relation to the position of the proposed HP gas pipeline route, HSE Does Not Advise Against the proposed scheme.</p> <p>With regards to the Newlyn Downs Explosives site, the plans continue to show the route of the development as being beyond the yellow line and the HSE's response for this route confirmed they have "no comment" because the development is beyond the expected separation distance.</p>

Reference	Interested Party	Relevant Representation	Highways England Response
		<p>explosive site, it is still beyond the yellow line (protected works or safeguarding distances) indicating that we would not expect to review the sites explosive licence. However, that decision will ultimately depend on the route actually taken by the road. Information on protected works or safeguarding distances can be found at http://www.hse.gov.uk/explosives/licensing/safeguarding-plans.htm</p> <p>We note that our comments regarding the licensed site at Newlyn Downs are noted and the applicant states in the Consultation document that the route presented at statutory consultation is the route proposed in the DCO application.</p>	
AS-003	Devon County Council	<p>I am pleased to provide this letter of support for the proposals to dual the A30 from Chiverton to Carland Cross junction on behalf of Devon County Council. The A30 between Chiverton and Carland Cross is the only remaining section of single carriageway on the A30 between Camborne and the M5 at Exeter. Improving the A30 between Chiverton and Carland Cross will make journeys safer, quicker and more reliable, as well as improving regional economic growth. This investment provides an opportunity to make access to Cornwall more sustainable, allowing the region to improve the perception of the South West for tourists and visitors. Devon County Council strongly support the Government's commitment to improving the A303/A30/A358 corridor. However, the remaining unimproved sections, including the A30 between Honiton and Southfields, will need to receive funding allocations in future RIS periods in order to ensure to proven need for a strategic second link to the economic growth areas in the South West Peninsula are met.</p>	Support for the scheme is noted. No response from Highways England is required.
RR-112	Western Power Distribution (South Wales) PLC	<p>1.1 Western Power Distribution (South West) PLC (WPD) is the distribution network operator (DNO) for the electricity distribution network for the area in which the proposed development is situated. WPD is regulated as a licensed operator pursuant to Section 6 Electricity Act 1989. Under Section 9 Electricity Act 1989 WPD is under a duty to develop and maintain an efficient, co-ordinated and economical system of electricity distribution.</p> <p>1.2 WPD's assets consisting of overhead and underground electricity lines cables at 132kV and below that are situated in the Order Land. The Book of Reference (Document Reference 4.3) records the plot numbers within which WPD's apparatus is situated and the table at 7-2 of the Statement of Reasons (Document Reference 4.1) sets out the relevant plots.</p> <p>1.3 Article 35 of the draft Development Consent Order (DCO) (Document Reference 3.1) provides power to the undertaker to compulsorily acquire the rights of WPD over any of the Order land and to extinguish or remove or reposition WPD's assets within the Order land.</p> <p>1.4 Schedule 1 of the draft DCO sets out the authorised development. This includes the diversion of WPD's power cables. These are listed as Work No's 15, 19, 20, 24, 26, 28, 32, 37, 40, 42, 43, 57, 63 and 70. Paragraph 7.4.38 of the Statement of Reasons also notes that part of the works in Schedule 1 provides for earthworks and retaining wall to protect WPD's pylon equipment.</p> <p>1.5 Paragraphs 7.4.2 to 7.4.4 of the Statement of Reasons sets out the tests that the undertaker must meet in order for the Secretary of State to be satisfied that the DCO may authorise the interference with WPD's equipment.</p> <p>1.6 Protective provisions for the benefit of WPD have been included in Part 1 of Schedule 4 of the draft DCO. WPD confirm that the applicant has approached WPD to discuss the terms of the diversions and WPD has engaged with the</p>	<p>All matters raised in this Relevant Representation are being progressed as part of a side agreement with Western Power Distribution.</p> <p>In relation to 'serious detriment' as referred to in s.127 of the Planning Act 2008, the Applicant is not seeking to acquire any land, or a right over any land, that has been acquired by WPD.</p>

Reference	Interested Party	Relevant Representation	Highways England Response
		<p>applicant to discuss an engineering solution to the diversions. The applicant has not engaged with WPD on the terms of the draft DCO or the protective provisions.</p> <p>1.7 As currently drafted WPD consider that the protective provisions are not in a form that is acceptable to WPD. Whilst WPD consider that it is likely that agreement on the applicability of the provisions can be reached, at this stage the tests for the protection of serious detriment to WPD's assets as set out in the Statement of Reasons have not been satisfied. WPD cannot therefore agree at this stage that it will not suffer serious detriment to the carrying on of the undertaking as result of the compulsory acquisition of land rights or rights over land.</p> <p>1.8 In particular WPD considers that the timing of the requirement to undertake the diversions and the obligations on WPD as set out in the protective provisions to complete diversions is uncertain. It is also uncertain whether the diversions can be completed by WPD without the need to acquire third party interests in land outside the Order land. The protective provisions place obligations on WPD to undertake works that places developer risk on to WPD. Without resolution therefore WPD objects to the form of protective provisions and the powers sought by the applicant to compulsory acquire its assets or interests in land over which they are placed.</p> <p>1.9 WPD however intends to work with the applicant to resolve the issues of concern following which it should be in a position to confirm its agreement to the proposed development.</p>	
RR-092	Scottish Power Renewables (UK) Ltd	<p>Scottish Power Renewables wishes to register as an Interested Party for the Examination of the Development Consent Order application submitted by Highways England for the A30 Chiverton Cross to Carland Cross highway improvement scheme as the A30 Scheme is likely to significantly impact Scottish Power Renewables' operational Carland Cross Windfarm.</p> <p>A detailed Relevant Representation has been e-mailed directly to the Planning Inspectorate's project-specific email address.</p>	<p>Highways England's response to all matters raised in this Relevant Representation is detailed in a position statement with Scottish Power Renewables, which was submitted to the Planning Inspectorate on 5 February 2019. For completeness, this position statement is provided at Annex D of this document.</p> <p>Discussions are ongoing with SPR.</p>
RR-087	Arqiva Ltd	<p>We take this opportunity to provide a summary of our objections to the Development Consent Order. We intend to expand upon these points within further representations to be submitted at the appropriate time during the examination process. We reserve our right to attend and participate in the relevant examination hearings.</p> <p>Background</p> <p>Arqiva is a major communications infrastructure and media services company, operating at the heart of the broadcast, satellite and mobile communications markets. We have over 8,000 operational sites across the UK and many of these form part of the UK communications Critical National Infrastructure.</p> <p>Arqiva is the largest supplier of sites available for sharing by other operators, for example, the Mobile Network Operators (MNOs), Airwave and other emergency/breakdown service network operators, the RNLI, the Coastguard and Maritime Services, Trinity House, Mountain Rescue and a range of central and local government departments and agencies.</p> <p>Our 8,000 active sites available for sharing, include radio and television broadcast sites, most of the tower sites previously developed by T-Mobile and a range of managed sites, such as BT exchange rooftops and some hotels.</p> <p>Objections</p>	<p>Highways England considers that all matters raised in this Relevant Representation have been resolved through engagement with Arqiva Ltd. This is evidenced in a Position Statement submitted by Arqiva via email to the Examining Authority on 15 February 2019.</p> <p>In their Position Statement, Arqiva state:</p> <p><i>"... we can confirm that the grounds for Arqiva Ltd objections to the above have now been addressed through the provision of mitigation measures.</i></p> <p><i>We therefore request that the representations submitted by Arqiva Ltd be formally withdrawn."</i></p>

Reference	Interested Party	Relevant Representation	Highways England Response
		<p>Whilst we do not object to the aims of the Development Consent Order (DCO) the proposed works directly impacts one of our mast sites and potentially impact on a further two sites.</p> <p>We expand on our objections as they relate to each mast site below:</p> <p>1. Existing mast site at Nanteague Farm, Marazanvose, Truro, TR49DQ (NGR: 179517E 049752E)</p> <p>We raise an objection to the route of the proposed highway at this location as it will result in the unnecessary loss of our telecommunications site. We request that the route be modified either to the north west or the south east to exclude our site. Alternatively, that provision is made for the relocation of the mast to a suitable alternative site at the expense of Highway England (HE). We note that within HE's Consultation Report (document ref 5.1) in response to consultee PIL ID 5 that reference is made to HE engaging with the operator of a telephone mast (EE) regarding its relocation and that they would compensate any losses related to the relocation of the phone mast in line with its compensation policy. We would welcome dialogue with HE to address our objection in the same manner.</p> <p>2. Existing mast site at Pendown Farm, Pendown Cross, Truro, TR49NE (NGR: 176054E 048365N)</p> <p>Although our mast site is located outside of the DCO area, the DCO boundary lies in very close proximity to the east, south and west. There is a possibility that, due to this proximity, the construction works could impact the operation of the mast in terms of dust, vibration and the operation of cranes blocking signal propagation and line of sight. We will therefore require mitigations measures to be put in place to safeguard our operations from the site. These requirements will be detailed in our further representations to be submitted in due course and we therefore lodge a holding objection in the interim until details of the construction operations are known and the mitigation measures are agreed with the Highways Agency.</p> <p>3. Existing mast site, Carland Cross, Mitchell, Truro, TR85AX (NGR: 185492E 054007N)</p> <p>Compound 9 associated with the highways works is located to the north west of our mast site at Mitchell. Potential temporary building works such as cranes and concrete silos on the compound site have the potential to cause radio interference to the services provided from the mast. Our key interest relates to the potential impact of tall structures on transmission dish links, which operate on fixed 'line of sight' links that can be easily blocked. We therefore need to ensure that the public communication services provided remain unaffected and will therefore require mitigation measures to be put in place. We therefore submit a holding objection until details of the operations that are to take place at Compound 9 are known and any required mitigation measures are agreed with the Highways Agency.</p> <p>The public and sustainable development benefits of mobile connectivity are now well-understood and we are in an electronic communications revolution with businesses and society in general using and relying upon all forms of modern communications to an ever-increasing extent. The protection of the above sites and the wireless communication services provided from them is clearly in the public interest as the loss of, or impact on, these services has the potential to affect several thousand mobile communications users.</p> <p>Whilst setting out our objection within these representations, we would welcome the opportunity for early dialogue with HE to address the objections and to</p>	

Reference	Interested Party	Relevant Representation	Highways England Response
		minimise issues through negotiation and agreement. We would be pleased to have contact with HE in this regard.	
Relevant Representations made by section 42(1)(d) prescribed consultees			
RR-003	Mr David Mewton	<p>As a joint land owner of Nancarrow Farm in Marazanvose I wish to formally object to the road going through the centre of Marazanvose village, completely destroying the village.</p> <p>Please explain why the road cannot go north of the village? This would completely negate the need to knock down a perfectly good 3 bed detached house and destroying the village.</p> <p>With 2 roads (one being the new 4 lane road) going very close to the properties in Marazanvose, it will make these properties worthless and probably impossible to live in due to noise and vibration. PLEASE THINK AGAIN.</p>	The matters raised by Mr David Mewton are addressed in Highways England's response to Nancarrow Farm's Relevant Representation (RR-104)) and Mr Peter Mewton's Relevant Representation (RR-057) in Annex E of this document.
RR-037	Mr Reginald Mewton	<p>1. The route chosen takes up too much rural farmland due to not using any of the existing track of the A30. This is particularly galling where it has not included the "dual carriageway-ready" relatively new Zelah bypass stretch.</p> <p>2. It is obvious to me that at Marazanvose the road should go to the north so that Marazanvose community is not split even more than by the present road. Another track would have harmed, seriously, <u>nobody</u>, whereas this route harms instead of helps the quality of life – Marazanvose, damages <u>again</u> my family's organic farm as well as endangering the function and survival of the diversification venue business which is growing and thriving at the moment and a boon to the economy of the area.</p> <p>3. Mitigation works come so close to my home that I don't know if I will be able to endure the noise of construction all day everyday just 20 yards from my back door. I am 94 years old. On top of that, the road itself comes closer to my home, about 50 metres away the "motorway" noise may permanently change my quality of life for the worse. My property will surely be devalued.</p> <p>If the route to the north was taken that I would not have these degradations and nor would anybody else.</p> <p>I strongly object to the whole philosophy of the big, overdeveloped, inappropriate road.</p>	The matters raised by Mr Reginald Mewton are addressed in Highways England's response to Nancarrow Farm's Relevant Representation (RR-104)) and Mr Peter Mewton's Relevant Representation (RR-057) in Annex E of this document.
RR-057	Mr Peter Mewton	<p>I disagree and object to many aspects of this scheme mainly due to the route chosen but also the size and design. It disregards the environment in favour of carbon increasing infrastructure.</p> <p>General Disagreements:</p> <ol style="list-style-type: none"> 1. It is too big and unnecessarily of Expressway standard, takes too much farmland and destroys natural environment. 2. The lack of use of the original track of the A30 extant, especially the two mile stretch of the Zelah bypass. Land owners lost a dual carriageway amount of land to that scheme. Now we are losing even more. Very wasteful, and deceitful. 3. The design of the straight flat 'motorway-like' road with few junctions. This causes encroaching on homes and communities causing loss of quality of life, higher levels of noise, visual and chemical pollutions. 	<p>Principle of the scheme:</p> <p>As stated in the Planning Statement (p70, Document Reference 7.1) [APP-045]:</p> <p><i>"The National Policy Statement for National Networks (NPSNN), National Infrastructure Delivery Plan (NIDP) and the Road Investment Strategy (RIS1) set out a strong position of support in delivering national networks that meet the country's long-term needs, whilst supporting a prosperous and competitive economy and improving the quality of life for all.</i></p> <p><i>Chiverton to Carland Cross is the only remaining stretch of single carriageway on the A30 between Camborne and the M5 at Exeter. Journeys are regularly delayed and congestion often brings traffic to a standstill. This is a barrier to the Cornish economy.</i></p> <p><i>The desire for improvements to this route is strongly supported by local and regional strategies from Cornwall Council, the Cornwall and Isles of Scilly Local Enterprise Partnership, businesses and local stakeholders. The scheme is required to upgrade the road to a new, modern dual carriageway whilst retaining the existing A30 for local</i></p>

Reference	Interested Party	Relevant Representation	Highways England Response
		<p>4. The lack of junctions makes it a barrier in the locality, cutting local routes and making it impossible for those who live along it and suffer it, to actually use it.</p> <p>5. Huge, split level junctions and bridges are visually intrusive, raising noise levels in nearby homes, degrading living quality. New developments should improve homelife not degrade it for the sake of faster ('mile in a minute') travel.</p> <p>Strong local objection to specific route selection in the Marazanvose area, many of these are contrary to Government guidelines on road building:</p> <p>a) Splitting the historic community of Marazanvose.</p> <p>b) Demolishing two dwellings/homes!</p> <p>c) Takes organic land – stripping valuable topsoil, 20 years in the making!</p> <p>d) Destroying trees, 25 years old, a natural screen for visual and noise pollution for humans. And a flight barrier helping bird life.</p> <p>e) Taking more land from a small farm which had already lost land to the Zelah bypass, causing severance and leading to increased difficulty and cost of management.</p> <p>f) Taking fields that are strategically close to the farm hub causing more management problems on top of acres lost.</p> <p>g) Huge mitigation works (of dubious efficacy) and bridge building, bring works within 25 yards of 94 year pensioners home – causing dust, stress & noise pollution.</p> <p>h) Bringing road even closer to two homes instead of further away (plus two demolished to make way).</p> <p>i) Leaving Marazanvose northside buildings with six lanes of highway directly in front.</p> <p>j) Subjecting Marazanvose to noise and pollution from a busy local road AND a 70mph highway, expressway, motorway only a few yards away.</p> <p>k) Inclines and levels of the road surface, approaching and through Marazanvose, are doubtful. They were changed during planning consultation after initial gross miscalculations.</p> <p>l) No decrease in noise predicted.</p> <p>m) Blighting all dwellings instead of enhancing value (this is an indicator of living environment quality reduction).</p> <p>n) Certain damage to thriving venue business, which is noise and pollution (including visual) sensitive.</p> <p>o) 100% disabling this business to trade during the build and probably 50% disabled permanently – giving it a problem to devise a policy for survival.</p> <p>p) Destroying a multi-generation family business and way of life.</p> <p>q) These destructions are planned despite an alternative route with none of the serious disadvantages being available.</p> <p>r) A route to north was planned in 2005 so I question the change of decision.</p> <p>s) A tract of land and route were considered before the first proposed route.</p> <p>t) Alternative route to north, proffered at consultation stage, was dismissed out of hand without due consideration.</p>	<p><i>traffic. This will increase safety and reliability for its regular users and offer a boost to the tourism industry and local businesses in Cornwall, as well as the wider regional economy."</i></p> <p>The Planning Statement concludes that:</p> <p><i>"There is significant policy support for the scheme in the NPSNN, which forms the primary basis against which the A30 Chiverton to Carland Cross scheme must be assessed."</i></p> <p>Scale and standard of road including alignment:</p> <p>The proposed scheme is not an Expressway standard of road. The scheme has been designed to provide the same level of infrastructure and highway standard as the rest of the A30 between Camborne and the M5 motorway at Exeter.</p> <p>The scheme would provide a dual carriageway standard road. The 2023 opening year forecast Annual Average Daily Traffic (AADT) flows for the section of the A30 south of Carland Cross are approximately 16,500 eastbound and 15,950 westbound. These forecast AADT flows fall within the flow ranges for a dual carriageway standard route as set in the Design Manual for Roads and Bridges, Volume 5, Section 1, Part 3, TA 46/97 (Traffic flow ranges for use in the assessment of new rural roads).</p> <p>The proposed A30 has been designed to the standards laid out in the DMRB. The geometry of the road has been designed to provide a safe and comfortable journey for vehicles travelling at speeds of up to 70mph.</p> <p>The horizontal alignment of the proposed route has closely followed the Preferred Route alignment that was consulted upon during the non-statutory consultation held in October and November 2016 and announced in summer 2017.</p> <p>Use of the existing A30:</p> <p>The scheme includes the retention of the existing A30 as a local road, retaining local connectivity. Traffic modelling, as set out in the Transport Report (Document Reference 7.5) [APP-049], predicts a reduction in traffic flow on the existing A30. In 2023, the decrease in average daily traffic on the existing A30 is from 21,323 vehicles to 2,769 vehicles, a decrease of approximately 18,500. In 2038, the decrease in average daily traffic on the existing A30 is from 25,934 vehicles to 3,416 vehicles, a decrease of approximately 22,500. Several sections of the existing A30 that were dual carriageway have been retained as part of the proposed A30, such as the Tresawsen underpass, which has saved the need to construct a new underpass at this location.</p> <p>Route Selection:</p> <p>As explained in the Scheme Assessment Report (Document Reference 7.6) [APP-050] and separate Route Selection Report (Document Reference 7.7) [APP-051], the preferred route was chosen as it performed the best overall against overarching objectives and appraisal criteria. A detailed response in relation to the route selection process and the discounted option is provided in comment reference no.10 in the response to Nancarrow Farm's Relevant Representation in Annex E of this document.</p> <p>As detailed in the Consultation Report (Document Reference 5.1) [APP-029]. The route options underwent public consultation between 15 October 2016 and 2 December 2016. A localised engagement event was held on 8 February 2017 to seek further feedback on alignment options at Marazanvose. This found that there was not a clear overall consensus of a preferred route in Marazanvose among local residents and businesses. A statutory consultation on the proposed route was held between 29 January to 12 March 2018.</p>

Reference	Interested Party	Relevant Representation	Highways England Response
		<p>u) Reasons and data used to justify dismissal of North route were dubious.</p> <p>v) Less trees would have been taken to north, organic land potentially lost to small farm are more peripheral and therefore less strategic.</p> <p>w) Severance of the farm would be less with north route.</p> <p>x) Other landowners would be losing land to the peripheral parts of their farms and amounting to far lower percentages of their total owned land.</p> <p>y) Horse jumps can be easily relocated to ample land adjoining the equine centre.</p> <p>z) Smallholders loses to the North could be exchanged for remaining Compulsorily Purchased land parcels.</p> <p>These local objections to the planned route are particularly disagreeable and unacceptable because there is a possible and practical alternative which would be unarguably less harmful.</p>	<p>Chapter 3 Consideration of Alternatives of the Environmental Statement (Document Reference 6.2) [APP-056] provides information on the route selection process leading to the proposed route for the scheme. As stated at paragraph 3.7.7 of Chapter 3, three possible options for the alignment at Marazanvose were considered and the southern option closest to the existing carriageway was chosen. One reason this option was selected was that it would “<i>avoid Marazanvose hamlet becoming an island in between the new and old A30 carriageways</i>”.</p> <p>In addition, the route selected would reduce the impact on the landscape and historic setting of Chyverton Registered Park and Garden and would also reduce the overall land take required by up to 31,100m² in comparison to the other options considered.</p> <p>Noise impacts:</p> <p>The design for the scheme includes extensive mitigation measures to reduce the impact of noise during operation. This includes the alignment and lowering of the road, use of low noise road surfacing and landscaped earthworks to reduce both visual impact and noise. Details of the landscape mitigation are provided in Sheet 10 of the Environmental Master Plans (Document Reference 6.3, Figure 7.6) [APP-190].</p> <p>Table 11-10 of Chapter 11 Noise and Vibration of the Environmental Statement (Document Reference 6.2) [APP-064] sets out the incorporated mitigation measures in relation to operational noise impacts. It states that in the Marazavose/Nancarrow Farm area, approximately 670 metres of noise fencing is proposed. The mechanism to ensure implementation of operational noise controls is the Register of Environmental Actions and Commitments within the Outline Construction Environmental Management Plan (Outline CEMP) (Document Reference 6.4, Appendix 16.1) [APP-375]. This is secured in turn through Requirement 3 of the draft DCO (construction environmental management plan) [AS-031].</p> <p>Impact on and loss of agricultural land:</p> <p>It is acknowledged that the scheme requires a significant amount of land. An Agricultural Impact Assessment (AIA) (Document Reference 6.4, Appendix 12.5) [APP-366] has been undertaken to quantify the scheme's land take both temporarily and permanently, describing any agreed mitigation. The AIA, assesses the impact of the scheme on land use and assesses impacts on individual farm units (plots) forming part of a farm holding, taking into account agricultural land quality and the likely impact on its functionality in terms of severance and access.</p> <p>Table 12-8 in the AIA shows temporary land take by holding/plot and Table 12-10 shows permanent land take by holding. These tables identify the relevant plots associated with Nancarrow Farm, the area of affected plot and land take.</p> <p>There are four occurrences on the scheme of acquiring residential property. This is detailed in paragraphs 6.1.6 to 6.1.17 of the Statement of Reasons (Document Reference 4.1) [APP-006]. The scheme requires the demolition of a derelict barn at Nancarrow Farm for works associated with the new A30.</p> <p>Loss of property value as a result of the operation of the scheme, due to physical impacts (such as noise), may be compensable following the opening of the scheme in line with the Compensation Code.</p>
RR-090	Mr Robert Mewton	As one of the co-owners of Nancarrow Farm, Marazanvose, I am dismayed at the way in which this project will split the Marazanvose community into two halves, unable to meet without the utmost difficulty. Ultimately, it seems that the project is a virtual death warrant for the community.	The matters raised by Mr Robert Mewton are addressed in Highways England's response to Nancarrow Farm's Relevant Representation (RR-104)) and Mr Peter Mewton's Relevant Representation (RR-057) in Annex E of this document.

Reference	Interested Party	Relevant Representation	Highways England Response
		<p>The loss of many acres of good agricultural land will moreover hit the small farm of Nancarrow and its wedding reception business very hard, potentially making both non-viable. When it is considered that so much more land is to be sacrificed by a farm that has already lost many acres to previous A30 development schemes, merely in order to move the summer traffic jams a little farther down the road towards the tourists' holiday destinations, it really is hard to justify such destruction of local livelihoods and local relations.</p> <p>At a time when the county (and the country !) needs to be fighting to preserve and develop small farms, small local businesses and small local communities, it is incomprehensible that such a project should be envisaged by the authorities and funded by the taxpayer.</p>	
RR-104	Nancarrow Farm	See Annex E of this document.	All matters are covered in Highways England's detailed response to the Relevant Representation which has been sent to Nancarrow Farm, provided in Annex E of this document.
RR-109	Steve Chamberlain	Duplicate submission of RR-104, Nancarrow Farm.	All matters are covered in Highways England's detailed response to the Relevant Representation which has been sent to Nancarrow Farm, provided in Annex E of this document.
RR-035	Trewithen Estate	<p>I am representing the Trustees of Trewithen Hawkins Estate, Probus Garden Estate and STJ Galsworthy all part of "Trewithen Estate". In general we entirely support the proposed scheme</p> <p>We are concerned at the amount of land being taken on the north-west side of the underpass at Trevalso Farm, Zelah and the effect this will have on Polstain farm. We think that a better layout can be constructed without taking so much land. Drawing No HA551502-ARP-LLO-SW-DR-ZL-000568</p> <p>We are concerned at the position of the construction compound so close to Trevalso Farmhouse. We think that a better position should be further to the north east towards Boxheater junction. Same Drawing No as above.</p> <p>We are concerned at the proximity of the "attenuation pond" at Trevalso. This is too close to the roadside barn being retained by Trewithen Estate. Same drawing No as above.</p> <p>We are concerned at the amount of land taken on the north side of the A30 at Carland Cross with access to the existing wind turbines and the effect the proposed route will have on Newlyn Downs SSSI and the Higher Tier Countryside Stewardship scheme recently agreed with Natural England. We do not consider that the "attenuation ponds" are necessary as these are taking far too much land - they should be designed much more sympathetically with the landscape. It is essential that the existing wind turbines are able to be accessed from the proposed A30 and sufficient turning areas are provided for vehicles carrying replacement blades for the turbines. Drawing No HA551502-ARP-LLO-SW-DR-ZL-000559.</p>	<p>Highways England acknowledges that the Trewithen Estate, in general, supports the scheme.</p> <p>Point 1 - Land take</p> <p>The new road layout proposed for Trevalso Lane and Herver Lane is required to maintain the connection of Trevalso Lane to the existing A30 and has sought to minimise land take as much as possible.</p> <p>The realigned Trevalso Lane would cross the new and existing A30 through an underpass and connect to Herver Lane, which would also be realigned to maintain its junction with the existing A30.</p> <p>This is the preferred layout for this junction as it maintains Herver Lane as a through-route to its connection to the existing A30, whilst facilitating its new junction with the realigned Trevalso Lane, as discussed and agreed with the adjacent properties on Herver Lane (see Appendix B of the Statement of Reasons (Document Reference 4.1) [APP-006].</p> <p>The designed realignment provides the required separation between the Trevalso Lane underpass and the junction to allow acceptable vertical gradients and a required level area on the approach to the junction. This is Work Number 10 in the draft DCO (Document Reference 3.1(B)) [AS-031] and is shown on Sheet 6 of the Works Plans (Document Reference 2.4(A)) [AS-019].</p> <p>Point 2 - Construction compound</p> <p>The construction compound at Trevalso Lane is a satellite compound for the construction of the Trevalso Lane underpass structure. The compound has to be in close proximity to the structure because it serves the construction site in terms of labour, plant and materials. In response to matters raised at statutory consultation, the compound has been reduced from its original size and the new size and location was agreed with the tenants on the farm (see page 135 of the Consultation Report, Document Reference 5.1) [APP-029].</p> <p>Point 3 - Attenuation pond, Trevalso</p>

Reference	Interested Party	Relevant Representation	Highways England Response
			<p>The attenuation pond at Trevalso is located close to the low point in Trevalso Lane and so there is limited opportunity to move the location as shown in the design (see Sheet 6 of the General Arrangement and Section Plans (Document Reference 2.6) [APP-017]. During the detailed design stage, this pond could be lined and would have no impact on the adjacent existing roadside barn. However, the distance between the pond and the barn would be maximised as far as possible during detailed design.</p> <p>Point 4 - Carland Cross</p> <p>The proposed land take at the Carland Cross windfarm is required to provide the realigned main access to the windfarm and the associated accesses to turbines 2 and 3 within the windfarm to the requested Scottish Power Renewables (SPR) standards. This layout has now been agreed with SPR (see Annex D of this report). The two attenuation ponds are required to hold the new road surface water run-off before discharging to the existing watercourses to the north-west and north-east of the junction at the equivalent rate as the run-off from the existing fields. This is a requirement of the Environment Agency and Cornwall Council and therefore there is no scope to reduce their size.</p>
RR-046	Adrian David Hare	<p>My representation is restricted to impact of the new A30 and the re-alignment of Henvver Lane on my property/home during both the operational and construction phases.</p> <p>Despite my earlier submissions during the various consultations, I cannot find anywhere in the application any specific reference to the impact of the Scheme on my home, which will probably be the closest property to the new A30.</p> <p>Although the new road is slightly further away than the current A30 (i.e. it is being built parallel to the existing road) it will be a much busier and faster road with all the attendant problems that can create e.g. extra noise, air and light pollution. All this will be exacerbated as it appears the new road will be 1.4m higher than the existing road.</p> <p>The visual impact will also be much greater as we will be faced with six lanes of traffic instead of the current two.</p> <p>Further, there is no reference to the impact that the above will have during the construction phase of both the new road and re-alignment of Henvver Lane. I therefore consider that they have not been properly addressed.</p> <p>I note there are proposals for planting woodland between the old and new A30 opposite my home. Whilst this may improve screening of the new road it will not assist in ameliorating the impact on my home of a much higher, busier and faster and therefore noisier road.</p> <p>I would therefore like the new road to be no higher than the existing A30, preferably lower, and that there would be a low noise road surface in the area affecting my home.</p> <p>Also, I would like to request some form of noise barrier (e.g. a cornish hedgerow) in amongst the planting between the two roads in order to noise and light pollution.</p> <p>Perhaps this and the planting could be done before construction starts thus reducing the impact of these issues before construction starts.</p>	<p>Noise Impact</p> <p>Table 11-11 of Chapter 11 Noise and Vibration of the Environmental Statement (Document Reference 6.2) [APP-064] sets out the assessed construction noise impact on specific properties affected by the scheme, including Mr Hare's property, Henvver Cottage, which is identified as Receptor 19 (R19) and being within an Noise Important Area (NIA). This reports that the assessment finds Henvver Cottage to be one of 12 residential areas which would experience temporary significant construction noise above Significant Observed Adverse Effect Levels (SOAEL). However, Table 11-14 reports that Henvver Cottage would experience significant, major beneficial permanent effects with regard to noise during the operation of the scheme.</p> <p>With regard to mitigating the effects of noise during construction, the control of noise and vibration, using Best Practical Means (BPM) is incorporated within the Outline CEMP (Document Reference 6.4, Appendix 16.1) [APP-375]. This would include the selection of quiet equipment, a review of programme and methodology to consider quieter methods, placing onsite equipment in appropriate locations, controlled working hours and the provision of acoustic enclosure screening where practicable. If situations arise where despite the implementation of BPM the noise exposure exceeds the criteria defined in the Outline CEMP, the main contractors may offer noise insulation or ultimately temporary re-housing.</p> <p>A low noise road surface would be used along the whole length of the scheme. The new A30 is further from the property than the existing A30 in this location and is 1.3m below the surrounding land. No noise barriers are proposed in this area as the property would experience a decrease in noise from current levels of more than 3dB, which is a perceptible benefit.</p> <p>Visual Impact</p> <p>Woodland planting is proposed between the new and existing A30 in the area adjacent to this property, in part to provide visual mitigation. Full details of the landscape mitigation are provided in Sheet 14 of the Environmental Master Plans (Document Reference 6.3, Figure 7.6) [APP-194]. This is secured in turn by Requirement 5 (landscaping) of the draft DCO [AS-031].</p>

Reference	Interested Party	Relevant Representation	Highways England Response
RR-058	Mrs Bronwen May Lloyd	<p>1) I would like to know what the plans are for our septic tank outfall as nothing has been settled the plan submitted to us is not very clear</p> <p>2) After compulsory purchase of our bit of land along with our trees and boundry Cornish hedge the re-alignment of our gates and posts, we have no idea on the height of the new boundry hedge, and will the privacy of the property still be there.</p> <p>3) As we will be surrounded on three sides with road what guarantees can be given on noise lights and polution from car fumes etc.</p> <p>4) We have at the moment especially winter time (when existing trees have shed their leaves) Vehicle lights from existing A30 shining in to our bedroom windows when the trees are felled for the under pases and the new A30 it will be worse.</p>	<p>Highways England are currently considering the purchase of all or part of this land holding as part of a blight claim (plot 7/4 in the Book of Reference, Document Reference 4.3(A) [AS-034].</p> <p>Point 1 – Septic tank</p> <p>The arrangements for the septic tank outfall and the local amendments as a result of the impact of the realigned Henvver Lane works, would be considered as part of the detailed design. Table 16-3 'Record of environmental actions and commitments' in the Outline CEMP (Document Reference 6.4, Appendix 16.1) [APP-375] secures investigations for private water supplies, which also applies to septic tank outfalls. As required, a detailed assessment of groundwater levels and flows shall be undertaken during detailed design to fully understand the location of the septic tank outfall and any amendments would be agreed with the landowner.</p> <p>Point 2 – Boundary hedge</p> <p>Replacement boundary hedging would be provided on a 'like for like' basis. Highways England would protect and retain valued existing vegetation and other landscape features (in particular; trees, woodland, hedgerows and Cornish hedgerows) wherever possible. Woodland planting is proposed between the new and existing A30 in the area adjacent to this property, in part to provide visual mitigation. Details of the landscape mitigation are provided in the Environmental Master Plans (Document Reference 6.3, Figure 7.6, Sheet 14 of 20) [APP-194].</p> <p>Point 3 – Noise, light and air pollution</p> <p>Table 11-11 of Chapter 11 Noise and Vibration of the Environmental Statement (Document Reference 6.2) [APP-064] sets out the assessed construction noise impact on specific properties affected by the scheme, including Mrs Lloyd's property, Henvver Lane Cottage, which is identified as Receptor 19 (R19). This reports that the assessment finds R19 to be one of 12 residential areas which would experience temporary significant construction noise above Significant Observed Adverse Effect Levels (SOAEL).</p> <p>With regard to mitigating the effects of noise during construction, the control of noise and vibration, using Best Practical Means (BPM) is incorporated within the Outline CEMP (Document Reference 6.4, Appendix 16.1) [APP-375]. This would include the selection of quiet equipment, a review of programme and methodology to consider quieter methods, placing onsite equipment in appropriate locations, controlled working hours and the provision of acoustic enclosure screening where practicable. If situations arise where despite the implementation of BPM the noise exposure exceeds the criteria defined in the Outline CEMP, the main contractors may offer noise insulation or ultimately temporary re-housing. Further detail is provided in Annex K: Outline Noise and Vibration Management Plan in the Outline CEMP (Document Reference 6.4, Appendix 16.1) [APP-375].</p> <p>Table 11-14 of Chapter 11 Noise and Vibration of the Environmental Statement (Document Reference 6.2) [APP-064] reports that the assessment concludes that R19 would experience significant, major beneficial permanent effects with regard to noise during the operation of the scheme.</p> <p>In regard to air pollution, Table 5-14 of Chapter 5 Air Quality of the Environmental Statement (Document Reference 6.2) [APP-058] states that the scheme would not have a significant impact on air quality during either the short-term construction phase or long-term operation with the proposed mitigation. Table 5-8 of the Chapter states that there are no predicated exceedances of the annual mean NO2 objective in 2023 as a result of the scheme.</p>

Reference	Interested Party	Relevant Representation	Highways England Response
			<p>There would be no road lighting on the main carriageway or at the junctions.</p> <p>A Health Impact Assessment (Document Reference 6.4, Appendix 12.1) [APP-362] for the scheme has been carried out. This provides a detailed assessment of the scheme on various aspects of health (including direct and indirect impacts) during both the construction and operation of the scheme. It finds that while there may be minor adverse impacts on some aspects of health during construction (particularly noise, air quality, amenity and accessibility), these would be temporary and mitigation is proposed, such as the implementation of the Outline CEMP (Document Reference 6.4, Appendix 16.1) [APP-375]. The HIA does not find that there would be any long-term adverse impacts on health during the operational phase of the scheme.</p> <p>Point 4 - Headlights</p> <p>With respect to light pollution specifically from headlights, Sheet 14 of the Environmental Masterplans (Document Reference 6.3, Figure 7.6) [APP-194] depicts the planting proposed around Henvver Lane Cottage, including deciduous woodland, grassland and scrub. This planting would be located between the property and the realigned Henvver Lane and between Henvver Lane and the main A30 carriageway to the south of the property. This would replace vegetation lost through construction and provide visual screening from the road, including from headlights.</p>
RR-060	Edward Buckland Ltd on behalf of Tregothnan Estate	<p>Tregothnan Estate are a significant Landowner in Cornwall. To the best of our knowledge it would appear from the plans provided that the scheme will not impact the Estate's surface ownership but it will sterilise their mineral rights.</p> <p>The renewed interest in the exploration and potential extraction of minerals in Cornwall is well publicised and is moving forward at pace. The Estate has entered into an agreement with a mineral developer to look at potential opportunities across the County. Tregothnan Estate are concerned that Highways England and the developers of the scheme have not taken into account the potential for future extraction of minerals in Cornwall, or the resulting sterilisation of minerals along the current route and the long term impact that this might have on the economic opportunities in the future.</p>	<p>A meeting between Highways England and the Estate took place on 5 February 2019. Highways England is aware that the Estate is concerned about the potential sterilisation of minerals due to the scheme. The Relevant Representation does not include any detail about the anticipated impacts of this scheme, for example what minerals may be present within the Order limits or what plans there are to work them in the future.</p> <p>However, recognising that the Estate is concerned about the potential sterilisation of its mineral interests, the Applicant considers that the incorporation of the minerals code via Article 24 of the draft DCO (Document Reference 3.1(B)) [AS-031] addresses the concerns raised by the Estate. The incorporation of the minerals code means that the default position will be that minerals are excepted from the scope of any compulsory acquisition unless they are expressly conveyed. In the event that the Estate brings forward plans to work minerals in the area of the scheme in the future then the code prescribes a process that the Estate and the Applicant would follow.</p>
RR-093	Edward Buckland Chartered Surveyors on behalf of The Harvey Family	<p>We are in favour of improving this section of the A30 and accept, albeit very reluctantly, that it is going mean the road will be built along the route selected. At its closest point this will be under 100m from our boundary. On completion we shall have roads on three sides of us and a proposed roundabout at the Boxheater Junction, around 70m from our boundary. We are probably the worst affected dwelling but have found it difficult dealing with the team from Highways England who we feel has treated us badly. Information has not always been forthcoming or has been late in arriving, undertakings made by them at meetings have not been followed up and our representations have been subsequently paraphrased inaccurately. We are dropping a number of contentious matters as there is little point in continuing to bang one's head against a brick wall, however there remain several issues which affect both us and the wider community and on which it has not been possible to reach agreement on, namely:</p> <ul style="list-style-type: none"> o The extent of land being acquired from us: this is in part dependent upon a proposed landscaping scheme which is unnecessary. 	<p>The details of the engagement Highways England has had with all landowners, including The Harvey Family between August 2017 – June 2018, is set out in Appendix B of the Statement of Reasons (Document Reference 4.1) [APP-008].</p> <p>Point 1 - Extent of land acquisition</p> <p>All land taken is for the scheme, its construction and essential mitigation. Landscape planting is proposed to reinstate disturbed ground, to integrate the scheme into the landscape and to manage or screen views of or from the scheme. If there are any specific areas of concern that have not been picked up at the master planning scale this could be discussed during the detailed design phase in due course, but the Applicant considers that it has minimised the land required to deliver essential mitigation, including landscaping, as far as possible. Details of the landscape mitigation are provided in Sheet 15 of the Environmental Master Plans (Document Reference 6.3, Figure 7.6) [APP-195].</p> <p>Point 2 - Boundary design</p>

Reference	Interested Party	Relevant Representation	Highways England Response
		<p>o Boundary structure: The new meadow boundary against the lane should be similar to that which exists at present, ie either an earth bank or a stone hedge, in accordance with Cornwall Rural Highways Best Practice. Whichever it is should have a hedgerow planted on the top, preferably hawthorn.</p> <p>o Design width of C0075: Advice received from Highways England so far is conflicting, vague and incomplete. The re-aligned lane should be of a width to discourage higher vehicle speeds. It is designated a Quiet Lane and needs to be safe for vehicles AND other users, ie horse riders, cyclists and walkers. The latter depend on slow vehicle speeds for their safety. Highways England should draw from the experiences of Local Authorities across the country in controlling speeds on Quiet Lanes through subtle road design. Their attitude to date is “No change to the speed limit in this area is proposed, so there is no danger posed by increased speeds”. This is a dangerously simplistic view.</p> <p>o Storage compound C0075: No safe means of contractor access has yet been provided, despite several requests and suggestions.</p> <p>o Bridge design: No drawings have been provided by HE who advise only that the bridge has been designed to DMRB standards and that expenditure on aesthetic improvements, such as stone facing, is not warranted. The standard of construction may well be to DMRB requirements but the design conflicts with advices contained in the DMRB and, we suspect, fails to respect this essentially rural locality.</p> <p>o Future access to land: the plan as drawn provides no access into our wildflower meadow. Hopefully this is just an oversight.</p> <p>o Mitigation during construction works: We hope that agreement has now been reached on this matter and that full information will be provided to us, as promised, by Highways England before the end of November.</p>	<p>The proposed hedges along either side of the new lane are stone Cornish hedges planted with hedgerows on top. Hawthorne would be a component of the hedgerow planting mix, which would be designed following best practice guidance. The location of the Cornish hedgerow is provided in Sheet 15 of the Environmental Master Plans (Document Reference 6.3, Figure 7.6) [APP-195] which is in turn secured by Requirement 5 (landscaping) of the draft DCO [AS-031].</p> <p>Point 3 - Design width of C0075</p> <p>The width of the realigned Pennycomequick Lane (C0075) has been agreed with Cornwall Council to be 4m to match existing, with passing bays provided within the area through the underpass crossing of the new A30.</p> <p>Point 4 - Storage compound C0075</p> <p>The proposed construction compound is required for the construction of the Pennycomequick Lane underpass structure and would be accessed from the existing A30 and the existing Pennycomequick Lane. The exact details would be developed by the Principal Contractor with engagement with the Harvey Family.</p> <p>Point 5 - Bridge design</p> <p>The bridge design has been developed in accordance with DMRB and the associated finish on the structure has been considered and determined within the landscape and visual assessment of the Environmental Statement. Highways England’s approach to appropriate design in this rural situation is focused on minimising lane widths and appropriate landscape mitigation to better integrate the scheme into the landscape and reduce its visual prominence. From a landscape and visual perspective, given the character of the local landscape, it is not considered that stone cladding of the bridge would reduce its effects on local character or views.</p> <p>Future access to land</p> <p>Not all field accesses are illustrated at this stage of the design. However, it can be confirmed that the access to the wildflower meadow would be retained at the same location as the existing access in the western corner of the field.</p>
RR-100	Kevin Williams	<p>My main concern with this scheme is the proposed Chybucca junction layout. I believe that the proposal of a partial junction at Chybucca is a very short sighted plan. By including a partial junction on the ability of commuters , residents ,business users and goods vehicles to access Truro or join the A30 from Truro are going to be limited. This also means that the A39 and A390 routes will become more congested as the vehicles that currently use the B3284 to reach Truro from the East will be unable to do so and will have to use the other 2 routes. There is already a bridge and 2 roundabouts planned for Chybucca so it would not be a major expense to put 2 east bound slipways in. There are many new houses being built in the Chybucca to Truro area that need access to the A30 which would be made possible by adding the 2 east bound slipways rather than going through Truro to join the A39 and A390. It would be a costly mistake to not include the 2 east bound slipways as it would be too costly to add them retrospectively if in future it was thought they were needed.</p>	<p>Based on comments received through the public consultation events, considerable traffic modelling work has been undertaken to consider the inclusion of east facing slips at Chybucca junction as part of the scheme. Large developments in the proximity of the scheme that were considered likely to have a direct impact on future demand on the A30 were modelled. Cornwall Council is in agreement with the modelling undertaken as stated in the Statement of Common Ground with Cornwall Council (Appendix A, Document Reference 7.4(A)). Further information on the traffic modelling is provided in section 5 of the Transport Report (Document Reference 7.4) [APP-049].</p> <p>The Traffic Model, built in accordance with WebTAG guidance and meeting the requirements for model calibration and validation, has been used to undertake sensitivity tests (further modelling) to forecast the role east facing slips would play if included as part of the scheme. This has included model scenarios with both west and east facing slips at Chybucca.</p> <p>With the inclusion of west and east facing slips at Chybucca, traffic flows on the westbound off slip and eastbound on slip combined are forecast to be approximately 190 cars in the 2038 AM peak period. The AM peak period represents the busiest</p>

Reference	Interested Party	Relevant Representation	Highways England Response
			<p>modelled period at this junction under this model scenario, with lower flows forecast in the interpeak and PM peak periods.</p> <p>As a comparison, forecast traffic flows on eastbound off slip and westbound on slip combined under the west facing slips only scenario is larger than 800 cars in each of the modelled AM peak, interpeak and PM peak scenarios.</p> <p>In 2038 traffic flows on the A39 and A390 are forecast to reduce in the model assessment, including a scenario with the A30 scheme in place, compared to the scenario without the scheme included.</p> <p>The traffic model has also been used to assess the impact of the A30 Chiverton to Carland Cross scheme on the wider highway network. Analysis of the model outputs shows that journey times across the network are set to reduce with the provision of the scheme compared to the scenario without the scheme in place.</p> <p>Inclusion of the east facing slips would also require additional land take compared to the without slips scenario. Changes to the vertical alignment of the scheme would also be required to avoid introducing a departure from DMRB standards, which would require a significantly higher embankment adjacent to Tresawen with associated environmental adverse impacts (noise, air quality, landscape and visual). Such a change to include the higher embankment to include the east facing slip roads and amended A30 vertical alignment would significantly increase the construction costs.</p> <p>In summary, the Applicant does not consider that the increased land take and cost would be justified given the limited benefit that the addition of east facing slips would have.</p>
RR-102	Mr Peter Gordon Keast	<ul style="list-style-type: none"> - I will have no direct access to farm buildings during construction, meaning that all animals will need to be moved to alternative locations. - Proposed new access does not provide safe access to and from B3284 - Consider re-aligned access road giving safe area for agricultural vehicles to wholly pull of the B3284 and which will result in less land being lost -Concerned about extent of tempory land taken during construction. I have received no communication as to its proposed use. - I will require the reinstatement of Cornish hedges and fields following construction 	<p>Point 1 - Access</p> <p>Access to the farm buildings would be maintained as required by Mr Keast during construction. Article 17 of the draft DCO (Document Reference 3.1(B)) [AS-031] provides that accesses could be created within the Order limits – it is anticipated to provide temporary accesses as required during the construction period.</p> <p>Points 2 and 3 – Proposed New Access</p> <p>The proposed new permanent realigned access has been developed to provide safe access at a safe distance from the new roundabout. This is shown on Sheet 3 of the General Arrangement and Section Plans (Document Reference 2.6) [APP-017].</p> <p>Point 4 – Temporary Land Take</p> <p>The temporary land take has been discussed with Mr Keast during ongoing engagement as set out in Appendix B of the Statement of Reasons (Document Reference 4.1)[APP-008]. It is required to allow the construction of the new junction whilst maintaining two-way uninterrupted traffic flow on the Shortlanesend Road.</p> <p>Point 5 – Reinstatement of Cornish Hedges and Fields</p> <p>All existing Cornish hedges would be retained where possible and replaced where required as illustrated in Sheet 7 of the Environmental Master Plans within the Environmental Statement (Document 6.3, Figure 7.6) [APP-187].</p>
RR-113	Woodlands Investment Management Ltd	We would like to register as an interested party for this scheme.	Noted.

Reference	Interested Party	Relevant Representation	Highways England Response
RR-117	Mr Simon Lutey on behalf of Residents of Trevalso	<p>1. Very close proximity of dual carriageway to Trevalso Cottage will result in noise pollution, air pollution affecting health and light pollution from headlights.</p> <p>2. Also considerably close to Trevalso Farmhouse.</p> <p>3. Destruction of mature trees and flora on Trevalso lane.</p> <p>4. Significant effect on farm viability with 1 mile of land taken from dry end of farm.</p>	<p>Points 1 and 2 - Noise, air and light effects on Trevalso</p> <p>In regard to noise, Table 11-14 in Chapter 11 Noise and Vibration of the Environmental Statement (Document Reference 6.2) [APP-064] states that the permanent, operational impacts of the scheme on Trevalso Cottage would be significant, moderate adverse, and just above Significant Observed Adverse Effect Levels (SOAEL) in the long term. It would therefore be potentially eligible for noise insulation under the Noise Insulation Regulations (NIR) 1975 (as amended). Full details of this are provided at paragraph 11.11.90 of Chapter 11. Table 11-14 states that Trevalso Farm would experience non-significant, minor adverse permanent operational effects in relation to noise.</p> <p>In regard to air pollution, Table 5-14 of Chapter 5 Air Quality of the Environmental Statement (Document Reference 6.2) [APP-058] states that the scheme would not have a significant impact on air quality during either the short-term construction phase or long-term operation with the proposed mitigation. While Table 5-8 of the Chapter states that receptor H363 (Trevalso Cottage) would experience an increase in NO₂ concentrations as a result of the scheme, paragraph 5.11.26 of Chapter 11 states that <i>'this is well below the Air Quality Objective (AQO) and therefore not considered to be at risk of exceeding the AQO'</i>.</p> <p>With respect to light pollution from headlights, Sheet 14 of the Environmental Masterplans (Document Reference 6.3, Figure 7.6) [APP-194] depicts the planting proposed around Trevalso Farm and Trevalso Cottage, including deciduous woodland, grassland and scrub. This planting would be located between the properties and the carriageway, and between Trevalso Cottage and the lane adjacent. This would replace vegetation lost through construction and provide visual screening from the road, including from headlights.</p> <p>Point 3 – Planting on Trevalso Lane</p> <p>Woodland and grassland planting is proposed around the realigned Trevalso Lane leading into the underpass. This is proposed to mitigate the loss of existing vegetation as a result of the scheme, providing visual screening, landscape integration and biodiversity/nature conservation functions as shown on Sheet 14 of the Environmental Master Plans (Document Reference 6.3, Figure 7.6) [APP-194].</p> <p>Point 4 – Agricultural land take</p> <p>It is acknowledged that the scheme requires a significant amount of land. An Agricultural Impact Assessment (AIA) has been undertaken to quantify the scheme's land take both temporarily and permanently, describing any agreed mitigation. The AIA (Document Reference 6.4, Appendix 12.5) [APP-366], assesses the impact of the scheme on land use and assesses impacts on individual farm units (plots) forming part of a farm holding, taking into account agricultural land quality and the likely impact on its functionality in terms of severance and access.</p> <p>Table 12-8 in the AIA shows temporary land take by holding/plot and Table 12-10 shows permanent land take by holding.</p> <p>Loss of property value as a result of the operation of the scheme, due to physical impacts, may be compensable following the opening of the scheme in line with the Compensation Code.</p>
RR-059	Sam Parker	<p>My main concern with this scheme is the proposed Chybucca junction layout. I believe that the proposal of a partial junction at Chybucca is a very short sighted plan. There are 3 main routes from the A30 into Truro (A39, B3284 and A390) Chybucca junction is the junction where the B3284 meets the A30. By including a</p>	<p>East facing slips</p> <p>Based on comments received through the public consultation events, considerable traffic modelling work has been undertaken to consider the inclusion of east facing slips at Chybucca junction as part of the scheme. Large developments in the proximity</p>

Reference	Interested Party	Relevant Representation	Highways England Response
		<p>partial junction, the ability of commuters, residents, business users and goods vehicles to access Truro or join the A30 from Truro are going to be limited. This also means that the A39 and A390 routes will become more congested as vehicles that currently use the B3284 to reach Truro when travelling from the East will be unable to so will have to use the other 2 routes.</p> <p>The A39 has regular accidents and roadworks which pushes many vehicle further down the A30 to Chybucca currently, this will not be possible with the new layout.</p> <p>The extra cost of 2 slip roads at Chybucca added to the existing proposal would be a minor additional expense in the scale of the scheme and would have a quick payback in terms of community, business and commuter connectivity with the main trunk road network. There is already a bridge and 2 roundabouts planned for Chybucca so it's not a great addition that we ask for!!</p> <p>It seems that there is greater emphasis and budget for wildlife crossings than local business and community network connectivity. A huge budget is available for the green bridge at Marazonvose and other wildlife crossings but a full junction carries too much cost to be included?? In a previous trunk road scheme; A38 Dobwalls bypass, £300k was spent putting in 2 bat bridges over the road, a recent Highways England survey has revealed that the bridges are used by between 11 and 17 bats a year, is this a good return on investment?</p> <p>Traffic modelling for this schemes shows that there will be an increase in traffic using 2 rat runs; between Zelah West junction and Shortlanesend and between Tresawsen junction and Allet. Both these roads are single track in places and not suited to an increase in traffic, there is no plan to upgrade these 2 roads even though the new scheme will lead to an increase in their usage. If a full junction at Chybucca was included these 2 rat runs wouldn't be used as much because greater access on and off the A30 would be possible.</p> <p>There is numerous businesses in this area that use Chybucca as their main access to the A30 for goods and visitors in and out. There are also many new houses being built in the Chybucca to Truro corridor and to the western side of Perranporth that need an access onto the A30 which would be made possible by just adding 2 slip roads at Chybucca.</p> <p>If these slip roads aren't included now during the building stage of this scheme, there will not be another chance as adding them retrospectively would be too costly. It's now or never. A costly mistake to make, it wouldn't be a mistake to include them!!</p>	<p>of the scheme that were considered likely to have a direct impact on future demand on the A30 were modelled. Cornwall Council is in agreement with the modelling undertaken as stated in the Statement of Common Ground with Cornwall Council (Appendix A, Document Reference 7.4(A)). Further information on the traffic modelling is provided in section 5 of the Transport Report (Document Reference 7.4) [APP-049].</p> <p>The Traffic Model, built in accordance with WebTAG guidance and meeting the requirements for model calibration and validation, has been used to undertake sensitivity tests (further modelling) to forecast the role east facing slips would play if included as part of the scheme. This has included model scenarios with both west and east facing slips at Chybucca.</p> <p>With the inclusion of west and east facing slips at Chybucca, traffic flows on the westbound off slip and eastbound on slip combined are forecast to be approximately 190 cars in the 2038 AM peak period. The AM peak period represents the busiest modelled period at this junction under this model scenario, with lower flows forecast in the interpeak and PM peak periods.</p> <p>As a comparison, forecast traffic flows on eastbound off slip and westbound on slip combined under the west facing slips only scenario is larger than 800 cars in each of the modelled AM peak, interpeak and PM peak scenarios.</p> <p>In 2038 traffic flows on the A39 and A390 are forecast to reduce in the model assessment, including a scenario with the A30 scheme in place, compared to the scenario without the scheme included.</p> <p>The traffic model has also been used to assess the impact of the A30 Chiverton to Carland Cross scheme on the wider highway network. Analysis of the model outputs shows that journey times across the network are set to reduce with the provision of the scheme compared to the scenario without the scheme in place.</p> <p>The 2038 PM peak traffic model has also been used to assess forecast year journey times from the Callestick area to Carland Cross. Without the A30 scheme in place, the time taken to travel eastbound between these locations is forecast to take almost 16 minutes 52 seconds when travelling via Chybucca. With the A30 scheme in place, travelling eastbound between the same locations but via Chiverton (due to the absence of the east facing slips) the journey is forecast to take 11 minutes, 17 seconds. This demonstrates that although the east facing slips are not provided, journey times to/from areas in close proximity to where the slips would be, are still improved with the scheme in place compared to the scenario where the scheme is not in place and trips are using the existing A30.</p> <p>Rat runs</p> <p>In terms of the two 'rat runs' between Zelah West and Shortlanesend and between Tresawsen and Allet, the model shows that with east facing slips at Chybucca, the 2038 AM peak traffic on the Zelah West to Shortlanesend route would decrease by 54 vehicles, from 198 to 144, and for the Tresawsen to Allet route traffic would increase by 23 vehicles, from 109 to 132 vehicles. For the 2038 PM, peak traffic on the Zelah to Shortlanesend route would decrease by six vehicles, from 183 to 177 and for the Tresawsen to Allet route the traffic would increase by one vehicle, from 138 to 139.</p> <p>The traffic modelling shows that the two rat runs cited would experience an increase in traffic during certain periods of the day in a scenario with east facing slips at Chybucca. However, the level of change in traffic is not considered to be significant.</p> <p>Summary</p>

Reference	Interested Party	Relevant Representation	Highways England Response
			<p>Inclusion of the east facing slips would also require additional land take compared to the without slips scenario. Changes to the vertical alignment of the scheme would also be required to avoid introducing a departure from DMRB standards, which would require a significantly higher embankment adjacent to Tresawen with associated environmental adverse impacts (noise, air quality, landscape and visual). Such a change to include the higher embankment to include the east facing slip roads and amended A30 vertical alignment would significantly increase the construction costs.</p> <p>In summary, the Applicant does not consider that the increased land take and cost would be justified given the limited benefit that the addition of east facing slips would have.</p>
Relevant Representations made by section 47 consultees			
RR-105	National Farmers Union (NFU)	See Annex F of this document.	All matters are covered in Highways England's detailed response to the Relevant Representation which has been sent to NFU, provided in Annex F of this document.
RR-083	Rambler's Association	<p>This submission is made by the Ramblers' Association, a charity representing the interests of walkers. The submission is therefore restricted to issues affecting walkers.</p> <p>1. Chiverton Cross</p> <p>The proposed underpass for non motorised traffic is sited about 500m from the desire line for a crossing of the A30 by walkers. At normal walking pace this would result in an extra journey time of about 15 minutes and be along uninviting busy roads. The underpass itself is said to be 70m long and have a headroom of 2.7m and width 4.0m. The layout will be daunting for many walkers, cyclists and horseriders and may result in antisocial behaviour.</p> <p>There is said to be a consideration of a new overbridge on a more convenient line for non motorised users, paid for out of Designated Funds. However there is no certainty of this happening and it cannot be considered as part of this Order.</p> <p>2. Bridleway 309/3</p> <p>We have no objection to the northern end of the bridleway being stopped up. There should be a bridleway provided along the south side of the new road to connect the remaining part of the bridleway with the realigned C0049 road. This will greatly improve connectivity with other nearby off road routes.</p> <p>3. The proposed new road bisects an area designated as Access Land under the Countryside and Rights of Way Act 2000 a few hundred metres west of Carland Cross. No means of getting to the southern part of this land is proposed and the old main road to the east is proposed to be stopped up. Loss of accessibility is deplored as it appears to be relatively easy to provide access on foot along the disused length of old road. The area is of historic interest as it has a prehistoric barrow which is a scheduled monument. Also, in mitigation for the loss of Access Land, we recommend that the proposed new heathland nearby is given a CRoW Access Land dedication if not part of the highway.</p> <p>4. Carland Cross to Mitchell, proposed restricted byway VV. This does not appear to connect to any right of way at the west end, recorded either on the definitive map or list of streets kept by Cornwall Council. It needs to be extended about 50m to the west to connect to the C0755 road.</p> <p>5. The proposed extinguishments and creation of roads appears to consider that only the carriageway is highway, whereas the highway includes footways, grass</p>	<p>Point 1 – Chiverton Cross</p> <p>The proposed underpass is situated approximately 500m east of the existing Chiverton Roundabout, linking between the footway/cycleways on the realigned B3277 and the realigned A390. Highways England acknowledge that the design would require a diversion with associated increased journey time for those who use the existing Chiverton roundabout as a crossing. However, it is considered that the availability of a safe crossing at this location is a benefit of the scheme compared to the existing situation.</p> <p>The location and design of the crossing has been discussed and agreed with Cornwall Council, as is set out in the Statement of Common Ground (reference 2.10, Appendix A, Document Reference 7.4(A)). It is not considered that a link from the B3277 to the A390 at the location of the existing Chiverton Roundabout is required as part of the scheme as an equivalent facility to the existing crossing bridge over the A30 at Blackwater is being provided.</p> <p>The underpass has been designed in accordance with national guidance. It has a straight continuous alignment with width and height dimensions greater than the minimum required standards. The exit would be visible on entering the underpass and there would be very good visibility to, from and through the underpass. It has short approach gradients from the road network of less than 1:20 and a continuous shallow gradient through the underpass from east to west. The underpass would have angled wingwalls to maximise the natural light at the entrances and would be lit with motion sensitive lighting. This would match the natural lighting outside of the underpass.</p> <p>Considering the rural location of the underpass and its proposed dimensions and design, it is considered to pose no additional security threat for users than the facilities on the adjacent road and off-road network.</p> <p>Point 2 – Bridleway 309/3</p> <p>The existing bridleway terminates at the existing A30. The proposed stopping up is required to terminate the bridleway at the point it would intersect the proposed new A30. This is a short length of stopping up only and involves a linear route. Mitigation in the form of new provision to extend the route is considered unnecessary and would require additional land. This approach has been discussed and agreed with Cornwall Council as is set out in the Statement of Common Ground with Cornwall Council (Appendix A, Document Reference 7.4(A)).</p>

Reference	Interested Party	Relevant Representation	Highways England Response
		<p>verges, visibility splays and the like. This gives rise to an unsatisfactory outcome where highway rights continue to exist on the verges of stopped up roads and separately defined other rights such as restricted byways are created within the boundary of other vehicular highways.</p>	<p>Point 3 – CRoW land</p> <p>As described in Chapter 12 People and Communities of the Environmental Statement (Document Reference 6.2) [APP-065], the area to the south of the existing A30 located around the disused quarry is not currently publicly accessible and there is no evidence that it is used for recreational purposes. As explained in the Statement of Reasons [APP-006] the Applicant has however adopted a precautionary approach due to the status of this land and is treating it as open space. The existing A30 where it is stopped up is diverted to allow continued access similar to the existing situation. Replacement open space land to compensate the land take is to be provided at Warren’s Barrow. This would be far more accessible in its new location. The proposals are illustrated on the Special Category Land Plan [AS-013].</p> <p>Point 4 – Carland Cross to Mitchell</p> <p>Highways England propose to provide a new bridleway Reference VV (PR15) alongside a proposed private means of access in order to provide additional benefit, connecting into local roads and the surrounding transport network. This is depicted on Sheet 8 of the Rights of Way and Access Plans (Document Reference 2.5(A)) [AS-030]. At the western end, the proposed bridleway connects to the unclassified public highway leading to C0755.</p> <p>Point 5 – Highway verges</p> <p>The new highways created and the existing highways stopped-up would include the full extent of the highway cross-section including verges. In places provision for non-motorised users would be made alongside vehicular carriageways. Although they may be physically distinct from the vehicular carriageway, these routes would not always be classified as separate highways.</p>
RR-067	Cornwall Countryside Access Forum	<p>GENERALLY: This representation is made on behalf of Cornwall Countryside Access Forum. The Forum has been in consultation with and has recently issued advice to Highways England in connection with this Scheme, the bulk of which has been acted on.</p> <p>The Forum supports the Scheme in so far as it makes provision for walkers, cyclists and horse riders. We commend HE for the planned provision, providing connectivity for the public rights of way network north and south of the “new A30” Expressway which greatly enhances the present (inadequate) provision.</p> <p>SPECIFIC COMMENTS:</p> <p>1. CHIVERTON CROSS:</p> <p>a. Signage provision for eastbound cyclists on the A30 coming from West Cornwall – we are concerned on safety and convenience grounds that adequate signage is made.</p> <p>b. Chiverton Grade Separated Junction - we are concerned on grounds of safety and convenience as to the detailed crossing provision, particularly at the roundabout.</p> <p>c. Proposed underpass for WCH – we are told it will be 4m wide, 2.7m headroom and 70m long. We are concerned for the safety and convenience of users, not only equine, but as a potentially busy cycle commuter route, and possible horse/cycle conflict.</p> <p>d. Proposed WCH bridge on line of the A390 – B3277 Truro to St Agnes roads – HE has informally indicated an overbridge funded by Designated Funds. We advise that this should be reconsidered and funded as part of the main scheme.</p> <p>e. As an alternative to both c. and d. above, HE should consider providing one</p>	<p>Highways England acknowledges that Cornwall Countryside Access Forum is in general support of the scheme. Responses to specific points raised are provided below.</p> <p>Point 1 – Chiverton Cross</p> <p>a) Signage would be provided on the existing A30 trunk road to notify eastbound cyclists of the approaching prohibition on the new A30 and direct them off at the new Chiverton junction. Signage would also be provided to direct cyclists through the new Chiverton junction.</p> <p>b) The proposed underpass is situated approximately 500m east of the existing Chiverton Roundabout, linking between the footway/cycleways on the realigned B3277 and the realigned A390. Highways England acknowledge that the design would require a diversion with associated increased journey distance for those who use the existing Chiverton roundabout as a crossing. However, it is considered that the availability of a safe crossing at this location is a benefit of the scheme at this junction compared to the existing situation.</p> <p>c) The underpass has been designed in accordance with national guidance. It has a straight continuous alignment with width and height dimensions greater than the minimum required standards. The exit would be visible on entering the underpass and there would be very good visibility to, from and through the underpass. The underpass has been designed in accordance with the relevant standards to accommodate walkers, cyclists and horse-riders. The underpass is not considered to cause any specific horse/cycle conflict.</p>

Reference	Interested Party	Relevant Representation	Highways England Response
		<p>substantial bridge for walkers, cyclists and horse riders as part of the main scheme and as near the A390 – B3277 route line as possible.</p> <p>2. CHYBUCCA G/S JUNCTION: We note the WCH provision through and around the new junction but are concerned as to safety, and would ask for controlled WCH crossings.</p> <p>3. MARAZANVOSE/NANCARROW: We welcome the provision of the WCH crossing on the green bridge and connectivity with Killivose Lane and Nancarrow footpath.</p> <p>4. TWO BURROWS UNDERBRIDGE: With stopping-up of Shortlanesend – Two Burrows road, we advise this road be re-designated as a restricted byway from the underpass to Twoburrows, keeping the existing direct NCR route with safe access for WCH into the village from PRoW east and west avoiding the current A30.</p> <p>5. CHURCH LANE, ZELAH U6083: Provision of a new WCH underpass is welcomed. However, for cyclists and horse riders the existing stepped crossing of the current A30 is inaccessible – the new link needs to be realigned with a continuous underpass into the village for all WCH on the line of U6083.</p> <p>6. CARLAND CROSS:</p> <p>a. We particularly welcome the propose WCH link using the old A30 route and the new underpass to maintain north – south connectivity; and the proposed WCH link to Mitchell using the former A30 road.</p> <p>b. The crossing for WCH on the southern arm of the existing roundabout (A39) remains a potentially dangerous at-grade crossing which we advise should be a controlled crossing on the existing footway.</p> <p>7. MITCHELL: Signage provision for westbound cyclists on A30 coming from East Cornwall – we are again concerned on both grounds of safety and convenience that adequate signage provision is made to direct westbound cyclists, particularly "End to Enders", off the new A30 via Mitchell and onto the de-trunked old A30 via Carland Cross.</p> <p>We have prepared a detailed version of this Representation which we would like to submit to the Inspectorate at the appropriate time.</p>	<p>d) It is not considered that a link from the B3277 to the A390 at the location of the existing Chiverton Roundabout is required as part of the scheme as an equivalent facility to the existing crossing bridge over the A30 at Blackwater is being provided.</p> <p>e) The journey distance between St Agnes and Truro is approximately 13km, with the proposed additional 1km diversion at Chiverton increasing this distance by approximately 7%. The increase in distance is also similar to the increase in distance that cyclists currently experience when they use the Blackwater bridge via East Hill to avoid the existing crossing facilities at the Chiverton roundabout. The surveys undertaken as part of the walking, cycling and horse riding survey and assessment (section 2.2, Document Reference 6.4, Appendix 16.1, Annex M) [APP-376] confirmed that a large majority of the cyclists travelling this route use the Blackwater bridge.</p> <p>Assuming an average cycling speed of 20km/h, the additional travel time would be approximately 3 minutes.</p> <p>Point 2 – Chybucca G/S junction</p> <p>The proposed uncontrolled WCH crossings have been designed to the relevant standards and would be safe, as discussed and agreed with Cornwall Council and set out in the Statement of Common Ground (Appendix A, Volume 7, Document Reference 7.4(A)). The crossings would be located close to the roundabouts and use the junction splitter islands to reduce the crossing distances. Vehicle speeds would be low with very good visibility to and from the crossings.</p> <p>Point 3 – Marazanvose/Nancarrow</p> <p>Noted.</p> <p>Point 4 – Two Burrows Underbridge</p> <p>The NCN route is proposed to run on carriageway as existing and follow the new road layout of the realigned existing A30 and the Shortlanesend Road as shown in the PRoW Management Plan in the Outline CEMP (Document Reference 6.4, Appendix 16.1, Annex M) [APP-376] and in Sheet 5 of the Rights of Way and Access Plans (Document Reference 2.5(A)) [AS-030]. This new road layout has been developed to avoid a crossroads junction and locate the new junctions to maximise visibility to and from the side roads. These are also the safest locations for the cyclists to wait and cross the realigned existing A30. To the south of the new A30 there would be a bridleway (Hill House) to maintain the north-south link at Tolgroggan. This arrangement has been discussed and agreed with Cornwall Council in the Statement of Common Ground with Cornwall Council (Appendix A, Document 7.4 (A)) and would provide safe continued access for horse-riders.</p> <p>Point 5 – Church Lane, Zelah U6083</p> <p>The underpass would provide a diversion to connect into the existing route, which involves stepped access. This approach has been discussed and agreed Cornwall Council in the Statement of Common Ground with Cornwall Council (Appendix A, Document 7.4 (A)). The route for cyclists and horse riders is via Trevalso Lane as existing.</p> <p>Point 6 – Carland Cross</p> <p>a) Noted</p> <p>b) The additional link would connect into the existing infrastructure and does not involve amendments to the existing A39 roundabout. The existing crossing is located close to the roundabout and uses the junction splitter island to reduce the</p>

Reference	Interested Party	Relevant Representation	Highways England Response
			<p>crossing distances. Vehicle speeds are low with very good visibility to and from the crossing.</p> <p>Point 7 – Mitchell</p> <p>As described in Section 3.4 of the PRoW Management Plan in the Outline CEMP (Document Reference 6.4, Appendix 16.1, Annex M) [APP-376], Highways England and its Contractor (once appointed) would provide appropriate signage for re-provided and new public rights of way (including for cyclists) to be agreed with Cornwall Council.</p>
RR-077	AggieCycles	<p>With respect to Chiverton Cross - Chybucca section;</p> <p>Whilst appreciating the acknowledgment from HE that no pedestrian provision at Chiverton Cross was unacceptable, the decision to install an underpass is far from satisfactory.</p> <p>In order to encourage the general population to consider commuting between St.Agnes and Truro through active travel, then a pleasant, safe, inviting environment needs to be provided.</p> <p>Along with the planned cycle superhighway linking the north coast to the capital, the key to the success of the project will be a purpose built bridge at the current site of Chiverton Cross roundabout. This will link the B3277 to the A390 directly, without diversion, allowing a direct journey for those choosing to travel by foot/bike/horse/scooter/wheelchair/mobility scooter etc</p> <p>For the future of mid-cornwall, the health and well being for generations to come, please incorporate the Chiverton Cross Pedestrian bridge into the main scheme.</p>	<p>All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.</p>
RR-078	British Horse Society	<p>The British Horse Society welcomes this scheme as it should greatly improve equine access around the line of the road and potentially beyond. With this in mind the Society is pleased that more crossing points over or under the A30 will be available.</p> <p>However the Society does have some concerns and wishes to ensure that the opportunities for all vulnerable users are maximised.</p> <p>The particular areas of concern from the published plans and our understanding of them are:</p> <p>Chiverton Junction:</p> <p>We understand that a long underpass for cyclists, walkers and horse riders is proposed between the new and old junctions. We understand the height proposed is around 3 metres. This is very low for equines a height of minimum 3.5 metres is required.</p> <p>Also the proposed width of the tunnel is rather narrow in view of its length to accommodate all users including equines.</p> <p>Using the tunnel will also incur a significant detour for those going from St Agnes to Truro.</p> <p>We believe an overbridge at the old roundabout is being considered. The Society considers this as extremely desirable or essential and that the bridge should accommodate horse riders. There are several examples of such bridges in the Southwest. This would overcome the concerns expressed about the tunnel</p>	<p>Highways England acknowledges that the British Horse Society supports the scheme. Responses to specific points raised by the British Horse Society are provided below.</p> <p>Point 1 - Chiverton Junction:</p> <p>The new underpass at Chiverton is proposed as a route for walkers and cyclists based on the existing facilities and usage in the area, however, this could be used by horses, with riders needing to dismount and remount either side of the underpass. The proposed underpass has been sized on this basis, with the 2.7m height of the underpass restricted by the level of the new B3277 and A390 roads that the route links into and the new A30 and its associated drainage that it passes underneath. Highways England will continue to work closely with the British Horse Society to confirm if the route will be used by horse riders and if so ensure appropriate signage is provided for riders to dismount and remount, in accordance with their guidance.</p> <p>The proposed underpass is situated approximately 500m east of the existing Chiverton Roundabout, linking between the footway/cycleways on the realigned B3277 and the realigned A390. Highways England acknowledge that the design will require a diversion with associated increased journey time for those who use the existing Chiverton roundabout as a crossing. However, it is considered that the availability of a safe crossing at this location is a benefit of the scheme compared to the existing situation.</p> <p>The location and design of the crossing has been discussed and agreed with Cornwall Council, as is set out in the Statement of Common Ground with Cornwall Council (reference 2.10, Appendix A, Document Reference 7.4(A)). Highways England</p>

Reference	Interested Party	Relevant Representation	Highways England Response
		<p>(above).</p> <p>Church Lane Crossing at Zelah:</p> <p>It is understood that an equine (multiuser) underpass is being provided. This is a most important link. Careful design will be required to accommodate equines over the old A30. It must be noted that a tunnel is acceptable, subject again to height, as this crossing will not have the same volume usage as that at Chiverton.</p> <p>Carland Cross Junction:</p> <p>The Society welcome the multiuser link which we understand is being provided to connect to Mitchell. However the subsequent crossing of the A39 is of concern to all vulnerable users. The Society asks that a "Pegasus" Crossing is provided for equine along with cyclists and walkers as is provided on the A38 by Lanhydrock.</p> <p>The Society wishes to be involved with the further stages of the design process so that these and other issues can be examined in depth. It is important that equine access is considered in detail at all the intersections along the route.</p>	<p>acknowledge that the design will require a diversion with associated increased journey time for those who previously used the existing Chiverton roundabout as a crossing.</p> <p>It is not considered that a link from the B3277 to the A390 at the location of the existing Chiverton Roundabout is required as part of the scheme as an equivalent facility to the existing crossing bridge over the A30 at Blackwater is being provided.</p> <p>Point 2 - Church Lane Crossing at Zelah:</p> <p>The proposed underpass at Zelah is for walkers only with cyclists and horse riders using the new Trevalso Lane underpass just further east. This may make the distance approximately 100-200m longer but would avoid the need to climb the steps to the existing A30 and cross the carriageway.</p> <p>Point 3- Carland Cross Junction:</p> <p>The additional link will connect into the existing infrastructure and does not involve amendments to the existing A39 roundabout. The existing crossing is located close to the roundabout and uses the junction splitter island to reduce the crossing distances. Vehicle speeds are low with very good visibility to and from the crossing. The exact location of the crossing within the splitter island could be amended to maximise the length of the waiting area for horses within the island, noting the current crossing width is similar to the existing crossing further south of the A39, and this can be developed further during detailed design with British Horse Society engagement.</p>
RR-086	Wheal Velocity Cycle Academy	<p>Despite the level of demand for a crossing on the desire line Highways England have not included this in the main scheme. Instead they have an underpass 600 metres to the east of the present junction has been included. This is 70 metres (230 ft) long (revised up from 35m), just 4 metres (13.1 ft) wide and with a minimum guaranteed height of just 2.7 metres (8.8 ft). This is a cheap option but at the same time highly unsatisfactory. At Wheal Velocity we feel that we should be thinking of cycling in a much more forward thinking way and not taking second best. This tunnel that is planned is much less direct for cycle commuters and would be intimidating to use especially during evenings and winter months. Cycling is an all year round activity for those who do it socially as well as use for commuting. We need to think for the future and not just the cheapest option.</p>	<p>All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.</p>
RR-094	Truro Cycling Campaign	<p>See Annex G of this document.</p>	<p>All matters are covered in Highways England's detailed response to the Relevant Representation which has been sent to Truro Cycling Campaign, provided in Annex G of this document.</p>
RR-110	Transition Truro	<p>Objection to the proposed WCH underpass at Chiverton and lack of a direct cycle crossing on the B3277/A390 alignment</p> <p>Transition Truro believes in a sustainable transport network which supports a reduction in private car use and promotes walking, cycling and use of public transport.</p> <p>We consider that the large number of pre-application consultation responses in favour of a direct cycle crossing at Chiverton have not been adequately taken into account by Highways England in their final submitted scheme.</p> <p>We object to the proposed underpass on the following grounds:</p> <ul style="list-style-type: none"> - This extremely long and enclosed underpass (70m long x 4 m wide) would create an intimidating environment for people cycling particularly at night or in the winter 	<p>All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.</p>

Reference	Interested Party	Relevant Representation	Highways England Response
		<p>months and particularly for less confident or new cyclists</p> <ul style="list-style-type: none"> - The location of the underpass will involve a total detour of about a kilometre from the existing B3277/A390 alignment - The above factors will serve to discourage people from using the underpass and hence the route it serves. It is therefore likely to become a redundant facility, other than for the brave few, as soon as it is installed. - We support the proposal for a St Agnes to Truro safe Cycle Highway as a way of encouraging more people to cycle. It is just over 6.5 miles from St Agnes along the B3277/A390 to key commuter destinations eg Treliske hospital and educational establishments. It is a relatively flat and direct route and a cyclable distance especially with the growth of electric bikes. There is a real danger that the underpass would thwart this proposal and deter people from using the cycle highway <p>Highways England have proposed the underpass because it is a cheap option and because they have failed to adequately assess the latent demand and strategic need for safe cycle provision at the site of the current Chiverton roundabout. In doing so Highways England have failed to take account of national planning policies, local planning policies, their own policies and strategies, and indicators of need/demand. For example:</p> <ul style="list-style-type: none"> - National Planning Policy Framework 2018 section 9 – Promoting Sustainable Transport, requires opportunities for cycling and walking to be identified at the earliest opportunity in a development proposal. - National Policy Statement for National Networks 2014. For example paragraph 4.80 states that consideration should be given to the impacts that new or enhanced national network infrastructure might have on opportunities for cycling and walking. - Highways England's 'Cycling Strategy – our approach', Interim Advice Note 195/16 – Cycle Traffic and the Strategic Road Network', HD 42/05 Non-motorised user Audits, Advice note 91/05 - Cornwall Council's sustainable transport policies within its Local Plan and Local Transport Plan - 2011 census data which shows 1000 travel to work trips each day from the St Agnes area to Truro - The Propensity to Cycle Tool which specifically forecasts that Dutch levels of cycle provision combined with the use of e-bikes could lead to 23% of journeys to work being undertaken by cycle along the A390/B3277 route 	
RR-056	Truro City Council	The City Council supports a proposal to provide a bridge over the A30 at Chiverton for cyclists and pedestrians, but does not support the proposal to construct a tunnel under the road. It is likely that many cyclists would take their chances crossing the road above ground, with all the dangers associated with that option, rather than ride into a long narrow tunnel.	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-001	Mrs Diane Nankivell	I live in Silverwell which is near Chiverton and I am interested in the Newquay road from the roundabout and the edge of Silverwell as this is my daily commute route to work.	Noted.
RR-002	Tom Probst	I live 1.5 miles from the A30 and am a commuter travelling up and down the A30 daily. This carriageway extension is the final part of ensuring road links to West Cornwall are suitable for the current populous, industry and tourism. This project is welcomed thoroughly. I'm utterly incensed by the cavalier decision to only provide a partial West only junction at Chybucca. 1: The additional cost in the grand scheme of the project is negligible. 2: The traffic travelling to and from and the	Based on comments received through the public consultation events, considerable traffic modelling work has been undertaken to consider the inclusion of east facing slips at Chybucca junction as part of the scheme. Large developments in the proximity of the scheme that were considered likely to have a direct impact on future demand on the A30 were modelled. Cornwall Council is in agreement with the modelling undertaken as stated in the Statement of Common Ground with Cornwall Council

Reference	Interested Party	Relevant Representation	Highways England Response
		<p>East at Chybucca is significant; Perranporth and East of St Agnes, North Truro and Shortlanesend would be negatively affected by a partial junction lengthening journey times, pollution and funnelling traffic load over local roads to Chiverton. I urge the Planning Inspectorate to review this part of the project and compel Highways England not to repeat the error made with a partial junction at Scorrier. I fear that Highways England have not heard concerns - or if they have, have not satisfactorily answered either way their decision not to include a full junction at Chybucca.</p>	<p>(Appendix A, Document Reference 7.4(A)). Further information on the traffic modelling is provided in section 5 of the Transport Report (Document Reference 7.4) [APP-049].</p> <p>The Traffic Model, built in accordance with WebTAG guidance and meeting the requirements for model calibration and validation, has been used to undertake sensitivity tests (further modelling) to forecast the role east facing slips would play if included as part of the scheme. This has included model scenarios with both west and east facing slips at Chybucca.</p> <p>With the inclusion of west and east facing slips at Chybucca, traffic flows on the westbound off slip and eastbound on slip combined are forecast to be approximately 190 cars in the 2038 AM peak period. The AM peak period represents the busiest modelled period at this junction under this model scenario, with lower flows forecast in the interpeak and PM peak periods.</p> <p>As a comparison, forecast traffic flows on eastbound off slip and westbound on slip combined under the west facing slips only scenario is larger than 800 cars in each of the modelled AM peak, interpeak and PM peak scenarios.</p> <p>In 2038 traffic flows on the A39 and A390 are forecast to reduce in the model assessment, including a scenario with the A30 scheme in place, compared to the scenario without the scheme included.</p> <p>The traffic model has also been used to assess the impact of the A30 Chiverton to Carland Cross scheme on the wider highway network. Analysis of the model outputs shows that journey times across the network are set to reduce with the provision of the scheme compared to the scenario without the scheme in place.</p> <p>Inclusion of the east facing slips would also require additional land take compared to the without slips scenario. Changes to the vertical alignment of the scheme would also be required to avoid introducing a departure from DMRB standards, which would require a significantly higher embankment adjacent to Tresawen with associated environmental adverse impacts (noise, air quality, landscape and visual). Such a change to include the higher embankment to include the east facing slip roads and amended A30 vertical alignment would significantly increase the construction costs.</p> <p>In summary, the Applicant does not consider that the increased land take and cost would be justified given the limited benefit that the addition of east facing slips would have.</p>
RR-004	Daniel Robins	I support the addition of a direct cycle ridge from Starbucks to Truro side of chiverton. It makes no sense to send bikes further along and then under what will become a grotty and unsafe underpass.	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-005	Judith Lawrence	The importance of encouraging more cycling by having a safe cycling infrastructure for environmental and health reasons.	Noted.
RR-006	Thomas Roberson	A huge 70 m long underpass, just 4 m wide and with a minimum guaranteed height of just 2.7 m, this is not acceptable!! It's not direct, it will create an intimidating environment and it won't encourage more people to cycle. I reject this inferior underpass and call for a cycle bridge to be included in the main scheme.	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-007	Barrie Phypers	Congested roads - need to get more cycling Chiverton roundabout is very dangerous on a bike. Too many people do not take enough exercise - public health problem More safe cycle routes needed to support cycles and rising potential for e bikes.	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.

Reference	Interested Party	Relevant Representation	Highways England Response
		A bridge at the Starbucks site, guaranteed in the main scheme, to link with the Designated Funds cycle paths. this is needed.	
RR-008	Dr Barnaby Scrace	I am a Doctor who lives in St Agnes and commutes to Treliske hospital via the A30 at Chiverton Cross. It is extremely dangerous to cross and I often make a 5 mile detour to avoid it. Whilst I welcome any attempt to bypass the new road I wish to make it clear that the underpass has significant failings. It will be dark and intimidating to use at night. I have just cycled to work at 2000 and it was very dark. I would not want to cycle on my own through a long tunnel. I also anticipate that should a full cycle path be created as planned by Cornwall Council from St Agnes to Truro then children would be able to use this to cycle from St Agnes to Cornwall college and Richard Lander school. For the same reasons a tunnel would be a scary proposition to these children. I would like to see a bridge for cyclists and pedestrians to go over the new A30 at the Starbucks site.	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-009	Helen Mitchell	The underpass is not a good enough solution Build a bridge, as suggested by the Truro Cycling Campaign	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-010	Keith Mitchell	A lot of people travel from the direction of St Agnes to the institutions on the A390, which already include Truro College, Richard Lander School and Royal Cornwall Hospital. Further venues will be added in the next few years, including Cornwall Stadium. The number minded to cycle will increase with the popularisation of electric cycles, increase to the already choked traffic, expensive parking and expected increases in the cost of fuel. The current roundabout is very dangerous and there are many more ready-to-cycle than currently do. A bridge directly on the route from St Agnes seems a no-brainer. The proposed underpass involves almost a mile of extra cycling, and will invite attacks on cyclists trapped therein. Please BUILD A BRIDGE	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-011	Yvonne Hacon	Hi-I am a cyclist & very keen on a bridge to make negotiating the Chiverton Roundabout safe to cycle over-I am not happy for an underpass to be used as this may become a really scary area to negotiate. A safer route to Truro would certainly encourage me to cycle more frequently & will do the same to others	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-012	Zoe Mitchell	The traffic on the A390 is terrible and is set to worsen Cycling should be encouraged for environmental and health reasons BUILD A BRIDGE between St Agnes and Truro The underpass proposal is inconvenient and frankly dangerous	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-013	Alex Durran	The use of an underpass when commuting by bike at night and alone in the bad weather via an indirect course is not adequate. a bridge at chiverton cross is necessary.	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-014	Ben Warrick	The tunnel is a poor option for commuting from the N. Last to Truro.the route is used by many many cyclists everyday travelling to the hospital and Truro. A	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.

Reference	Interested Party	Relevant Representation	Highways England Response
		bridge on the direct cycle line is necessary to encourage cycle commuting and make safe and practical for all.	
RR-015	Chris Duckham	<p>As a cyclist that uses the road from St Agnes to Truro I wish to object to the proposal of an underpass and its planned location, a direct route crossing the A30 at the location of the old Chiverton round about would be best suited. The underpass will be unsuitable and dangerous during the hours of darkness and during the time of day when limited commuters are using it. I feel it will be a magnet for those that require shelter and street artists.</p> <p>A bridge which if built with a bit of thought could be a feature on the A30. Safer for cyclist, walks and hikers.</p>	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-016	David Ashton-Cleary	The walking/cycling/horseriding plan set out (a 75x4m tunnel, 600m East of Chiverton Cross) is not fit for purpose. It is too indirect a route to make cycling to work really viable. The greatest concern is the length and narrowness of the tunnel - I would certainly not find it a pleasant experience to cycle through and I suspect my wife would probably find it too intimidating to use, particularly in the darker winter evenings. A bridge at the site of the existing Chiverton Cross junction would solve all of these issues.	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-017	Duncan Sim	<p>The proposed cycle tunnel to the East of Chiverton Cross is inadequate and possibly may deter some groups from using it for example women and children therefore it may be discriminatory. Also the height may be inadequate for use by horse riders.</p> <p>A bridge at Starbucks to the A390 is essential to promote safe cycling between the North Coast area and Truro</p> <p>This should be combined with improved cycle lanes and paths along the Teagle straight and in the A390</p>	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-018	Tom Sulkin	The scheme should include a safe cycle route from St Agnes to Truro. This will encourage cycling resulting in community health benefits and reducing road congestion. The safe cycle route should include a cycle path from St Agnes to Chiverton Cross. At Chiverton Cross a bridge crossing is essential. A tunnel will be perceived as a potentially threatening crossing point discouraging lone and vulnerable cyclists. Other cyclists will choose to use the roundabout crossing instead, worsening congestion. The bridge crossing at Lanhydrock is an excellent example of what should be provided. The crossing should then link with a cycle path along the A390 into Truro. This will not only serve the North Coast villages, but also reduce car use from the new developments planned along the route and Three Milestone; particularly journeys to and from the hospital, Truro College and Richard Lander School.	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-019	Ian Finlay	<p>I used to cycle to work via Chiverton Cross, however I stopped doing so when it became clear to me that Chiverton Cross roundabout was very dangerous. It has also resulted in my preventing my children cycling to school and College as the route at this point is very dangerous.</p> <p>If suitable cycle crossing were installed as part of the upgrades to the A30 at Chiverton Cross I would be keen to resume cycling to work each day.</p> <p>However, the proposal for an underpass is inadequate for the following reasons:</p> <ol style="list-style-type: none"> 1. It poorly situated and too indirect; it would require a 1.2 km diversion from my route along the A3277 - A390. 2. The proposed underpass is too long and too narrow to be safely used by 	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.

Reference	Interested Party	Relevant Representation	Highways England Response
		<p>cyclists in either direction</p> <p>3. I frequently travel in the early morning and evening i.e. in the dark. An isolated underpass would be intimidating to me, let alone an unaccompanied adult female or child.</p> <p>The proposal to seek funding for a cycle bridge at Chiverton Cross reveals that even the planners recognised the inadequacy of the underpass proposal. However, the proposal to seek Designated Funds for this bridge are unrealistic and would result in the bridge never being built.</p> <p>I am quite sure that the underpass proposal would be a barrier to hundreds of people who would like to cycle commute if a safe route were available. If Highways England are truly committed to promoting healthy commuting / cycling then these proposals must be rejected. Far from encouraging cycling this underpass would be a physical barrier to cycling along the A3277 - A30 route. A bridge at Chiverton Cross is the only acceptable and practicable solution. The argument that such a bridge would be inappropriate in this area due to its World Heritage Site status is nonsensical, a bridge would if anything improve the visual impact of this major road development.</p>	
RR-020	Dr Simon Robertson	<p>I am a regular cyclist from St Agnes to Truro on a daily basis weekdays along with a large number of healthcare professionals who have specifically chosen to live around St Agnes because of the cycle commute and healthy lifestyle that cycling brings. I work shifts that finish and start late, and are during the hours of darkness through the winter. Currently the crossing of Chiverton Cross roundabout is dangerous, and I know that many others would cycle commute if they were not scared of this crossing, and it were made safer. Consideration of a tunnel and of a bridge crossings must both be careful.</p> <p>A tunnel crossing should be deemed safe from a personal protection perspective eg from mugging. It should be well lit and ventilated, and adequately drained.</p> <p>A bridge crossing should be safe from a wind and rain perspective- wide enough to cope with being blown off course by passing vehicles and gusts of wind, with a barrier high enough that when a seated on a bike the barrier would prevent being blown over the barrier and onto the road. The surface should cope with the significant rainfall and allow passing of 2 cycles/ cycles and pedestrians.</p> <p>There is hope that the old A30 will provide a wonderful road for cycling and allowing the countryside along this route to be opened safely for a much more pleasurable experience than current cycle use.</p>	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-021	Hannah Perkins	Chiverton Cross roundabout provides a daily dose of terror even as a car driver using it to get to work at Treliske Hospital. An underpass would be inadequate to facilitate safe use of the cycle way - a bridge makes much more sense and would be well used by those commuting or going to Truro for work or leisure.	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-022	M Peter D Crees	<p>With improvements to national cycle routes, cycle ways, and cycle lanes in Cornwall I took up cycling 18 months ago. I'm in my forties and was [redacted]. Cycling has helped me improve my health, diet, and psychological well-being by reducing stress. Cycling has led to to explore and learn so much by getting out and about in Cornwall's beautiful countryside.</p> <p>As a motorist from Helston I fully support the dualing of the A30 from Chiverton to Carland cross. However as a cyclist I am dismayed by the proposal to have cyclists use a long low and narrow tunnel via a 1.2km diversion to 'safely' cross the new road when travelling from Truro towards St. Agnes. To support the continued growth and prioritisation of cycling in this beautiful county I would like to support and recommend the inclusion of a direct cycle bridge crossing at Chiverton.</p>	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.

Reference	Interested Party	Relevant Representation	Highways England Response
RR-023	Maria Curtin	<p>I propose that we have a cycle bridge at Chiverton cross roundabout because:</p> <ol style="list-style-type: none"> 1, It is direct and we don't have to go 600m along the road to Chybucca? to go to the bridge that is going to run under the dual carriageway. 2, I am a keen cyclist and feel that a direct route from Truro to St Agnes accessing the North coast would be much more favorable. I am campaigning for a wider cycle path to run from St Agnes into Truro and vice versa. 3, I am aware that there are cyclists who brave the elements and are interested in using less fossil fuels who commute from St Agnes to Truro daily and to have just a cycle underpass at Chybucca? is a round about route for them adding time to their journey. 	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-024	Parminder Chaggar	<p>I am a Consultant Cardiologist who commutes daily by bicycle from my home in St Agnes to work at Royal Cornwall Hospital. My long working hours means my commute must be as short as possible so I am able to get to work in time to perform clinics and surgery whilst also balancing my home commitments, in particular childcare. The currently proposed cycle provision of a narrow tunnel 600m from the Chiverton junction is woefully unacceptable due to;</p> <ol style="list-style-type: none"> 1. the significant additional distance and time the 1.2km detour would add to the vast number of people commuting from the St Agnes area to Truro and 2. the unacceptably small dimensions of the tunnel which will compromise cycling safety and leave no room to safely pass horse riders that may also use the crossing. <p>If the currently proposed tunnel is the only crossing provided, this will force me and many other cyclists to have to commute by car into Truro. This is clearly against the needs of the area to promote as much as sustainable and congestion-avoiding transport means. Furthermore, being forced to use the car will increase pollution and be costly to commuters due to increased fuel and parking costs (e.g. an annual Consultant parking pass at the Hospital is £500).</p> <p>The only acceptable solution for a crossing that maintains cycling access between St Agnes and Truro is a bridge at the site of the current Chiverton junction."</p>	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-025	Clare Round	<p>I understand that the current proposal for the cycle way across the A30 is for a narrow tunnel to be provided. As a woman who cycles on her own, I would have major reservations about my personal safety using this 70m long tunnel. It may well be completely safe, but I would never be 100% sure who could already be in the tunnel and I would choose not to use it.</p> <p>I am also confused about what cyclists are meant to do about lighting? Unless is it constantly lit (hardly ecological) then any cyclist planning on using the tunnel would need to ensure that they have lights on their bike and I'm aware lots of cyclists don't do this if they are going for a daytime ride, especially in the Summer months.</p> <p>A bridge would solve both of the above problems and seems to be the best solution as part of a cycleway between St Agnes and Truro.</p>	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-026	Gareth Smith	<p>With the proposed A30 Chiverton to Carland Cross Scheme. It is essential that there are crossing places for cyclists. A 70 metre long tunnel is not going to attract people to cycling. And from speaking to my partner she would not feel safe cycling alone through a tunnel of that length. A cycle bridge at Chiverton to link with the proposed cycle route to Truro would be the correct way forward.</p>	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.

Reference	Interested Party	Relevant Representation	Highways England Response
RR-027	Justine Robertson	<p>I write to support the arguments made by Truro Cycling Campaign about the need for a properly-funded, appropriately-located cycle bridge to link St Agnes to Truro. I cycle from St Agnes to Treliske hospital for work, and intend to do so all year round. I believe this is important for my physical and mental health, even with the current dangers around cycle commuting on our busy roads, and sets an important environmental example for my children, and indeed for car drivers on the same route. I cycle alone, and as a woman I think the proposals for an underpass will definitely put me off cycling as I will be very anxious about entering such a long underpass by myself, especially on dark winter mornings and evenings. I also feel that lengthening the cycle distance further by having to travel off the current route to the proposed tunnel site will be another deterrant. We have a national population obesity epidemic, and it is imperative that ALL planning applications prioritise healthy methods of travel above all others. No new roads should be built without integral good-quality, safe cycle routes, and at Chiverton cross we need a fully funded, low, accessible bridge which will encourage more of our population to cycle commute. St Agnes is a growing community, and we need cycle commuting to be seen as a first-choice way of getting around. Our transport planners need to prioritise cycle resources appropriately to encourage this.</p>	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-028	Meme Wijesinghe	<p>I am a respiratory consultant at Treliske</p> <p>There is strong evidence to show that traffic pollution is linked to lung disease</p> <p>By providing a cycle friendly bridge across Chiverton Roundabout will promote cycling and lead to less people using cars as a means of transport.</p> <p>The volume of traffic in and out of the hospital is appalling and has increased significantly in the seven years I have been working at Treliske.</p> <p>Please help to decongest our roads by providing commuters better cycle access</p>	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-029	Dan Williams	<p>I'm a hip and knee surgeon working at the Royal Cornwall and Duchy Hospitals and living in St Agnes, at the heart of the north coast community. I cycle to work 3-4 times per week all year round and continue to be surprised that more has not been done to ensure the north coast route into Truro has not been made more active / cycle friendly.</p> <p>The benefits of cycling are laid out in the WHO 'GLOBAL ACTION PLAN ON PHYSICAL ACTIVITY 2018-2030' where it is stated that "23% of adults and 81% of adolescents (aged 11–17 years) do not meet the WHO global recommendations on physical activity for health". Our duty is to promote active environments</p> <p>[redacted]</p> <p>I support a direct cycle crossing at Chiverton Cross.</p>	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-030	Dr Celia Julian	<p>In my view, an underpass would not be a suitable link between the B3277 St Agnes road and the A390 to Truro. It would be a potential safety threat in the evening or after dark and, like all underpasses, tend to be murky and damp.</p> <p>There are no houses close enough to make it feel safe when cycling alone, especially after dark. In the winter months, darkness comes early before the end of a working day</p> <p>A bridge would be light, visible to all and a much safer environment for any cyclist, with no sense of isolation or unknown threat.</p> <p>People need encouragement to cycle rather than use a car, as the roads and parking in the city of Truro are totally congested and likely to become more so as</p>	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.

Reference	Interested Party	Relevant Representation	Highways England Response
		<p>the number of new build houses increases. The road into Truro from St Agnes is always totally full during the rush hours of early morning and evening. Cycling will help to alleviate this and improve the quality of air, decreasing pollution.</p> <p>The current epidemic of obesity require everyone to increase their exercise and cycling is a pleasant, sociable way of doing this.</p>	
RR-031	William Kevin Wilkinson	<p>In my experience having cycled extensively in the UK, Belgium & France an underpass as a solution for this crossing is less than satisfactory due in part to the following;</p> <ol style="list-style-type: none"> 1. They become targets for graffiti & undesirables 2. Can feel less than inviting for young people & women on their own 3. Can result in fouling from dogs and horses amongst other animals, but due to a lack of natural rainfall can become smelly & unhygienic <p>A well designed overpass/bridge on the other hand is open & safe, mostly self cleaning & can be placed on the direct route of the cycleway. In addition the experience of cycling on a well lite bridge is one of enjoyment rather than nervousness.</p>	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-032	William Stableforth	<p>Re. Tunnel under a30. The planned tunnel is a poor solution to safe bicycle access between Truro and the north coast. It appears to have been devised by a non cyclist/ non horse rider/ non walker. The planned tunnel is very long and intimidating, it's not in the right place and is likely not to be well used as a result. The consequence is that walkers and cyclists are Likely to risk using the road. A bridge is the way forward at Chiverton cross. Thanks</p>	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-033	Eloise Clark	<p>I would like the bridge proposal at Star bucks to go ahead. I cycle to work from St. Agnes to Blackwater on a regular basis and would use further safe cycle routes into Truro should they be made available. I currently do not cycle to Truro as I feel the roads are too dangerous.</p>	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-034	Hugh Bryson	<p>Hi, we need a cycle bridge at Chiverton X for safe and easier access to Truro. The proposed underpass would NOT be adequate. We will only have one chance at this and is very important to get it right first time! Many more people would cycle from St Agnes and Mt Hawke if this was provided. Cycling is to be encouraged, not made more difficult</p> <p>Yours in keen anticipation, Hugh Bryson</p>	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-036	Andru Blewett	<p>I believe a proper cycle bridge as at Lanhydrock over the A30 should also be part of the St Agnes to Truro cycle route at Chiverton. This will be a great asset for future generations and will encourage more use rather than the proposed underpass which will deter certain people from using the route which they would do with a bridge crossing.</p> <p>The underpass is a cheap option but highly unsatisfactory. It is much less direct for cycle commuters adding almost another mile to the journey, and would be intimidating to use especially during evenings and winter months.</p>	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-038	Simon Dobson	<p>I completely support this project. I live close to this road and I am a professional driver so I see the congestion, disruption, and delays on this road daily. This project is much awaited and in my opinion should have been completed years ago.</p>	Noted. Highways England acknowledges the support expressed for the scheme.

Reference	Interested Party	Relevant Representation	Highways England Response
RR-039	Bernard Quigg	<p>For the best part of a century good safety practice has sought to separate people from moving machinery. On roads pavements with quite high curbs served that purpose where space was limited. Minor driver errors result in the vehicle being thrown back from the vulnerable pedestrian or cyclist. A similar principle requires guards on industrial moving machinery such as presses or cutting tools which are not smooth. The principle is to prevent a simple human error causing an injury or death by removing the root cause.</p> <p>We are already seeing rising fatalities for cyclists where so called cycle lanes are only white lines. I am old enough to remember pieces of footpath being built on my 3 mile walk/cycle to school whenever a child was killed/injured.</p> <p>I have run safety systems for utility operations in several countries and organised an international safety symposium from the IET of which I am a Fellow. A bridge seems to be an absolute no brainer in this scheme with some segregation between cyclists and pedestrians. Cycles are also moving machinery.</p>	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-040	Carol Swain (Truro City Councillor)	<p>As a Truro City Councillor, I believe that there is a need to promote better cycling provision to help reduce the city's air pollution and congestion problems and to promote healthy lifestyles. An enormous number of people travel into the City from the areas beyond the A30, for work, school, shopping and leisure activities, and far too many of them rely on their cars because they feel that there is no safe way to cross the A30 at Chiverton roundabout. There are several places between the A30 and County Hall that draw in huge numbers of people on a daily basis, including the hospital, Richard Lander School and Truro College. Equally, many Truro residents who cycle regularly see the A30 as a barrier because of the lack of a safe crossing point. A 70m enclosed underpass that involves a detour of over a kilometer will not encourage people who don't currently cycle to do so. It is not 21st century cycling provision but a throw back to 1970s planning - a backwards step when we need to be looking to the future!</p>	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-041	Alex Laird	<p>I am in objection to the proposal of an underpass for cyclists at Chiverton Roundabout, and would rather see a bridge be constructed for cyclists for the following reason:</p> <ol style="list-style-type: none"> 1. An underpass would be unsafe especially at night it is a dark and a hidden space. I would feel threatened from attack and claustrophobic. 2. A bridge in this area would enhance the local area also providing cyclists (tourists) an opportunity to take in the views. 3. It would be a good visual message to show that the council is proactive in its support to a greener environment and may encourage everyday commuters to cycle in to a already heavily congested Truro. 	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-042	Arthur Legg	I would rather have a bridge rather than an underpass I cycle everyday	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-043	Dan Rodenhurst	<p>Hi, I'd like to register my rejection of plans for the safe crossing for cyclists, equestrian users and pedestrians at Chiverton Cross as part of the A30 Chiverton to Carland Cross scheme. The proposed underpass solution appears to be a poor solution to the issue. It is a circuitous route, an exceptionally long tunnel, that would seem daunting and unsafe to many potential users. Thank you Dan Rodenhurst.</p>	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.

Reference	Interested Party	Relevant Representation	Highways England Response
RR-044	Dr Katherine Mallam	<p>I am writing to object to the proposed underpass at Chiverton Cross for cyclists going from Truro to St Agnes and to ask that a bridge is built instead.</p> <p>Firstly, as a lone female who commutes to Truro from Mount Hawke 2-3 times per week, often in the dark either at 10pm after 13 hour shifts or on winter mornings and evenings, and often with my laptop in my pannier bag, I would not feel safe cycling through a 70m underpass. Also, an underpass would bring a saddening 'urban' feel to what should be a cycle through our beautiful countryside.</p> <p>Secondly, the diversion of 600m to get to the underpass is not acceptable because it won't encourage people to cycle. The provision of a cycle crossing at Chiverton Cross would encourage more people to cycle, in line with Highway's England's policies, which would benefit the community in many ways, such as health and pollution levels. I know that a lot of people are currently too scared to cycle over Chiverton Cross roundabout and the current alternative cycle route over the railway towards the Chacewater road is not appealing due to the volume of traffic, narrow roads and lack of cycle paths.</p> <p>All of these issues would be solved by building a bridge for cyclists at the current Chiverton Cross level because it would be as safe for lone cyclists as it is at the moment, and it would encourage more people to cycle.</p>	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-045	Dr Paul Archer	<p>I am in support of a bridge at the present Chiverton cross roundabout set and not a tunnel for the following reasons-</p> <p>A bridge would not produce an unnecessary diversion for cyclist and be more user friendly especially in the dark.</p> <p>A bridge is likely to give a good view of the countryside encouraging users to cycle more frequently both from st Agnes to Truro as well as providing a safe route for cyclists from Truro to come to St Agnes. This would be beneficial both to environment as well as encouraging exercise and therefore health benefits.</p> <p>The present cycle route to Truro from St Agnes is not a safe one with hazardous junctions and a cycle path that disappears well before Truro centre.</p>	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-047	James Luxton	<p>I cycle from St Agnes and Truro everyday for work as does my wife and a number of my friends. We have a significant opportunity to make this a safer and more enjoyable experience for everyone by building a suitable cycle bridge over the A30 and not using the currently proposed underpass which would act as a barrier due to distance and a safety concern for cyclists having to squeeze in with cars.</p> <p>By building the cycle bridge you would continue to promote and encourage this healthy, environmentally friendly and sustainable travel option for current users and potential future new cyclists.</p>	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-048	Judy Sargent	<p>I am concerned that although provision is being made for cyclists, walkers etc to cross the proposed A30 dual carriageway near to Chiverton it is not the bridge which most of us have campaigned for which would make the Truro to St Agnes/Mount Hawke etc a more direct and user friendly option.</p> <p>Cycling, walking, Horse Riding must be considered as just as important as the provision for motor powered vehicles and this new construction gives an opportunity to recognise the importance of these modes of transport</p>	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-049	Kiran Gill	<p>I am writing regarding the cycle pass to Truro. I strongly believe a cycle bridge is needed for the cycle highway to be a safe and useable option for children and adults to get across the A30. I personally would feel very intimidated using an</p>	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.

Reference	Interested Party	Relevant Representation	Highways England Response
		underpass especially in the evenings or wintertime and I would not feel safe letting my young children use an underpass.	
RR-050	William Hart	<p>I feel that cycling is put at a disadvantage to motor vehicles repeatedly in the UK, by building an unsafe underpass that creates a more complicated route for many between St Agnes area and Truro will decrease the probability of it's use considerably.</p> <p>The underpass will undoubtedly encourage cyclists to travel on the main roads and increase the chance of accidents when compared with creating a bridge at Chiverton Cross.</p>	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-051	Bert Biscoe	<p>The proposal will, in effect, create two roads - a fast 'tube' and a slow local road. Apart from being divisive, this takes more land than would be required if a policy of on line improvements where necessary was applied.</p> <p>It is said that modernising and amending the existing road would affect traffic whilst work was underway. But change brings with it a degree of inconvenience, so one is bound to ask if the benefits of a single road which not only goes straight through but also links communities and facilities and businesses to the main road is not an outcome worth enduring some hardship for?</p> <p>The route is through some of the best farmland in Britain, not simply because it is good soil and well managed over generations but because the Cornish climate means that it can shorten the impacts of winter earlier than elsewhere - this enhances its value greatly. Resilience suggests that we should strive to take the least land to improve the A30 - if that means some short-term delays then, as long as the price is worth paying, that is we should do.</p>	<p>As detailed in the Scheme Assessment Report (Volume 7, Document Reference 7.6) [APP-050], the 'offline' solution of a new stretch of dual carriageway provides benefits of: reduced air quality and noise impacts to properties along the existing road; less disruption during construction; a potentially safer, quicker and cheaper construction period, and opportunities to reuse the existing road for local connectivity and non-motorised transport.</p> <p>In comparison, an 'online' solution was found to have several disadvantages, including increased construction impacts, limited capacity to accommodate current design standards for a dual carriageway without going substantially 'off-line' in locations, and potentially increased traffic flow on local routes, particularly at Zelah, removing the possibility of creating a continuous local route by downgrading the existing A30.</p> <p>It is acknowledged that the scheme requires a significant amount of land. An Agricultural Impact Assessment (AIA) has been undertaken to quantify the scheme's land take both temporarily and permanently, describing any agreed mitigation.</p> <p>The AIA (Document Reference 6.4, Appendix 12.5 [PINS reference: APP-366]), assesses the impact of the scheme on land use and assesses impacts on individual farm units (plots) forming part of a farm holding, taking into account agricultural land quality and the likely impact on its functionality in terms of severance and access.</p>
RR-052	Carl Jackaman	<p>please use a bridge NOT a tunnel to cross Chiverton</p> <p>as a regular cyclist a tunnel is a not a good idea... lighting, space, risk of attack as well location will all play a part in not using a tunnel.</p> <p>do the right thing and start considering. cyclists properly</p> <p>make a bridge wide enough and accessible enough in order to encourage not disuade more cycling.</p> <p>get the decision correct for once and listen to cycling views</p>	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-053	James Pittaway	<p>I have a vested interest in a true cycleway / cycle bridge joining St Agnes to Truro - I work at Treliske and bike to and from work whenever possible. However, using the A390, Chiverton Island and B3277 is hideously dangerous. The alternative cycle route designated by blue signs is potholed and not fit for bicycles but is the only safe option.</p> <p>The underpass previously proposed is also unsatisfactory. An overhead bridge designated for bikes, walkers, horses would be safer, healthier and sensible.</p>	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.

Reference	Interested Party	Relevant Representation	Highways England Response
RR-054	Jurg Ehmann	whilst acceptance that a crossing is required over the A30 (for pedestrians and cyclists) is a step forward, the use of an extremely long underpass in such a remote location is very much a second best. An overpass would clearly be a far better option for users safety and sense of security. After the number of failed attempts to solve this junction, and given increasing recognition of the importance (environmentally and health benefit wise) of the use of walking/running/cycling, it would seem sensible to get this right first time	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-055	Tony Maddocks	I live in Truro. The current 'safe' route for cyclists from St Agnes to Truro and vice versa involves being diverted through to Greenbottom and then on to Threemilestone using the Chacewater road and into Truro. The Chacewater road is very narrow and busy. Not pleasant at all for cyclists. As a leisure cyclist I would much prefer to cycle from Truro to St Agnes and the North Coast on the A390 as the direct route to Chiverton. But there is no safe bike crossing at Chiverton. Nor will there be when the new road is built except about a mile further East and using a very long tunnel. Shame on you. A missed opportunity. I won't use the current roads. No cycle lanes either. So I don't cycle to St Agnes and the north coast.	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-061	Alyson Rugg	The underpass is not a satisfactory solution to crossing Chiverton Roundabout. Unsupervised underpasses have failed all over the country as they often become public toilets or are deemed unsafe, especially at night. The better option would be an attractive, well designed bridge over the existing roundabout site providing an attractive access for cyclists, horse riders and pedestrians. The likely costs would be similar, if not cheaper to a 90 meter underpass.	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-062	Garry Read	I often commute by bike to Treliske, I regularly finish work late, and start early, I don't think that I would feel safe cycling through the proposed underpass at Chiverton cross, the suggested alternative of a bridge would be much safer and more appropriate.	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-063	Peter Rugg	The underpass is not a satisfactory solution to crossing Chiverton Roundabout. Unsupervised underpasses have failed all over the country as they often become public toilets or are deemed unsafe, especially at night. The better option would be an attractive, well designed bridge over the existing roundabout site providing an attractive access for cyclists, horse riders and pedestrians. The likely costs would be similar, if not cheaper to a 90 meter underpass.	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-064	Christopher Till	I live in St Agnes and on good days I enjoy cycling into Truro but the road from St Agnes to the Truro side of Chiverton Roundabout, you take a huge risk of being hit by other road users. As a cycle track is proposed out of St Agnes to Chiverton Roundabout it would be in the best interest for cyclists to cross over the A30 directly on a bridge. We are supposed to be encouraging people to walk or cycle, but this is not going to happen if cyclists have to divert from a direct route which is what has been proposed in your plans.	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.

Reference	Interested Party	Relevant Representation	Highways England Response
		Please consider a bridge over the A30 which would make a direct route for cyclists, this I am sure would encourage more people to cycle and help alleviate the traffic jams on the A390.	
RR-065	Jean Hammersley	need a solution for cyclists and pedestrians that will be used thus need a bridge not a dangerous graffiti prone underpass	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-066	Kevin Hammersley	underpass too dangerous, not user friendly and will discourage use. We need a bridge that will actually be used by all as non threatening environment	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-068	Boyden Family	I regularly cycle from St Agnes to Treliske where I work. I would be very concerned about having to cycle through a long underpass especially in the dark when often there are very few other people around. I would not be happy for my teenagers to cycle to college either using an isolated tunnel which would also add extra journey distance and time.	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-069	Elizabeth Scully	I am concerned that the current proposal does not provide adequate provision for us cyclists that like to travel from the north coast to Truro... Please build a bridge for pedestrians and cyclists at the Chiverton Cross junction, an underpass up the road is not good enough (we need both)	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-071	John McGrane	I would strongly support a bridge instead of an underpass for the Chiverton Cross part of the new A30 route.	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-072	Katherine Fok	I reject the proposal for the underpass which will create a longer journey and be unfriendly to cyclists. I believe the alternative bridge crossing is a far better proposal	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-073	Robin Sellwood	Regarding the cycle underpass/bridge at Chiverton Cross we wish to plead for the best possible link between St Agnes and Truro for cyclists. The cycle track should be directly between the St Agnes road and the Truro road with no added mileage for cyclists above what they have today. The track should be adequately lit, friendly and safe for cyclists. Government decrees that cycling should be encouraged. Cycling would reduce motor traffic, air pollution, reduction of CO2 emissions, healthy exercise, reduced fuel cost and last but not least the pleasure of cycling are among the many benefits. I worked for many years at Treliske and can vouch for my colleagues and friends who make this journey by cycle every day and would I am sure would agree with the above.	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-074	Ross Burton	I'm against the proposed underpass at Chiverton junction: it's long, narrow, and out of the way. In summer it will be a narrow and dark underpass, in winter or night it will be horrible to use. Please upgrade the potential bridge at the existing crossing point (inspired by the Lanhydrock bridge across the A30) so that it isn't an option or using further funds, but a key part of the project.	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.

Reference	Interested Party	Relevant Representation	Highways England Response
RR-075	Stuart Croft	As a resident of St Agnes and a cyclist - I wish to register my desire to see a safe route across the new A30 development at Chiverton. Having looked at the proposal I am not in favour of a long underpass and I fully endorse the suggestion of an open air bridge.	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-076	Will English	I strongly feel that there should be provision for safe cycling on the route proposed. Particularly bearing in mind the excess traffic that will be associated with the retail and housing development outside three milestone. I think there should be a dedicated cycle path along teagle straight and an overpass at the a30 junction.	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-079	Jon Mackeen	interested in the planting of the soft estate, what species, etc.	The landscape protection and mitigation planting for the scheme is shown on the Environmental Masterplans (Document 6.3, Figure 7.6 [PINS reference: APP-180 to APP-200]).
RR-080	Kawita Sharp	I strongly feel that we need to improve our cycling infrastructure and that securing a cycle bridge over chiverton cross roundabout will not only make the journey that our husbands, wives, sons, daughters and parents regularly make infinitely safer, it will encourage others to ditch the motors and don the Lycra. The proposed underground pass will be unused by most as it will extend journeys and I expect many would be put off such a long underpass on the grounds of personal safety too, so the money would be better spent on a bridge as proposed by the Truro Cycle Campaign.	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-081	Mathew Roberts	Despite the level of demand for a crossing on the desire line Highways England have not included this in the main scheme. Instead they have an underpass 600 metres to the east of the present junction has been included. This is 70 metres (230 ft) long (revised up from 35m), just 4 metres (13.1 ft) wide and with a minimum guaranteed height of just 2.7 metres (8.8 ft). This is a cheap option but at the same time highly unsatisfactory. At Wheal Velocity we feel that we should be thinking of cycling in a much more forward thinking way and not taking second best. This tunnel that is planned is much less direct for cycle commuters and would be intimidating to use especially during evenings and winter months. I am an avid cyclist but I am also someone who suffers from [redacted] I would find this tunnel incredibly hard to use. Cycling is an all year round activity for those who do it socially as well as use for commuting. We need to think for the future and not just the cheapest option.	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-084	Sarah Roberts	Despite the level of demand for a crossing on the desire line Highways England have not included this in the main scheme. Instead they have an underpass 600 metres to the east of the present junction has been included. This is 70 metres (230 ft) long (revised up from 35m), just 4 metres (13.1 ft) wide and with a minimum guaranteed height of just 2.7 metres (8.8 ft). This is a cheap option but at the same time highly unsatisfactory. At Wheal Velocity we feel that we should be thinking of cycling in a much more forward thinking way and not taking second best. This tunnel that is planned is much less direct for cycle commuters and would be intimidating to use especially during evenings and winter months. Cycling is an all year round activity for those who do it socially as well as use for commuting. We need to think for the future and not just the cheapest option.	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-085	St Agnes Hotel	I am writing on the behalf of the st Agnes hotel. We reject the underpass. We believe this would attract rough sleepers and give people somewhere to go to do things such as drugs under shelter. This would make the bridge unusable for	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.

Reference	Interested Party	Relevant Representation	Highways England Response
		family as people would not feel safe, having the opposite effect of why we want the cycle bridge (get people cycling/walking in a safe way)	
RR-088	Mark Nicholson	<p>The detail of the proposed new road structure gives Marazanvose residents much cause for concern, particularly regarding its height, lack of screening and extra noise. These issues will devalue our properties as well as reducing our quality of life.</p> <p>Road height:</p> <p>We were previously told (during the initial consultation exercise on which the proposals are based) that the new road would be 5 metres lower than the surrounding landscape. This would reduce noise levels and visual impact for the Marazanvose community. This detail has changed substantially in the plans, with the new road now being just 1 or 2 metres below the existing level.</p> <p>Noise and visual impact:</p> <p>The new road's proposed height will affect noise levels for all Marazanvose residents. Given that previous noise predictions were based on a road 5 metres below ground level, with sound-absorbing banks immediately adjacent to the road, we believe the impact of the new proposals will be very different.</p> <p>To the north of the dual carriageway, there will now be just a very thin hedge separating the new road from the old one and our adjacent households. Trees may be planted but will take 10 or 20 years to start providing an effective barrier to the noise and visual impact of the new road. A sound-absorbing screen would be needed.</p> <p>For residents to the north of the A30, in particular, there is a further issue. Traffic noise from the new dual carriageway will be compounded by noise from the existing road which will be kept open. There should be no assumption that reduced traffic levels will make that road quieter. In fact, it will be noisier – and more dangerous. As the dual carriageway reduces the volume of traffic on the old road, its speed – and hence noise – will increase. At present, it is only the congestion of the A30 that limits drivers' speeds.</p> <p>Increased danger:</p> <p>For residents of Marazanvose, the existing A30 will become a much more dangerous road when the new dual carriageway is built. At present, traffic congestion during busy times of day and year limits driving speeds. A reduction in traffic volume will allow all drivers to travel at very rapid speed, as many vehicles do at night in the present situation.</p> <p>Objections to route taken:</p> <p>Much of the historic hamlet of Marazanvose will be obliterated.</p> <p>Its small community will be divided. The width of the four dual carriageway lanes, plus a central reservation, plus the existing road's two lanes, will separate the north of the hamlet from the south. We find it hard to believe that this does not contravene Cornwall Council policy toward maintaining communities.</p> <p>The A30 plans which were developed several years ago took the new road north of Marazanvose to avoid this destruction. We are now told that this is not possible because it would take away a small part of Chyverton Park's land. Apparently, the grass field concerned is of such monumental historic importance that removing a fraction from the edge of it cannot possibly be considered. This did not seem to be the case when the previous plans were developed. We would like to hear from</p>	<p>Marazanvose road height</p> <p>Following feedback received during statutory consultation, the vertical alignment was lowered around Marazanvose to accommodate the requests of the local community and improve the scheme's earthworks balance.</p> <p>Plans published as part of the Preferred Route Announcement on 3 July 2017 stated that the vertical alignment of the preferred route would be 2.2 metres below the existing level at this location.</p> <p>At statutory consultation held between January and March 2018, the engineering and red line boundary plans showed a vertical alignment 0.6 metres below the existing level in this location.</p> <p>Following consideration of feedback received at statutory consultation, the vertical alignment at Marazanvose was further revised and the scheme submitted has a vertical alignment of 1.2 metres below the existing level at this location. This alignment was informed by the noise and visual impact assessments as detailed in the following points. This is reported in the Consultation Report (Document Reference 5.1) [APP-029].</p> <p>Noise and visual impact</p> <p>Chapter 11 Noise and Vibration of the Environmental Statement (Document Reference 6.2) [APP-064] concludes that properties at Marazanvose would experience a reduction in noise of 1-5 decibels as a result of the new A30 being further away and significantly less traffic on the existing A30.</p> <p>To provide mitigation for visual impacts, woodland planting is proposed in Marazanvose. Full details of the landscape mitigation are provided in Sheet 10 of the Environmental Master Plans (Document Reference 6.3, Figure 7.6) [APP-194]. This is secured in turn by Requirement 5 (landscaping) of the draft DCO [AS-031].</p> <p>Increased danger</p> <p>The existing A30 is being retained for use by local traffic. Highways England is committed to funding measures on the de-trunked A30 to discourage high speeds through design of the road to influence driver behaviour, and to make the existing A30 more attractive to WCH users.</p> <p>Highways England is working with Cornwall Council regarding the local road network in the vicinity of the scheme. Discussions are ongoing regarding the impact of the proposed A30 on the wider, local road network and the needs of all road users including WCH.</p> <p>Community severance at Marazanvose</p> <p>It is important to note the impact of the existing A30 on the Marazanvose community, in which properties in the hamlet are already divided. It is unclear as to what existing connectivity or community assets would be affected by the scheme which is beyond that of the current situation.</p> <p>Currently, residents are required to cross the existing A30 carriageway at grade to reach neighbouring properties on the other side on foot. Within the scheme, a bridleway would be provided on the proposed green bridge to connect Marazanvose with the lane U6082 and footpath FP 319/16/1 to the south. This is shown on Sheet 4 of the Rights of Way and Access Plans (Document Reference 2.5(A)) [AS-026].</p>

Reference	Interested Party	Relevant Representation	Highways England Response
		Historic England on whether the organisation feels that large-scale damage to the structure of our historic hamlet is a price worth paying for preservation of a small piece of grass.	
RR-089	Michael Creagh	Having cycle all over this county and crossings on significant roads, I beleive the proposal for a tunnel cycle crossing at Chiverton would firstly be so long as to discourage useslrs both from a sense of claustrophobia and also safety particulaly in the dark. Furthermore the proposed.position is so far.away from main crossing that people will not be prepared to divert, especially.commutere.	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-091	Sam Irving	I fully support the proposed highway improvement works in so far as they offer significant improvements to motor vehicle users and will greatly improve both the two dangerous roundabouts, and offer considerable improvements in journey times between Exeter and Penzance. I completely back then proposals in that regard. However, I dont believe that the provisions suggested for cyclists are appropriate. There needs to be a far better link between St. Agnes and Truro at the Chiverton Cross end. I note the local Cycling Campaign's proposal for a dedicated bicycle bridge to the west of the existing Chiverton Cross site (rather than being incorporated into a tunnel beneath the new flyover), which would be more sensible, practical and encourage greater use of cycling into Truro City. Please revise the application to make a more appropriate cycling route as per the Campaign's suggestion, which would offer considerable benefits compared to the proposal as currently suggested.	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-095	Alan Dovey	A safe cycling route between Truro and St Agnes has the real potential to reduce road vehicle traffic levels on the St Agnes/Treliske/Truro corridor. This will become more so with the growing use of e-bikes. This should have our full support. What I find disturbing, bizarre even, is the notion that a tunnel is an acceptable solution. The whole point of a separate pathway for cycling/walking is safety. It might be that the tunnel is statistically safer but tunnels like this are remote, un-policed, easy vandalised and soon, graffiti and broken glass strewn. Sadly they become dark, wet and frankly menacing. The perception that they are dangerous makes them unusable and risks the viability of the whole route. The only sustainable and viable option is a bridge.	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-096	Bruce Hocking	I think that the proposed underpass at Chiverton is not suitable and that there should be a bridge over the newly lowered A30 which lines up with the St Agnes road.	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-099	Hocking Family	I have a [redacted] road biker, [redacted] , who would be hate to use an underpass in case anyone was lurking there and also a [redacted], who loves to cycle from Idless to the Mt Hawke skate park, via Chiverton. I just want to guarantee the safety of both of my boys and would never feel happy if they were using an underpass in such an area. They are both very fit and everything on the roads should encourage fitness and not be dangerous in anyway.	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-101	Mark Overend	The preferred route (7A) does not address our concerns, specifically that this route does not fundamentally address one of the 3 primary objectives for the scheme, which is safety. The preferred route maintains the old road and this will continue to be the primary route for those living between Perranporth and Newquay to access Truro and onwards.	Highways England has sought to develop the alignment and design of the scheme through an iterative process, in which alternative options for the route have been considered. The design process has been informed by environmental, socio-economic, technical and cost considerations, as well as feedback received during non-statutory and

Reference	Interested Party	Relevant Representation	Highways England Response
		<p>The preferred route was 7B which took the new road to the north of Marazanvose and resulted in the existing A30 became an access road to Marazanvose only (and a dead-end a few metres past our house). A new safer local road was to go north of Marazanvose. The majority, if not all, of the residents in Marazanvose, especially those with businesses, preferred this route. It is unclear why the collective viewpoints expressing preference for the alternative route were not acted upon.</p> <p>I have received no feedback or a response to my request for a clear explanation of this decision rationale.</p> <p>The north route of 7B provided additional benefits to residents of Marazanvose besides noise and safety, especially in relation to:</p> <ul style="list-style-type: none"> · Impact on businesses · Living conditions · Visual impact · Pollution · Marazanvose community not split <p>The preferred route 7A is based on an assessment of various criteria. I understand that these criteria were applied to each of the route options and therefore I assume that route 7A scored higher than route 7B. I cannot reconcile however how route 7A is more beneficial to the residents and businesses at Marazanvose. Specifically, it is not clear how these assessment criteria were applied or weighted as having the two roads 50 metres behind Marazanvose is far better for the residents of Marazanvose than the two roads splitting Marazanvose (and 4 metres in front of Treffry Cottage). The majority of Marazanvose residents are opposed to the "preferred" route 7A for a number of detrimental reasons. This weight of consensus has not been acted on in the selection of the route.</p> <p>Notwithstanding, the assessment itself was undertaken against the plan for route 7A when it indicated that the new road would be 5 metres below the current level of the A30 at the point it passes our house and that noise barriers would be in place.. These aspects will have been a significant factor in assessing noise pollution for residents. Since that assessment the plans have changed. The noise barriers are no longer all present and the road is now only 3 metres below the existing A30. Therefore the original assessment is flawed and cannot be relied upon as evidence and justification for the route decision owing to these material changes. I requested details of any reassessment of route 7A against all other routes in light of these changes however received no response.</p>	<p>statutory consultation engagement with the public, landowners and other relevant stakeholders.</p> <p>Details of the route assessment process are provided in the Scheme Assessment Report (SAR) (Document Reference 7.6) [APP-051]. The chosen option (Option 7A) was assessed to be the best performing alternative on 8 of 9 criteria as shown in Table 7-6 of the SAR. These criteria included:</p> <ul style="list-style-type: none"> • Land acquisition • Risk of delay/cost due to utility works • Business impacts • Cultural heritage • Visual impact • Living conditions • Noise • Residential demolition • Most likely cost <p>Further information on the route selection process leading to the proposed route for the scheme is provided in Chapter 3 Consideration of Alternatives of the Environmental Statement (Document Reference 6.2) [APP-056].</p>
RR-103	N Carter-Rowe	<p>As someone who commutes regularly from Mount Hawke to Truro by bicycle I have multiple objections to the proposed tunnel scheme</p> <p>The proposed tunnel would definitely not encourage anyone to cycle from the St Agnes direction to Truro</p> <p>Initially it would add extra distance to the route into Truro hence discouraging use. A direct bridge route would be much more useful</p> <p>The length and claustrophobic nature of the tunnel would be intimidating and unhelpful</p> <p>The idea that nervous horses/horse rider would be a good mix with cyclists/pedestrians in this tunnel is unrealistic, and is likely to cause accidents/incidents</p>	<p>All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.</p>

Reference	Interested Party	Relevant Representation	Highways England Response
		<p>The likelihood is that the tunnel would become polluted by horse/dog/animal waste</p> <p>The tunnel is likely to suffer from graffiti</p> <p>I would be worried that it would be used by rough sleepers</p>	
RR-106	Pat Doell	<p>Speaking as an unconfident cyclist over the age of 60 who often cycles alone I would not want to cycle alone through an underpass of the size proposed at Chiverton. A bridge is by far the better solution especially for lone cyclists, children, and the elderly or disabled. We have underpasses which are much shorter in my home town of Colchester, many people won't use them at all once it is dark.</p>	<p>All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.</p>
RR-107	Rachel Power	<p>The provision of a cycle bridge would be far superior to the underpass that is proposed for practical as well as aesthetic reasons. A stylish bridge of modern design would enhance the landscape. Cyclists using the bridge would be visible and therefore not feel threatened whereas an underpass would be intimidating to use. A bridge would provide a gateway for cyclists to St Agnes and Perranporth areas of the North Coast from Truro and vice-versa and would likely be used by tourists as well as commuters thus potentially bringing benefits to the local tourist industry. It would be an exemplary gesture towards environmentally friendly integrated transport</p>	<p>All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.</p>
RR-108	Sarah Wetherill	<p>Objection to the proposed underpass at Chiverton and to the omission of a direct crossing (cycle bridge) at the site of the current roundabout</p> <p>I object to the proposed underpass for several reasons:</p> <ol style="list-style-type: none"> 1. At 70m long x 4m wide x minimum 2.7 headroom it is not an acceptable solution for a cycle crossing. Its long enclosed form will create an intimidating environment for all cyclists and walkers particularly at night time, but particularly for more vulnerable or less confident cyclists/walkers such as children or people with anxiety issues. 2. Lighting in the underpass will be subject to power outages 3. The underpass will be susceptible to vandalism/graffiti and potentially fly tipping 4. The underpass may well be attractive to people who are forced to sleep rough and who feel that they will not be 'moved on' by the police because of its rural location 5. In an enclosed environment of this length there is the serious potential for conflict between different users – walkers, cyclists and horseriders. 6. The underpass will mean a detour from the A390/B3277 alignment. 7. The above factors will deter people from using the underpass. This is relevant for current cycling along the St Agnes to Truro route. I am a cyclist living in Truro and visiting family in St Agnes. I would not cycle through such an underpass. But the deterrent factor is even more crucial for the proposal to create safe cycle paths along the A390 and B3277 – the St Agnes to Truro Cycle Highway. These paths will only be effective if delivered together with a safe and direct crossing in the form of a bridge at the site of the current roundabout <p>The underpass is an inadequate response to the high level of public demand for a safe and direct crossing at the site of the current Chiverton roundabout in the pre-application consultation</p>	<p>All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.</p>

Reference	Interested Party	Relevant Representation	Highways England Response
		<p>Highways England should have applied their own policies and strategies to assess the latent demand and strategic need for a direct and safe cycle crossing – a cycle bridge – on the A390/B3277 alignment. Instead they have quoted the lack of usage of the existing crossing as one reason for not providing a cycle bridge in the main scheme. This is at the same time as referring to Chiverton roundabout as the worst accident blackspot in the county!</p> <p>Highways England also quote the potential 'landscape and visual impacts' of a cycle bridge on the World Heritage Site. However, they have provided no evidence of this. The third reason for not including a bridge at this location is cost. The cost would be a tiny fraction of the overall scheme cost of £290m. A cost benefit analysis would also have shown the huge benefit compared to cost when taking into account reduced congestion and air pollution along the A390 corridor and improved health through people cycling rather than driving the St Agnes to Truro route.</p>	
RR-111	Veronica Prowse	<p>I responded to the pre-application consultation calling for a direct cycle crossing at the location of the current chiverton roundabout, however this has not been provided for in Highways England's submitted scheme. Instead an underpass 600m to the east is being proposed.</p> <p>I live in St Agnes and cycle often, I would cycle on the proposed St Agnes to Truro Cycle highway either on my current bike or possibly in the future on an electric bike but only this were via a cycle bridge near Starbucks.</p> <p>I would not want to cycle on my own through the proposed underpass particularly in the dark, it is far too long and confined. I would feel intimidated and fearful. I feel it would be used for people needing to sleep rough and in turn could be subject to rubbish and unsavory smells.</p> <p>Having lived in St Agnes all of my life I am very excited about the prospect of a cycle highway to Truro, it will be a tremendous benefit for the local community and for generations to come (wouldn't it be super seeing the secondary school children cycling to school!) It can only be good.</p> <p>The underpass would negate all the benefits of the cycle highway as it would deter people from using it.</p> <p>The underpass is a retrograde step. I strongly object to it for the above reasons and ask that a cycle bridge is included near Starbucks."</p>	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.
RR-114	Jane Rickard	<p>I would like HE to reconsider providing a bridge for cyclists to cross the A30 at Chiverton Cross. I understand that Highway's England have pro-cycling policies to encourage cycling and consider that a safe crossing - to link Truro to towns and villages in the St Agnes area is crucial to promote this. The underpass as seen looks forbidding to me as it is a longer way round and as a lone woman cyclist the length of the underpass is worrying. I am concerned that if a bridge is not part of the main scheme it is less likely to be provided - or if it is that it will be unnecessarily long high.</p> <p>I am glad that there have been some amendments to the initial plans further along the proposed road in the light of comments by walkers, cyclists and horseriders, however I don't consider the project to reflect concerns about the environmental and health impact of encouraging car use.</p>	All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.

Reference	Interested Party	Relevant Representation	Highways England Response
RR-115	John Wetherill	<p>I cycle commute to work at RCHT Treliske from St Agnes. I am also a member of Truro Cycling Campaign.</p> <p>Cycling brings many benefits such as in health, tackling congestion and poor air quality and as a sustainable form of transport. It should be encouraged as it is in the National Planning Policy Framework, and in various Highways England (HE) policy documents.</p> <p>Cyclists pay for transport provision in their income tax.</p> <p>I attended the Cycling Workshop given by Highways England on this A30 scheme on 7th December 2017 when HE revealed that they would not be including a grade separated crossing for cyclists at Chiverton. Though it is not in the minutes of this meeting the HE team stated that the expected route for cyclists travelling from St. Agnes to Truro was for them to go along Kea Downs Road and then to follow the Chacewater to Threemilestone road through Greenbottom. This is a narrow road which feels dangerous to use during usual commuter times especially as it is used by many lorries and buses and is thus an unsatisfactory route for cycling.</p> <p>The provision of an underpass proposed by HE in the revised scheme should not be seen as going above and beyond an existing satisfactory route.</p> <p>A cycle bridge or underpass should have been included at Chiverton from the beginning of the design process in line especially with HE's own policies.</p> <p>The PR2 underpass proposed by HE is unsatisfactory primarily because of its length (70m) and narrowness (4M) . I would not look forward to riding through such an intimidating tunnel in a relatively isolated location. This would be especially so when returning to St Agnes after 8pm and after dark even if it is lit.</p> <p>It is also about 1km less direct than a crossing at the present Chiverton junction site would be.</p> <p>A bridge built in the main scheme here would also take advantage of the lowering of the A30 at this point. It would thus be much more appropriate to encouraging as large a range of people as possible to cycle commute. Combined with the proposed building of cycle paths along the B3277 and A390 using Designated Funds there is a great opportunity if an attractive to use crossing such as a bridge is built. Congestion means that cycling times can compare favourably between St Agnes and destinations along the A390 such as Threemilestone, Treliske hospital and Truro College. Driving the few hundred yards from the hospital staff car parks to the A390 alone in rush hour can take over 30 minutes. In this time I can cycle home!</p> <p>The Propensity to Cycle Tool to which HE should have referred predicts possible cycle to work rates of up to 23% for this route if Dutch level provision and E bike ownership are factored in.</p> <p>It could also be of great benefit for the leisure and tourism economy with opening up the North Coast Area to more cyclists from Truro.</p>	<p>All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.</p>
RR-116	Mr Robert Wetherill on behalf of Mrs Diane Wetherill	<p>I feel the Cornwall Council desired crossing along the B3277/A390 alignment should be adopted as it is a more direct and a safer route. Furthermore, the idea of using a bridge is far more appealing than an underpass. I feel this will attract a wider range of users. The Underpass would be unsafe for the more vulnerable members of the community, such as the elderly, women and younger users. The underpass could also attract unwanted behaviour, there are many examples of underpasses throughout Cornwall that have sadly been used for graffiti and general antisocial behaviour and the proposed underpass will be no different. The</p>	<p>All matters are covered in Highways England's detailed response to the Relevant Representation made by Truro Cycling Campaign, provided in Annex G of this document.</p>

Reference	Interested Party	Relevant Representation	Highways England Response
		use of a bridge would be more encouraging for leisure commuters to reach the north coast, thus stimulating the economy.	
AS-002	Peninsula Transport	<p>I am pleased to provide this letter of support for the proposals to dual the A30 from Chiverton to Carland junction on behalf of the Peninsula Transport Shadow Sub-National Transport Body, comprising of representatives of Cornwall Council, Devon County Council, Plymouth City Council, Somerset County Council and Torbay Council.</p> <p>Currently, journeys on this section of the A30 suffer from severe congestion, which impacts on the environment and economy of the area. Journeys on this section often take twice as long when compared to other sections of the A30, and four times longer in the summer months. In 2014, an approximate total of 19 million visitors generated £2.6bn for the economy and supported 53,000 jobs. Despite this, productivity across Cornwall in 2015 was 26% lower than the English average, and has continued to fall over time.</p> <p>Improving the A30 between Chiverton and Carland Cross will make journeys safer, quicker and more reliable, as well as improving local life and regional economic growth. This investment provides an opportunity to make access to Cornwall more sustainable and easier for future generations, allowing the region to improve the perception of the south west for tourists and visitors. This will make it an easier place to visit and do business with.</p> <p>We recognise that delivery of this road improvement scheme will achieve economic, environmental and social benefits not just to Cornwall but to the wider south west region. These benefits include:</p> <ul style="list-style-type: none"> • An eight and a half minute reduction in journey time which delivers £708M total journey time benefits, including a £270M saving for business users • An 11% reduction in serious or fatal accidents • A reduction in greenhouse gases and improvements in local air quality <p>Along with the reduction in journey times and safety improvements, the proposals to upgrade a 14km section of poorly performing single carriageway trunk road will significantly improve resilience of the strategic highway network. The new dual carriageway will provide a high quality, faster and safer link between western Cornwall and the M5, making the area feel closer and easier to access.</p> <p>I trust the support of the group is recognised as the scheme moves through the statutory process and look forward to a positive outcome.</p>	Noted. Highways England acknowledges the support expressed by Peninsula Transport for the scheme.

Annex A: Highways England Response to Environment Agency Relevant Representation

Clarissa Newell and Shaun Pritchard
Environment Agency
Manley House
Kestrel Way
Exeter, EX6 8AS

Josh Hodder
Highways England
Temple Quay House
2 The Square, Temple Quay
Bristol, BS1 6HA

Your Ref:
TR010026DC/2018/120110/01-L01

22 January 2019
Our Ref:
TR010026

Dear Clarissa and Shaun,

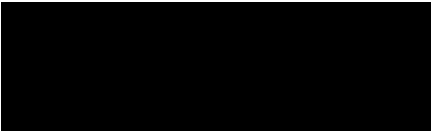
Applicant's response to Environment Agency Relevant Representation

This letter provides Highways England's response to the Relevant Representation submitted by the Environment Agency in relation to the A30 Chiverton to Carland Cross scheme. Appended to this letter is a detailed response to the points raised in your Relevant Representation.

Despite the limited nature of the matters raised in your Relevant Representation, once you have discussed our response further, we consider that it would be helpful to document an agreed position in the form of a concise Statement of Common Ground for the benefit of the Examining Authority and other interested parties.

Jessica Postance, the Environmental Lead for the project, will be in touch to discuss this response further as appropriate.

Yours faithfully,



Josh Hodder
Project Manager
A30 Chiverton to Carland Cross

Enc.

Appendix A – Applicant Response to Environment Agency Relevant Representation

Appendix A:

Applicant Response to Environment Agency Relevant Representation

Environment Agency Relevant Representation

Highways England Response

1. Maintaining access to Environment Agency rain gauge at Nanteague Farm

1.1 Issue

We have a lease of land at Nanteague Farm (as shown plan ref. C&SW_A30_Plot Ref4-10_161018) upon which we have sited a rain gauge. This lease of land is included the Book of Reference.

1.2 Impact

Access is required to the rain gauge at Allet Nanteague Farm Monday to Friday from 08:00 to 17:00. We would need access to quality check the equipment on site, general maintenance and to repair any faults that may arise with the gauge.

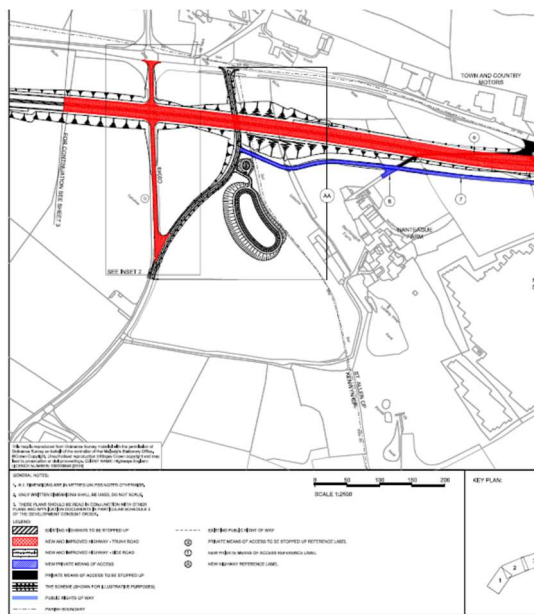
This rain gauge forms part of our network of rain gauges and serves the Perranporth, Bolingey, Tresillian and Truro catchments. There are many drivers for this site and in our recent commissioning exercise it emerged as one of the most important rain gauges in Cornwall because it serves multiple catchments including two high risk catchments (Bolingey and Perranporth), which have a high number of properties at risk of flooding. The gauge has intensity alarms associated with it and this is used to inform of potential flood impacts in the catchments named above. The Private Rights of Way and Access Plans – Sheet 4, ref. 7 and 8 show the new proposed access to the rain gauge site post-construction. However, it is unclear how access will be provided to the site during construction.

This is correct. The **Book of Reference Part 3** refers to the Environment Agency in respect of Rights of access to the rain gauge granted by a lease agreement dated 19 June 2012.

Michelle Hinfey (michelle.hinfey@environment-agency.gov.uk) has confirmed that access to the rain gauge is as follows:



Access requirements have been noted on Sheet 4 of the Rights of Way Access Plans (Document Reference 2.5



(A).

Environment Agency Relevant Representation	Highways England Response
<p>1.3 Solution We request that the proposer provides further details to demonstrate how access to the site of our rain gauge will be provided and maintained during construction along with the associated timeframe for these works.</p> <p>We consider that maintained access to our rain gauge during construction could be secured through the addition of a new protective provision or requirement in the DCO, whichever is most appropriate. We are happy to provide any further detail that is necessary in this regard.</p>	<p>Access off the Tresawsen Road is not affected by the scheme. The current agreement with Cornwall Council is that the Tresawsen Road would be kept open to traffic at all times. If this was to be closed from the existing A30, there would be an alternative route from Shortlanesend Road to the south.</p> <p>Highways England will work with the contractor to ensure that access to the rain gauge is maintained during the construction stage.</p> <p>Volume 6.4 Environmental Statement Appendix 16.1 - Outline CEMP, Table 16-3 Record of environmental actions and commitments (REAC) will be amended to ensure access to the rain gauge will be maintained during construction to secure this commitment with the contractor.</p>

Environment Agency Relevant Representation	Highways England Response
<p>2. <i>Protective provisions relating to the Environment Agency</i></p>	
<p>2.1 Issue Schedule 9, Part 3 of the draft DCO sets out protective provisions for the benefit of the Environment Agency which we consider are not relevant to the proposal.</p> <p>2.2 Impact It appears from the definitions set out in paragraph 21 of Schedule 9 that the proposed protective provisions are specifically targeted at works within or adjacent to Main Rivers which would require a Flood Risk Activity Permit under the Environmental Permitting Regulation 2016. However, there are no designated Main Rivers within the area subject to the proposed works. Furthermore, there has been no request from Highways England to disapply the Environmental Permitting Regulations or any other consenting regimes we regulate.</p>	<p>There are no designated Main Rivers within the area subject to the proposed works. The draft DCO will be updated to address this point.</p>
<p>2.3 Solution In view of the fact that there has been no requested to disapply our regulatory regimes we consider that the protective provisions set out in Schedule 9 Part 3 are unnecessary and should be removed.</p>	<p>The provisions set out in Schedule 9 Part 3 are unnecessary and will be removed in the draft DCO.</p> <p>Reference to applying to Cornwall Council for Ordinary Watercourse Consents will be retained. This is set out in the Details of Other Consents and</p>

<p>Nonetheless, the proposal does cross ordinary watercourses for which the consenting regime is managed by Lead Local Flood Authorities, in this case Cornwall Council.</p>	<p>Licences (Document Reference 7.2) submitted with the DCO application.</p>
--	--

<p>Environment Agency Relevant Representation</p>	<p>Highways England Response</p>
<p><i>3. Protection of private water supplies and ephemeral headwaters</i></p>	
<p>3.1 Issue The proposed scheme has the potential to impact on private water supplies and ephemeral headwaters in the area unless carefully managed.</p> <p>3.2 Impact Information has been submitted which demonstrates a preliminary conceptual understanding of the risks posed by the development to groundwater.</p> <p>The reports indicate that further site investigation and groundwater risk assessment will be carried out.</p> <p>The proposed alignment of the scheme results in discharges to relatively minor watercourses, all of which have a catchment area of less than 1km² at drainage outfall locations. Given that these minor receiving watercourses are likely to dry up in periods of low rainfall and that infiltration from the detention basins is the preferred method of discharging road runoff, there is an increased likelihood of infiltration to groundwater.</p>	<p>An assessment of the discharge of surface water to ground (and to surface water/stream headwaters) in terms of the impact of water quality on the receiving water has been undertaken. This has been carried out in accordance with DMRB Method C - Effects of Routine Runoff on Groundwater. These can be found in Volume 6.4 Environmental Statement Appendix 13.3 - DMRB Assessments. The assessments conclude that there will be no significant effects.</p> <p>The reports indicate that further site investigation and groundwater risk assessment will be carried out. This is because there are two areas (Pennycomequick and the area around Nanteague Farm) where there is concern about the impact of the cuttings on the groundwater levels and impact on the supply of groundwater to the ephemeral headwaters. In the EIA it is stated that more detailed hydrogeological assessments would be carried out during detailed design, which may include additional GI to characterise the hydrogeological regime.</p> <p>The commitment to further site investigation is detailed in Volume 6.4 Environmental Statement Appendix 16.1 - Outline CEMP, Table 16-3 Record of environmental actions and commitments by commitment RDWE3. This ensures that where the potential for impacts to private water supplies remains unclear, a detailed assessment of groundwater levels and flows shall be undertaken to fully understand the potential impact upon each feature of interest.</p> <p>Drainage channels and detention basins are built into the design. To ensure that all risks to water quality were captured in the assessment, the potential effect of the discharge of routine runoff to both ground and surface water was considered. Volume 6.2 Environmental Statement Chapter 13 - Road Drainage and Water Environment, Section 13.9 of the ES details the assessment of both surface and groundwater routine runoff using DMRB Method A - <i>Effects of Routine Runoff on Surface Waters</i> and Method C - <i>Effects of Routine Runoff on</i></p>

Environment Agency Relevant Representation	Highways England Response
	<p><i>Groundwater</i> respectively. This assesses flow conditions during periods of both high and low rainfall.</p>
<p>3.3 Solution We request to be consulted on the further site investigations and groundwater risk assessment proposed to ensure that water interests (e.g. private water supplies) are adequately assessed, protected and where necessary, alternative provision made.</p> <p>An appraisal should also be undertaken which highlights the streams likely to be affected and attempt to quantify how their flow may be altered and suggest what mitigation could be applied to allow us to judge if the impact is significant.</p> <p>The investigation of surrounding private water supplies should demonstrate protection of those supplies and where necessary, alternative provision. If there is</p>	<p>Highways England have consulted with owners or users of private water supplies that we have assessed as having the potential to be affected by the scheme. This was undertaken to ensure that we developed a solution (in terms of the red line boundary) that could provide an alternative water supply (either connection to the mains or provision of an alternative borehole or spring supply) to the owners or users of the private water supply (PWS). Further ground investigation may only be required where an alternative spring or borehole provision may be constructed, and we will consult with the EA to ensure that water interests are adequately addressed.</p> <p>Highways England consulted with the following land owners/PWS users during the public consultation and followed up with site meetings:</p> <ul style="list-style-type: none"> • Mr and Mrs Lutey – agreed on a potential solution to form a surface water supply (pond) similar to existing to provide water for livestock. • Mr and Mrs Penrose – possibility to connect into the spring and divert to the house. • Cornwall Council (Russell Wheeler) for West Nancemere Farm – Council want to connect West Nancemere Farm (council owned) to the mains. • Mr and Mrs Tythcott (West Nancemere Farm) – Council owned and will be moving so can't comment. • Mr Matthews – happy for an alternative borehole solution or connection to the quarry pond to be diverted beneath the route. • We attempted to contact Mr Christophers, however could not make contact. We did however speak to Cornwall Council who own the land. Mr Christophers is the tenant farmer. <p>In the Volume 6.2 Environmental Statement Chapter 13 - Road Drainage and Water Environment, Section 13.6, the methodology for assessment of the geomorphological impact of the scheme is outlined. The affected streams are identified in Table 13.3 <i>Summary of water features within proximity of scheme alignment</i>.</p> <p>In Volume 6.4 Environmental Statement Appendix 16.1 - Outline CEMP, Table 16-3 Record of environmental actions and commitments details</p>

Environment Agency Relevant Representation	Highways England Response
<p>no alternative way of securing these investigations and subsequent mitigation measures then we would wish to see the matters covered by an appropriate requirement on the DCO.</p>	<p>the outfall design features as part of commitment RDWE2 required to prevent scour in existing watercourses and subsequent detriment to the quality of river habitat. These will ensure that the magnitude of any pollution incident or temporary physical modification as a consequence of the construction of the scheme is likely to be negligible.</p> <p>Highways England will secure further investigations (if necessary) during future design stages. In Volume 6.4 Environmental Statement Appendix 16.1 - Outline CEMP, Table 16-3 Record of environmental actions and commitments, commitment RDWE 3 will prevent temporary or permanent impacts to existing private water supplies by ensuring that where the potential for impacts to private water supplies remains unclear, a detailed assessment of groundwater levels and flows shall be undertaken during detailed design to fully understand the potential impact upon each feature of interest. Where, following this assessment, the potential for impact remains unclear or is certain, a new private water supply (e.g. a borehole) will be established following discussion with the landowner.</p>

Environment Agency Written Representation	Highways England Response
<p>5. Environmental Statement – water environment clarifications In paragraph 9.11.50 the sensitivity of the Upper River Allen is considered to be medium given the WFD classification of moderate. It should be noted that it is not appropriate to base the sensitivity of a water body on its current classification. A moderate waterbody should not automatically be assigned medium sensitivity when good water bodies are given high sensitivity. The Upper River Allen has the objective of Good status by 2027 and should be given high sensitivity.</p>	<p>In the Volume 6.2 Environmental Statement Chapter 9 Geology & Soils, when the considering the potential impact of existing contamination upon the Upper River Allen (para 9.11.50), we have assigned a sensitivity of medium. In Volume 6.2 Environmental Statement Chapter 13 Road Drainage & Water Environment chapter we have considered the Upper River Allen to have a sensitivity of High (see Table 13-3, watercourse at ch. 11+050), aligning with this suggestion. Although the chapters should not be contradicting themselves in terms of the sensitivity assigned to this watercourse, changing the value from medium to high for the Upper River Allen in Chapter 9 Geology & Soils would have no change upon the conclusions of the assessment.</p> <p>Volume 6.2 Environmental Statement Chapter 9 Geology & Soils, para 9.11.50 will be amended assigning a sensitivity of high to the Upper River Allen.</p> <p>The assessment of the effect of existing contamination upon surface water (See para 9.11.45</p>

Environment Agency Written Representation	Highways England Response
<p>In addition, any watercourse culverts should be:</p> <ul style="list-style-type: none"> • Designed to accrete natural substrates by setting 300mm below existing bed level; • Oversized to allow a low flow channel to develop; and • Include mammal ledges to facilitate passage at high flows. <p>Fencing should be installed along the road alignment to guide mammals towards bridges and culverts, to reduce the risk of RTAs.</p>	<p>onwards) currently considers water bodies with both a sensitivity of High (Zelah Brook, River Kenwyn) and Medium (Upper River Allen). For the purposes of the assessment, the worst case (High value) was assumed. When combined with the negligible magnitude of impact of existing contamination, this results in a slight adverse impact, this is shown in Table 9-14 (also see para 9.11.52).</p> <p>Volume 6.4 Environmental Statement Appendix 16.1 - Outline CEMP, Table 16-3 Record of environmental actions and commitments, commitment RDWE1, states that a geomorphologist will be consulted during the detailed design of these structures. This will ensure the culvert is oversized to allow a low flow channel to develop.</p> <p>Volume 6.4 Environmental Statement Appendix 16.1 - Outline CEMP, Table 16-3 Record of environmental actions and commitments, commitment RDWE1, will be amended to “<i>The base of the culvert will be set 300mm below existing bed of the watercourse...</i>” to specifically align with your requirement. It was previously “<i>The base of the culvert is set >150mm below the existing bed of the watercourse...</i>”</p> <p>Volume 6.2 Environmental Statement Chapter 8 - Ecology and Nature Conservation, Section 8.10, shows culvert ledges have been incorporated into the design where possible. Where it is not feasible to create ledges, dry tunnels of 900mm diameter have been provided immediately adjacent to the drainage culverts for times of flood.</p> <p>Mammal fencing will be installed along the road alignment to guide mammals towards bridges and culverts, to reduce the risk of RTAs. This is shown in Volume 6.3 Environmental Statement Figure 7.6 Environmental Master Plans.</p>

Annex B: Highways England Response to Historic England Relevant Representation

Nick Russell
Inspector of Ancient Monuments
Historic England
29 Queen Square
Bristol
BS1 4ND

Your Ref:
PL00297372

Josh Hodder
Highways England
Temple Quay House
2 The Square, Temple Quay
Bristol, BS1 6HA

01 February 2019
Our Ref:
TR010026

Dear Nick,

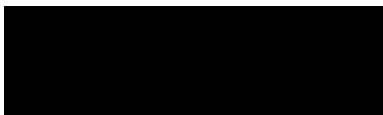
Applicant's response to Historic England Relevant Representation

This letter provides Highways England's response to the Relevant Representation submitted by the Historic England in relation to the A30 Chiverton to Carland Cross scheme. Appended to this letter is a detailed response to the points raised in your Relevant Representation.

We shall discuss this further at our meeting scheduled for 11 February 2019, after which it would be helpful to document any matters agreed and matters outstanding in the form of a Statement of Common Ground for the benefit of the Examining Authority and other interested parties.

Jessica Postance, the Environmental Lead for the project, will be in touch to discuss this response further.

Yours faithfully,



Josh Hodder
Project Manager
A30 Chiverton to Carland Cross

Enc.

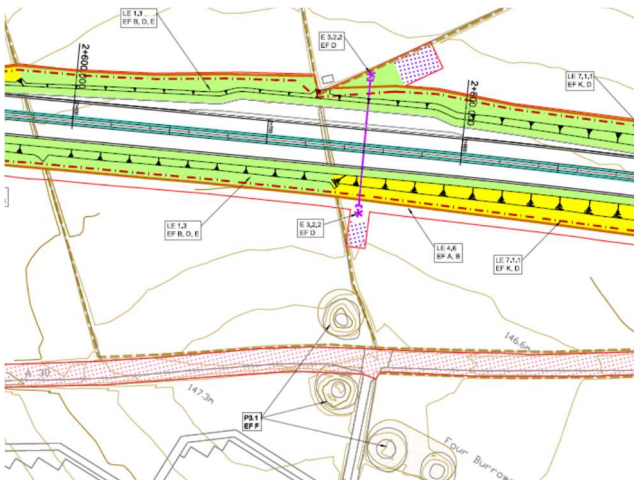
Appendix A – Applicant Response to Historic England Relevant Representation

Appendix A:
Applicant Response to Historic England Relevant Representation

Historic England Relevant Representation	Highways England Response
<p><i>1. Study Area</i></p>	
<p>Whilst we are broadly content with the 300m inner study area we are concerned that the outer study area at one kilometre will exclude any potential assets outside that zone that are likely to be highly sensitive to intrusive modern elements within their wider setting. In this context we are concerned that the baseline does not appear to have identified the Grade I listed building of Trerice (NHLE 1328731). If Trerice and other similar assets have been identified and scoped out of the detailed assessment this process should be recorded in the assessment with a supporting reason and justification for the fact that no further investigation has been conducted.</p> <p>Given the largely ridge top route of the current A30 and the proposed new route that sits downslope alternating from north to south, the new route will in our opinion be significantly more visible over a much further extent than the one kilometre study area regardless of which side of the current route it sits. On this basis the definition and extent of the study area will need to be clearly justified on the basis of supporting information from, for example, the Landscape and Visual Impact assessment.</p>	<p>There is no guidance that sets out the distance from a particular development that should form the study area for assessment, beyond the 300m specified in DMRB. It is therefore down to professional judgement drawn from experience of similar schemes to determine an appropriate study area. For a road scheme such as this, the potential for effects on heritage assets at a distance are well understood, and this is the principal basis for deciding the study area. The presence of an asset within the ZTV indicates only that there may be theoretical visibility, not that visibility itself would result in a significant effect (or any effect at all). Whilst the road may be visible from assets beyond 1km, the likelihood that this change to an asset's setting would result in a significant effect is very low.</p> <p>In the case of Trerice, the following points should be noted:</p> <ul style="list-style-type: none"> • this asset is over 4.5 km from Carland Cross junction (the closest part of the scheme to the asset). • The existing wind turbines at Carland Cross form a visual intrusion of substantially greater magnitude than the scheme at this location. • The principal elevations at Trerice are oriented south east/north west, whereas the scheme would be located to the south west • Trerice is not set within a designed landscape with open views, rather its setting is intimate, and surrounded by trees. This prevents rather than encourages views to the wider landscape. <p>On this basis it is considered that there is no possibility that Trerice would experience any impact, either beneficial or adverse, as a result of the scheme. Hence, it is considered that the study area used is appropriate in the context of this scheme.</p>
<p><i>2. Table 6-1 Importance/Value criteria for heritage assets</i></p>	
<p>Listing is a national designation, therefore Grade II Listed Buildings, which are considered to be of</p>	<p>The importance or value of each heritage asset within the study area was determined according</p>

Historic England Relevant Representation	Highways England Response
<p>special architectural and historic interest, should be assessed alongside the other national designations and their significance not underplayed as regionally important.</p>	<p>to the DMRB criteria set out in Volume 6, Document Ref 6.2 ES Chapter 6 Cultural Heritage, Table 6-1 Importance/Value criteria for heritage assets.</p> <p>Highways England follow DMRB guidance in this regard. While it is agreed that Grade II Listed Buildings are nationally designated, an inherent characteristic of the listing system is that it recognises that it is in the national interest to preserve examples of architecture for future generations, but that not all buildings are of equal significance (hence the existence of Grade II and Grade II*classification).</p> <p>For example, it is clear that the Grade I Trecice discussed above is of greater significance than a Grade II milestone, and to treat them as being of equal importance could result in either beneficial or adverse impacts being overstated.</p>
<p>3. 6.10.7. Milestones</p>	
<p>Any assets, including milestones, removed and intended for re-setting should be subject to a detailed works management plan detailing removal, transport storage and reinstatement details with significant dates identified.</p>	<p>Volume 6 Document Ref 6.4 Environmental Statement Appendix 16.1 - Outline CEMP Annexes</p> <p>Annex J: Methodology for the Milestone Protection Management Plan, provides a detailed methodology to protect the two historic carved milestones which would be affected by the A30 Chiverton to Carland Cross scheme.</p>
<p>4. 6.11.10 to 6.11.13. Views from the A30 to the Church of Saint Peter</p>	
<p>Church of Saint Peter (NHLE no. 1141481), Schoolroom immediately east of Church of St Peter (NHLE no. 1141482) and Vicarage (NHLE no. 1328719). As noted at 6.11.11, the church tower is a prominent landmark in views from most directions. Our concerns are that views from the A30 heading west from the general vicinity of the 'four burrows' scheduled monument will be obstructed by the proposed new junction. The significance of these views being that the church tower, the highest structure in the area at the time of construction, was a prominent focal point for the medieval congregation and an identifiable landmark for all.</p> <p>It is not clear from the assessment whether long term operational impacts have been assessed because the impact described, at 6.11.13, refers</p>	<p>Highways England has assessed the operational impacts of the scheme on the views to St Peter's Church in the Environmental Statement in Volume 6, Document Ref 6.2 ES Chapter 6 Cultural Heritage, Section 6.11 Assessment of Effects, Operational effects as:</p> <p><i>Church of Saint Peter (NHLE no. 1141481), Schoolroom immediately east of Church of St Peter (NHLE no. 1141482) and Vicarage (NHLE no. 1328719) - Medium Value</i></p> <p>ara 6.11.83 The scheme will remove the existing Chiverton roundabout and associated lighting, and an on/off slip road will replace it. This slip road will be constructed a short distance north-east of the existing junction, as part of the new Chiverton grade separated junction approximately 560m east of the assets. From the ridge at Four Burrows, the Chiverton</p>

Historic England Relevant Representation	Highways England Response
<p>only to the impacts arising from the temporary construction and compound.</p>	<p>Junction would be visible, and detract from that aspect of the significance of the church which is derived from being a focal point in the landscape. On this basis the operational significance of effect of the scheme upon the listed buildings is considered to be slight adverse.</p> <p>This is supported by a photomontage in Volume 6, Document Reference 6.3, Figure 7.5 Photosheets, Viewpoint 4 Existing winter and summer views from Four Burrows, looking northwest, 130m south of the scheme.</p> <p>Highways England has assessed the impacts of the scheme by road users enjoying the views across the landscape, within which the tower of Grade II listed St Peter’s Church and the nearby– Four Burrows Barrow Cemetery (1016054) in Volume 6, Document Ref 6.2 ES Chapter 7 Landscape, Table 7-13 Summary of residual visual operational effects. Here the residual visual operational effect is reported as slight adverse.</p> <p>There would not be significant landscape, visual or heritage effects on the setting or significance of the Scheduled Ancient Barrows at Four Burrows or on the Grade II Listed Church of Saint Peter.</p>
<p>5. 6.11.25 Four burrows (SM 29602; NHLE no. 1016054)</p>	
<p>The assessment provided classifies the impact of the new route on the north of the northernmost barrow as permanent Moderate Adverse, it concludes that there will be no change to the remaining barrows in the group. The cumulative assessment is then concluded to be an overall Neutral impact. Historic England does not consider that the cumulative assessment takes due regard of the permanent adverse impact on this group of nationally important barrows which should, in the assessment, be considered as a group and the impacts not atomised by assessment of each barrow in isolation.</p>	<p>The point is understood. Volume 6, Document Ref 6.2 ES Chapter 6 Cultural Heritage, Section 6.11 Assessment of Effects reports in para 6.11.25 “The scheme would realign the A30 as a dual carriageway approximately 50m north of the northernmost barrow of the group. This would remove the rural setting of this barrow, leading to a permanent moderate adverse impact on its significance; this would result in a Moderate Adverse significance of effect. The existing A30 would remain in situ as a local route, and therefore the current division of the barrow group would continue. This would constitute no change to the setting of the three barrows to the south of the A30, resulting in a Neutral significance of effect.”</p> <p>The northern barrow is physically separated from the remaining barrows by the existing A30 and would be the only barrow in the group to experience an adverse effect.</p>

Historic England Relevant Representation	Highways England Response
	<p>The views outwards from the group is only one component of setting that contributes to the significance of the barrows; there is also a substantial role played by the immediate setting of the barrows as a group. This interrelationship between the barrows would be unchanged by the proposed scheme, and therefore the impact upon the northernmost barrow cannot be said to influence the significance of the remaining barrows.</p> <p>For visual reference: Environmental Masterplan showing Four Burrows in relation to scheme.</p> 

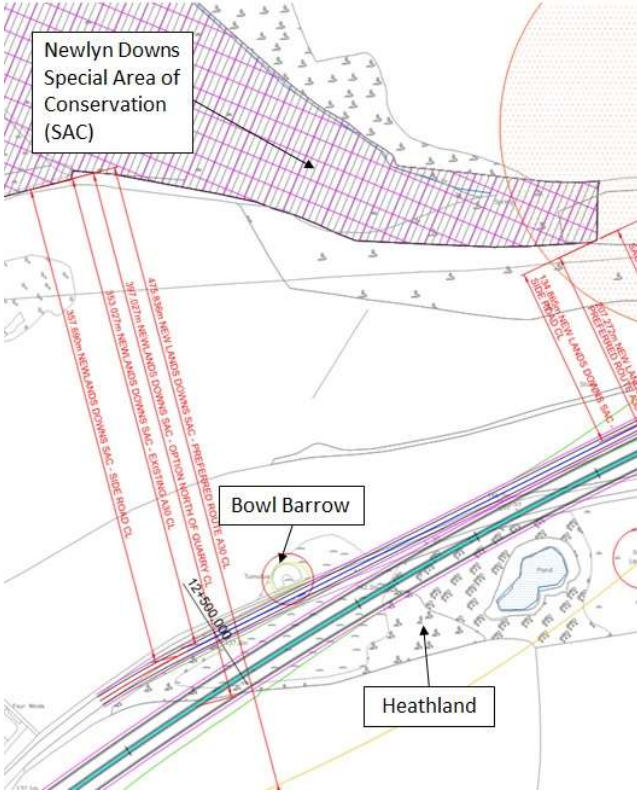
6. 6.11.72 Warrens barrow (SM 29681; NHLE 1016888)

<p>In our opinion the significant issue here is the loss of views to, and from, the barrow to the north and west. Distant views are an essential factor in the location of barrows such that the loss of such visibility will result in loss of significance derived from this aspect of the barrow's setting. This loss of significance must be appropriately appreciated and should not be underestimated, but also considered separately initially from the undoubted gains in enhancement of the barrow's setting to the south that will arise from the removal of this section of the existing A30. Whilst we do not disagree with the assessment that "While the reuniting of Warrens Barrow with the barrow cemetery to the south is a beneficial impact, it is considered that this is outweighed by substantial changes within the setting of the barrow to the west, north and east.", we do, however, advise that the overall impact should be considered Large Adverse impact rather than Moderate.</p> <p>Historic England does not consider that the cumulative assessment takes due regard of the</p>	<p>Volume 6, Document Ref 6.2 ES Chapter 6 Cultural Heritage, Section 6.6 Assessment Methodology</p> <p>Para 6.6.6 states:</p> <p><i>"In accordance with DMRB, significance of effect upon the heritage resource is assessed using the matrix in Approach to EIA (Volume 6 Document Ref 6.2 Chapter 4) Table 4-3."</i> Para 6.6.7 then states that <i>"Where the matrix suggests more than one likely outcome, for instance slight or moderate, professional judgement has been used in conjunction with the descriptors in Table 6-3 to arrive at a robust conclusion."</i></p> <p>For a moderate adverse magnitude of impact on a scheduled monument (with high value), the DMRB methodology can result in either a moderate or large adverse effect. A 'moderate adverse' significance of effect has currently been assigned. Highways England has considered the evidence and based on Historic</p>
--	--

Historic England Relevant Representation	Highways England Response
<p>permanent adverse impact on the overall Carland Cross group of nationally important barrows which should, in the assessment, be considered as a group and the impacts not atomised by assessment of each barrow in isolation.</p>	<p>England recommendation, the significance of effect will be changed to 'large adverse'.</p> <p>Volume 6, Document Ref 6.2 ES Chapter 6 Cultural Heritage, Section 6.11 Assessment of Effects, para 6.11.72 (final sentence) will be amended to state the following:</p> <p><i>“These elements would detract from the significance of the barrow, a permanent moderate adverse impact, which would result in Large Adverse significance of effect.”</i></p> <p>This will be provided in an ES Addendum (to be submitted during the course of the Examination). This will not alter text in the ES Chapter overall, only the outcome.</p> <p>The Carland Cross barrows have not been treated individually, and Highways England consider that the assessed effect of slight beneficial as a result of the reuniting of these barrows with Warren’s barrow to the north, realistically reflects the effect of the scheme on the Carland Cross barrows as a whole.</p>
<p>7. Chiverton Cross area</p>	
<p>Historic England remains concerned regarding the impact of the proposed new junction on views of the church of St Peter (NHLE no. 1141481), particularly from the north and east. This significantly reduces the ability to ‘read’ the historic importance of the church as a landscape feature and we would recommend that close scrutiny be applied to the engineering options for the new junction.</p>	<p>Alternative mainline vertical alignments and Chiverton junction layouts have been considered in this area to attempt to lower the level of the scheme and this was presented to Historic England in early 2018. This confirmed that reducing the level of the scheme through this area would have significant increased engineering and drainage challenges and associated significant costs and risks including:</p> <ul style="list-style-type: none"> • The need to include an approximate 100m length of additional retaining wall adjacent to the Starbucks business; • The need to relocate three drainage attenuation basins, with associated additional engineering difficulties (groundwater) and additional land take with new landowners affected; • Increased risk of groundwater issues with the existing high groundwater levels in the area, which would be very difficult to mitigate; • Increased earthworks and impacts on the overall scheme earthworks balance with significant additional costs; and

Historic England Relevant Representation	Highways England Response
	<ul style="list-style-type: none"> Increased noise impacts on the adjacent receptors with the alternative junction layout. <p>On this basis, it was concluded that it is not possible to reduce the level of the scheme in this area. In addition, it was also concluded that there is no additional mitigation that could significantly affect the heritage assessment of this area.</p>
<p><i>8. Four burrows (SM 29602; NHLE no. 1016054)</i></p>	
<p>Whilst we welcome the reduction in traffic that the new route will bring, we maintain our disappointment that the scheme offers little in the way of enhancement or mitigation to offset the Moderate Adverse impact that the new route will have on the northernmost barrow of this group. Given the downgrading of the current route we would welcome a reduction in the width of the carriageway at this point. This would reduce the visual impact of the current A30 as it passes the monument.</p>	<p>It is agreed that the visual impact of the current A30 as it passes Four Burrows would be reduced if a reduction in the width of the carriageway at this point was implemented. The existing A30 will be detrunked, operated and maintained by Cornwall Council as part of their county network, however, it forms part of the strategic diversion route for the new A30, during planned maintenance works and for emergency incident management. As part of this diversion route for the strategic traffic from the new A30, there will be a minimum width requirement of 6.8m to allow two opposing Heavy Goods Vehicles to pass safely.</p> <p>On this basis, Highways England and Cornwall Council can confirm that they will reduce the existing road width through this section between Four Burrows from its current width of 7.4m to the minimum requirement of 6.8m. In addition, Highways England and Cornwall Council have also agreed to consider the provision of green coloured surfacing on the road in the vicinity of Four Burrows, to further reduce the visual impact as it passes the monuments.</p>
<p><i>9. Nancarrow Farmhouse and attached wall LBII (NHLE no. 1136610) and Chyverton Park RPGII (NHLE no. 1000512)</i></p>	
<p>We remain unable to comment in detail on the relative historic environment impacts of the proposed route in relation to the above designated heritage assets since the previously requested options appraisal for the route between these designated heritage assets has not as yet been supplied.</p>	<p>The key documents which have informed the route selection process to date have been provided. These documents have also been submitted as part of the draft DCO application and can be found at the following links on the Planning Inspectorates website:</p> <p>Volume 7 Document Ref 7.6 Scheme Assessment Report https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR010026/TR0100</p>

Historic England Relevant Representation	Highways England Response
	<p data-bbox="802 232 1439 331">26-000510-7.6%20SCHEME%20ASSESSMENT%20REPORT.pdf</p> <p data-bbox="802 349 1439 622">Volume 7 Document Ref 7.7 Route Selection Report https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010026/TR010026-000511-7.7%20ROUTE%20SELECTION%20REPORT.pdf</p> <p data-bbox="802 645 1439 743">These two documents detail the options appraisal for the proposed route including cultural heritage considerations.</p>
<p data-bbox="161 788 1193 822"><i>10. Bowl barrow 130m south east of Penglaze (SM 19680; NHLE no. 1016887)</i></p>	
<p data-bbox="161 869 788 1064">We would note the potential to restrict the width of the existing A30 route as a result of the downgrading and advise that in our opinion this would facilitate significant environmental improvements to the setting of the scheduled monument.</p>	<p data-bbox="802 869 1439 1503">It is agreed that the visual impact of the current A30 as it passes the Bowl Barrow would be reduced if a reduction in the width of the carriageway at this point was implemented. The existing A30 will be detrunked and operated and maintained by Cornwall Council as part of their county network, however, it forms part of the strategic diversion route for the new A30, during planned maintenance works and for emergency incident management. As part of this diversion route for the strategic traffic from the new A30, there will be a minimum width requirement of 6.8m to allow two opposing Heavy Goods Vehicles to pass safely. On this basis, Highways England and Cornwall Council can confirm that they will reduce the existing road width through this section adjacent to Bowl Barrow from its current width of 7.2m to the minimum requirement of 6.8m.</p>
<p data-bbox="161 1550 1327 1615"><i>11. Two bowl barrows 290m and 375m north of Higher Ennis Farm (SM 32902; NHLE no. 1017050)</i></p>	
<p data-bbox="161 1657 788 1995">We note the assessment of impact and the engineering requirement for the northernmost of these barrows as a result of the chosen route. However, we would draw to the Examining Authority's attention the fact that the original proposed route, which crossed the existing A30 some way to the west, did not require this work. In our opinion, the selection of the route in this area will need to be clearly justified as it has been demonstrated through the development</p>	<p data-bbox="802 1657 1439 1825">The Preferred Route was evaluated near Nanteague Farm and Carland Cross following the statutory public consultation on the preferred route Highways England undertook 29 January 2018 to 12 March 2018.</p> <p data-bbox="802 1848 1439 2042">An alternative alignment further north of the Preferred Route was developed, retaining the Carland Cross Junction at its current position. Figure A below shows the northern alignment and highlights the environmental constraints in the area.</p>

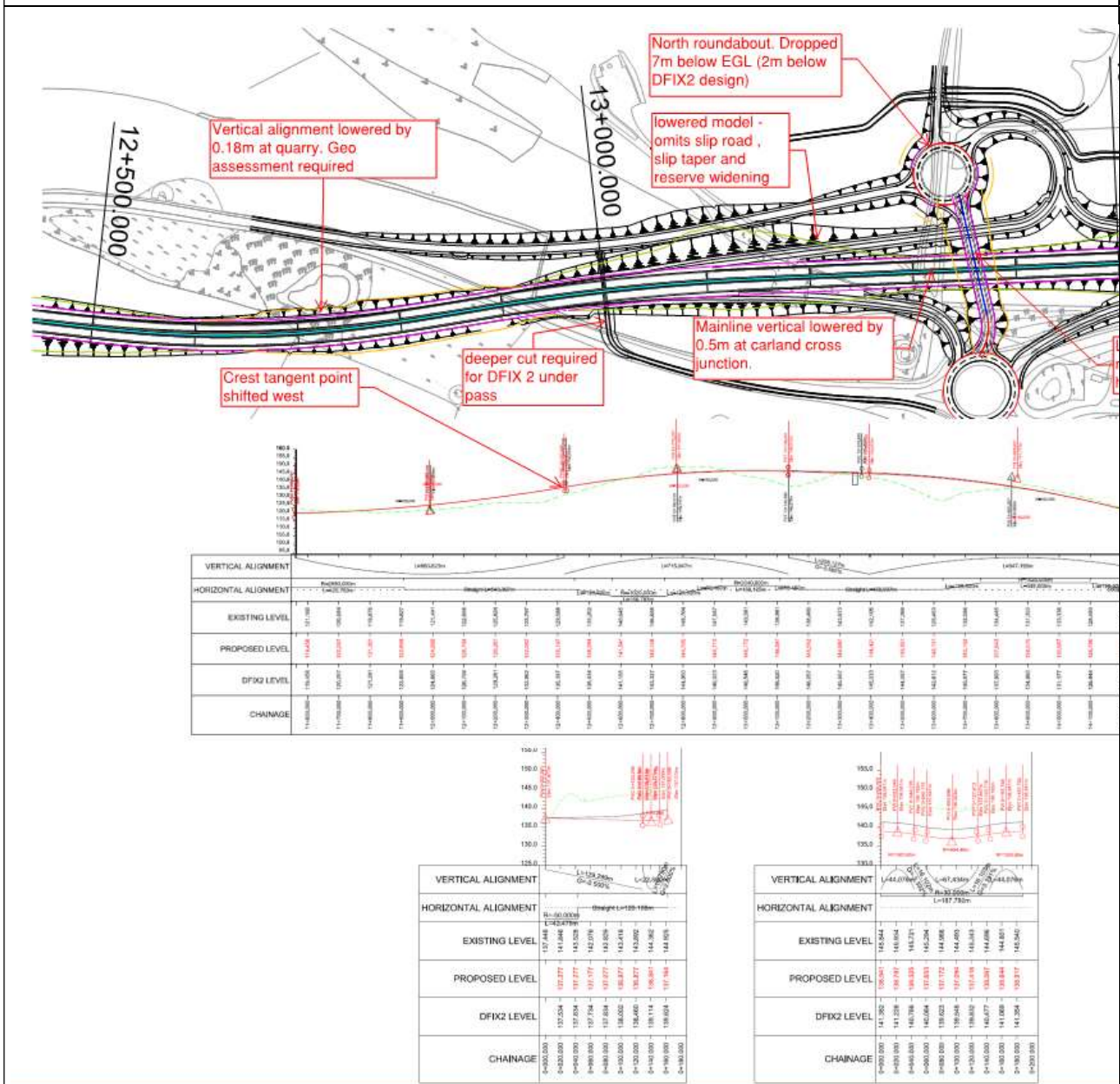
Historic England Relevant Representation	Highways England Response
<p>phase that alternative options, less harmful to the historic environment, may exist.</p>	 <p>Figure A Northern Alignment at Quarry with 1:2 embankments at a max height of 13m</p> <p>The northern alignment would have been beneficial from a geotechnical perspective. This is due to: the higher elevation of the route; the reduced depth of cutting; slacker quarry slopes at the northern side of the quarry; and the movement further away from ‘Journey’s End’ mining area to the SW of the quarry. However, although reduced, it was acknowledged that there would still be risks associated with working in such close proximity to the quarry.</p> <p>Although beneficial from a geotechnical perspective, the alignment also has a number of adverse effects:</p> <ul style="list-style-type: none"> • It could result in significant adverse effects on the European Designated Newlyn Downs Special Area of Conservation (SAC). An air quality assessment undertaken at Key Stage 2 Options Appraisal, concluded that a northern option would result in increased nitrogen deposition at Newlyn Downs SAC and a new exceedance of the upper band critical load up to 195 m into the SAC. The critical load for the site is 10 - 20 kg N/ha/yr and the current deposition

Historic England Relevant Representation	Highways England Response
	<p>is 17.33 kg N/ha/yr, so the site is sensitive to changes in deposition.</p> <ul style="list-style-type: none"> • It would still result in the loss of heathland habitat of this isolated patch as shown in Figure A. • It would have further impacts on Carland Cross Wind Farm, resulting in either the earthworks for the side road entering one of the wind turbine exclusion zones (and the need to move the turbine) or else the inclusion of a large retaining wall, up to 13m high, to avoid this. It would also require the diversion of more of the wind farm utilities. • It would result in significant visual and noise impacts on the adjacent residential properties at Journey's End and Four Winds, by moving the mainline alignment closer to these properties. <p>Moving the alignment even further north, completely avoiding direct impact on the heathland, would result in far worse adverse effects than those outlined above, due to the new route moving at least 40m further north and needing to move and reconfigure the junction at Carland Cross. Adverse effects would include:</p> <ul style="list-style-type: none"> • The carriageway moving at least 40m closer to the SAC. This is likely to increase nitrogen deposition even more than the current estimate for the above route. • The direct impact on the properties at Four Winds and Journey's End. • The need to move two wind turbines at the Carland Cross windfarm due to the carriageway encroaching into the associated exclusion zones. <p>Volume 7 Document Ref 7.7 Route Selection Report: Section 8. Route Selection – Carland Cross details the options appraisal undertaken prior to Preferred Route Announcement (link for this document was provided for reference in response to point 9 of this table).</p>
<p>12. <i>Warrens barrow (SM 29681; NHLE no. 1016888) and Round barrow cemetery 420m north-east of Higher Ennis Farm (SM 32903; NHLE no. 1020758)</i></p>	
<p>We welcome the removal of the existing A30 from between these two separately designated</p>	<p>The management of Warrens Barrow will be agreed with Historic England and included in the</p>


Historic England Relevant Representation	Highways England Response
<p>elements of the round barrow cemetery at Carland Cross. This will reinstate the overall connectivity of the cemetery and allow for an improved management regime for Warren's barrow. We would advise that a key deliverable public benefit in heritage terms from this scheme should be the removal of this monument from Historic England's Heritage At Risk register.</p>	<p>Handover Environmental Management Plan (HEMP). The barrows will be maintained as permanent grassland as existing, subject to any ecological constraints. Highways England will seek agreement with English Heritage/Natural England to take on the ongoing maintenance of these barrows as with the Gosmore scheme.</p> <p>Highways England welcome discussions with Historic England to explore how the barrow could then be removed from the Heritage At Risk Register.</p>
<p><i>13. Warrens barrow (SM 29681; NHLE no. 1016888) and Round barrow cemetery 420m north-east of Higher Ennis Farm (SM 32903; NHLE no. 1020758)</i></p>	
<p>Historic England's main concern is that regardless of the issues outlined above, the current proposals for the new route will result in a very high level of harm to the significance of the Warrens barrow scheduled monument that will not, in our opinion, be sufficiently offset by the potential for benefits gained from re-unification of the cemetery. The location of barrows is a significant element of their importance, usually located for maximum impact and visibility in both long and short views, they provide and illustrate the importance of landscape to the life and burial practices of prehistoric peoples. Since, in Historic England's opinion, there remains potential for further discussion to identify alterations to engineering details that would reduce the level of harm caused we would recommend that the Examining Authority encourage the applicant to continue to pursue discussion regarding this element of the scheme with Historic England in the interest of reducing its environmental impact.</p> <p>We have previously requested a detailed examination of the engineering options for this junction on the basis that relatively minor changes could potentially affect major impacts and reductions in harm in relation to this issue. We would recommend that the Examining Authority urge the applicant to undertake a serious engineering options appraisal regarding the levels at the proposed new Carland Cross junction.</p> <p>In addition we would recommend further consideration of whether there are opportunities to achieve better value for public money and at the same time a reduced environmental impact</p>	<p>The engineering options at Carland Cross and Warrens Barrow were considered and the outcome of the results were shared with Historic England on the 12/06/2018. The following documents were provided:</p> <ul style="list-style-type: none"> • Nanteague Farm and Carland Cross Options Report • Photomontage from the barrow south of the existing A30 at Carland Cross • Before and after view from Warrens Barrow, looking towards Newlyn Down • Retaining Wall options report <p>An extract from the "Nanteague Farm and Carland Cross Options Report" is provided below:</p> <p>Historic England's consultation response has identified a negative effect of the scheme at Carland Cross due to impacting on significant views to and from the barrow group at Newlyn Downs. According to Historic England, this could only be mitigated against by lowering the alignment at Carland Cross and so this option has been explored during the design development.</p> <p>The route is highly constrained horizontally and vertically in this area with very little additional land-take justified without impacting on the barrow group, abandoned quarry pond to the south, the wind farm to the north or the Newlyn Down European Designated Site (SAC) to the north.</p> <p>The main constraint for lowering the alignment at Carland Cross are the knock-on effects that will</p>

Historic England Relevant Representation	Highways England Response
<p>in heritage terms in the proposals for this junction.</p>	<p>occur at the existing abandoned quarry. Lowering the alignment at Carland Cross by anything more than 0.5m, would push the earthworks out into the quarry pond which would result in the infilling of the pond. This would also result in a larger retaining structure at the round barrow immediately south of the proposed route at Ch 12900.</p> <p>The option of lowering the alignment by 0.5m has been explored by Highways England and is shown in Figure B on the next page.</p>

Figure B Option of Lowering Carland Cross by 0.5m



A photo montage entitled “*Photomontage from the barrow south of the existing A30 at Carland Cross*” was generated and provided to Historic

Historic England Relevant Representation	Highways England Response
	<p>England to show the view from the next nearest barrow towards Warrens Barrow. This demonstrates the benefits to the barrow group of reuniting them by removing the existing road and replacing it with a gravel recreational path. It also highlights that lowering the scheme by 0.5m would not make any discernible difference.</p>  <p>Highways England concluded that there is no viable solution for substantial reduction in impact to the setting of Warren's barrow, however, we will continue to explore this issue further at detailed design. A 0.5m change in vertical alignment is within the set allowable limits of deviation for the scheme, as defined in the draft Development Consent Order and outlined in Volume 6.2 Environmental Statement Chapter 4 - Approach to Environmental Impact which states in para's 4.3.3 and 4.3.4:</p> <p><i>"Under the proposed Development Consent Order ("DCO"), limits of deviation (LOD) are defined in Article 8. The LOD are the limits within which the DCO authorises the A30 to be constructed. The LOD allows limited flexibility in the positioning of the highway in order that it can be positioned optimally reflecting factors identified during the detailed design of the scheme or even during construction. Changes to the indicative route may occur typically as a result of ground conditions or environmental factors which it may not be possible to identify in the period prior to DCO submission...."</i></p> <p><i>The draft DCO restricts the vertical deviation to a maximum of 0.5 metres downwards at Carland Cross at approximate Chainage 13+100 to 13+700. This means that at this location the scheme cannot go up from the levels shown on the General Arrangement and Section Plans. The reason for preventing upwards deviation in this location is that a deviation in excess of the proposed vertical alignment would potentially give rise to new or worse adverse environmental effects, without mitigation."</i></p>

Historic England Relevant Representation	Highways England Response
<i>14. Potential additional benefits of the scheme</i>	
<p>In addition to the potential for improvement to the settings of the scheduled monuments of four burrows and the barrow 130m south east of Penglaze there is great potential for the scheme to inform through archaeological investigation and subsequent publication. There has been a substantial amount of evaluation work undertaken which, in addition to map and records based investigation could provide a worthwhile accessible publication looking at the history and archaeology of the route. We would encourage consideration of how this might be achieved and tied to delivery of the scheme.</p>	<p>The evaluation results, as well as the results of any fieldwork undertaken as mitigation for the proposed scheme, would be published. The level of publication will be commensurate with the significance of archaeological remains encountered and will be agreed upon completion of the fieldwork phase.</p> <p>This is secured by Requirement 9 of the draft DCO which states:</p> <p><i>“(6) On completion of the authorised development, suitable resources and provisions for long term storage of the archaeological archive will be agreed with the County Archaeologist.”</i></p>

Annex C: Position Statement with the Health and Safety Executive

HSE Position Statement

HSE's registration identification number – 20016116

Dear Examining Authority,

HSE notes the following request for a Statement of Common Ground (SoCG) with the Applicant for the A30 Chiverton to Carland Project by **19th February 2019**:

SoCG with the Health and Safety Executive (HSE) to include:

- Details of the Major Accident Hazard Pipeline
- Current case specific LUP advice
- Need for HSE review of Redcliffe International at Newlyn Downs

HSE Position Statement

HSE does not propose to submit a SoCG, as we are satisfied that our concerns regarding the Major Accident Hazard Pipeline and Newlyn Downs explosives site have been addressed.

HSE liaised with Ross Cullen (Arup), ahead of the Preliminary Meeting and Issue Specific Hearing for this Project.

Our risk assessors have looked at three Draft route plan drawings provided by Ross Cullen (31/1/19) showing the two separate proposed gas main diversions; noting that this is the design developed by W&WU for their contractor tender, with the final design to be confirmed by their contractor. We understand that this will be confirmed over the next couple of months ready for start on site in April 2019 and will include ongoing engagement with HSE. Our assessors have also referred to our Consultation Zone mapper and a route plan from 09/01/2019 on the authority's website provided by Highways England.

With regards to the Newlyn Downs Explosives site, the plans continue to show the route of the development as being beyond the yellow line. Our response for this route would be that we have "no comment" because the development is beyond the expected separation distance.

Based on the information provided, we can confirm that providing the proposed road layout remains unchanged in relation to the position of the proposed WWU Indian Queens to St. Day HP Gas Pipeline route, HSE **Does Not Advise Against** the proposed A30 Chiverton to Carland Cross Scheme.

=====

Kind regards,

Dave Adams

Dave.MHPD.Adams

Major Hazards Policy – Chemicals & Land Use Planning | Chemicals, Explosives & Microbiological Hazards Division | Health and Safety Executive.

Please note that on 24/9/18 I moved to 1.2 Redgrave Court.

1.2 Redgrave Court, Merton Road, Bootle, Merseyside L20 7HS

+44 (0) 20 3028 3408 dave.mhpd.adams@hse.gov.uk

www.hse.gov.uk | <http://hse.gov.uk/landuseplanning>

Annex D: Position Statement with Scottish Power Renewables

Highways England and Scottish Power Renewables

- 1.1 This position statement sets out the current status of engagement between Highways England and Scottish Power Renewables (SPR) since the submission of SPR's relevant representation received by the Planning Inspectorate (PINS) on 8 November 2018. It is being sent to the Planning Inspectorate in advance of the Preliminary Meeting to give comfort that substantial effort is being made by both parties to resolve the issues raised in the relevant representation.
- 1.2 Since the submission of SPR's relevant representation, a number of meetings have been held between both parties remotely and in the Glasgow offices of SPR and Arup. The focus of these discussions and the exchange of information between the parties has predominantly related to the issues raised within SPR's relevant representation to PINS (although other issues have also been discussed). A further technical meeting was held on 17 January 2018 on site at Carland Cross Wind Farm to undertake further survey work and meet with the SPR Operations team. Discussions between the parties are ongoing.
- 1.3 Since the submission of SPR's relevant representation, Highways England has provided further information to SPR and SPR is now considering whether this information is sufficient to resolve a number of the issues. Discussions are ongoing between Highways England and SPR to reach agreement on a satisfactory resolution of the issues. Paragraphs 1.5 to 1.8 note the issues identified in SPR's relevant representation and the current status of those issues.
- 1.4 Highways England maintains the position that there are issues which remain outstanding due to the level of detail currently available. In an attempt to address outstanding issues at this stage, Highways England is developing high level commitments for the detailed design, pre-construction, construction and operation phases that are to be included within a legal agreement between both parties. This has been accepted by both parties as a sensible approach.
- 1.5 The following issues are considered by Highways England to be resolved from a technical perspective but this is subject to confirmation by SPR following review of additional information provided by Highways England:
 - Issue 1 – Design of Chybucca Junction
 - Issue 2 – Vertical Alignment through new Carland Cross Interchange
 - Issue 3 - Vertical and Horizontal Alignment of the new Access Roads
 - Issue 4 – Carland Cross to the Windfarm Tie-in
 - Issue 5 – Horizontal Alignment of new Windfarm Access Road to Turbine 2
 - Issue 6 – Junction Spacing Between Carland Cross Interchange and Internal Junctions (this is also subject to confirmation from Highways England that appropriate rights in respect of the use of the proposed solution will be available to SPR)
 - Issue 7 – Width of roads
 - Issue 8 – Decommissioning
 - Issue 13(A) - Design of Cable Routes
 - Issue 13(B) - Access Track Drainage
- 1.6 The following issues will be subject to resolution through commitments set out within a legal agreement between both parties:
 - Issue 9 – Construction phasing at Carland Cross
 - Issue 10 – Phasing of Works at Chybucca junction

Issue 11 – Phasing of Works at Chiverton Cross

Issue 12 – Combined Phasing of A30 Works

- 1.7 Highways England will submit (as required) updated works plans and schedules to incorporate the agreed amendments to the wind farm access. Highways England hopes to be in a position to do this prior to Deadline 2.
- 1.8 With respect to Issue 14 (Inadequate Consultation), since submission of the relevant representation, the level of engagement between Highways England and SPR has increased and therefore progress has been made in this regard.
- 1.9 All matters remain subject to completion of a legal agreement between the parties and the agreement of suitable protective provisions for SPR.

Annex E: Highways England Response to Nancarrow Farm Relevant Representation

Mr Steven Chamberlain
Nancarrow Farm
Zelah
Truro
TR4 9DQ

Josh Hodder
Highways England
Temple Quay House
2 The Square, Temple Quay
Bristol, BS1 6HA

19 February 2019

Our Ref:
TR010026

Dear Mr Chamberlain,

Applicant's response to Nancarrow Farm's Relevant Representation

This letter provides Highways England's response to the Relevant Representation submitted by yourself in relation to the A30 Chiverton to Carland Cross scheme. Appended to this letter is a detailed response to the points raised in your Relevant Representation.

The text in Appendix A is based in part on the Highways England response to the points that you raised during statutory consultation in 2018 as set out in the Consultation Report (pages 142 – 170). Highways England's position on route selection and the significance of construction and operational effects has not changed. Where appropriate we have provided further detail.

We recognise the number of issues that you have raised with the scheme. We consider that this response could be used as the starting point for the Statement of Common Ground between us, as requested by the Examining Authority.

I will be in touch shortly to discuss this response and the next steps, including the appropriate mechanism for progressing details of, and giving effect to, the restrictions that we have previously discussed.

Yours faithfully,



Josh Hodder
Project Manager
A30 Chiverton to Carland Cross

Enc.

Appendix A: Applicant Response to Nancarrow Farm Relevant Representation
Appendix B: Correspondence log with Nancarrow Farm

Appendix A:

Applicant Response to Nancarrow Farm Relevant Representation

Comment Reference No.	Nancarrow Farm Relevant Representation	Highways England Response
1.	<i>1. Principle of development</i>	
2.	Nancarrow Farm comprises a Grade II listed Farmhouse, 100 acre certified organic farm, and award winning Events Venue with annual turnover of £1 million and economic contribution of nearly £3 million. The same family have lived and farmed at Nancarrow since 1782	This is noted.
3.	<p>By severing Marazanvose, and Nancarrow Farm, the impacts are multiple and complex including;</p> <ul style="list-style-type: none"> • Removing a small barn with permission to create a residential dwelling for farmer, [redacted]. 	<p>Chapter 3 Consideration of Alternatives of the Environmental Statement (Document Reference 6.2) [APP-056] provides information on the route selection process leading to the proposed route for the scheme. As stated at paragraph 3.7.7 of Chapter 3, three possible options for the alignment at Marazanvose were considered and the southern option closest to the existing carriageway was chosen. One reason this option was selected was that it would “<i>avoid Marazanvose hamlet becoming an island in between the new and old A30 carriageways</i>”.</p> <p>In addition, the route selected would reduce the impact on the landscape and historic setting of Chyverton Registered Park and Garden and would also reduce the overall land take required by up to 31,100m² in comparison to the other options considered.</p> <p>Details of the route assessment process are provided in the Scheme Assessment Report (SAR) (Document Reference 7.6) [APP-050] and the Route Selection Report (Document Reference 7.7) [APP-051]. Furthermore comment reference no 10 - 16 provide further information relating to Highways England’s route selection process at Marazanvose.</p>

Comment Reference No.	Nancarrow Farm Relevant Representation	Highways England Response
		<p>The demolition of the small barn is required for the construction of the road in this location. Property and land affected by the scheme is subject to compensation in line with the compensation code.</p>
4.	<ul style="list-style-type: none"> Removing key strategic fields adjacent to the farmyard with no mitigation putting into question the feasibility of the farm 	<p>It is understood that the proposed scheme would impact on the operation of the farm. The correspondence log at Appendix B of this letter sets out communication from Preferred Route Announcement to the submission of this response. It shows that a number of meetings have been held with Nancarrow Farm to refine the design of the scheme as far as possible to enable farm operations to continue and the access arrangements proposed within the scheme are as requested by the farm to facilitate access to the adjacent green bridge.</p> <p>As outlined on page 166 of the Consultation Report (Document Reference 5.1) [APP-029] a number of measures to mitigate the impact of the scheme on the business have been introduced, including but not limited to:</p> <ul style="list-style-type: none"> The vertical alignment of the road has been lowered from the design presented at statutory consultation, resulting in reduced noise impacts. Further noise mitigation in the form of a 3m acoustic fence is proposed adjacent to the landholding. This would result in a reduction in the level of noise in the area of the wedding business from current levels. The access to the farm and the green bridge has been amended to facilitate access across the bridge from the farm for a tractor

Comment Reference No.	Nancarrow Farm Relevant Representation	Highways England Response
		<p>and trailer. This would provide direct access from the farm yard to fields to the north of the existing A30.</p> <ul style="list-style-type: none"> Amended access to the farmyard from the adjacent Killivose Lane as requested by the farm. <p>The acquisition of land that is required for the scheme is subject to the payment of compensation in line with the compensation code.</p>
5.	<ul style="list-style-type: none"> Damaging the setting of the Grade II listed Farmhouse and Garden 	<p>Chapter 6 Cultural Heritage of the Environmental Statement, (Document Reference 6.2) [APP-059] assesses the impacts of the scheme on heritage assets. Paragraph 6.11.41 of this chapter states that the permanent effects of the scheme on the listed Nancarrow Farmhouse, and attached Wall (NHLE no. 1136610) would experience a moderate adverse impact.</p> <p>Paragraph 6.11.42 of Chapter 6 states that during construction of the scheme there would be temporary slight adverse effects on the significance of the farmhouse.</p> <p>The Planning Statement (Document Reference 7.1) [APP-045] assesses the scheme against policy, in particular the National Policy Statement for National Networks (NPSNN).</p> <p>Paragraphs 5.120 to 5.142 of the NPSNN set out the requirements of national networks infrastructure in relation to the historic environment. It identifies that the impact on heritage assets that are both designated and non-designated should be considered, including their setting.</p> <p>The NPSNN sets out that the SoS should ascribe weight to heritage assets to align with their significance, such that the most important assets are given greatest weight. When a</p>

Comment Reference No.	Nancarrow Farm Relevant Representation	Highways England Response
		<p>scheme will lead to substantial harm or total loss of significance of a designated heritage asset, it should be demonstrated that the loss or harm is necessary in order to deliver substantial public benefits that outweigh that loss or harm. Alternatively, it may be demonstrated that:</p> <ul style="list-style-type: none"> • the nature of the asset prevents all reasonable uses of the site; • no viable use of the asset can be found in the medium term; • conservation through grant funding or charity/public ownership is not possible; or • the harm or loss is outweighed by the benefit for bringing the site into use. <p>Paragraph 6.3.71 of the Planning Statement concludes that the scheme would not result in substantial harm to the significance of heritage assets such that it would outweigh the public benefits of the scheme. This is in accordance with section 5 of the National Policy Statement for National Networks (NPSNN).</p>
6.	<ul style="list-style-type: none"> • Jeopardizing the Events business via disruption during construction works, and risk of increased noise, land loss, and visual impact post scheme 	<p>Chapter 12 People & Communities of the Environmental Statement (Document Reference 6.2) [APP-065] assesses that the direct and indirect effects of the scheme would cause a slight adverse impact on the business at Nancarrow Farm during construction and operation. This is considered further in the response provided at comment reference no.14.</p> <p>With regard to land-take, Chapter 12 People & Communities of the Environmental Statement (Document Reference 6.2) [APP-065] summarises the Agricultural Impact Assessment undertaken for the scheme. Agricultural Impact Assessment (AIA) (Document Reference 6.4, Appendix 12.5) [APP-366].</p>

Comment Reference No.	Nancarrow Farm Relevant Representation	Highways England Response
		<p>The AIA assesses the impact of the scheme on land use and the impacts on individual farm units (plots) forming part of a farm holding, taking into account agricultural land quality and the likely impact on its functionality in terms of severance and access. It concludes in Table 12-23 of the Chapter that there would be a moderate adverse effect on agricultural land and farm holdings/plots during construction and operation of the scheme.</p> <p>Loss of property value as a result of the operation of the scheme, due to physical impacts (such as noise), may be compensable following the opening of the scheme in line with the Compensation Code.</p> <p>A response to the following specific impacts cited in this comment are provided at the following points in this table:</p> <ul style="list-style-type: none"> • Construction: comment reference no. 21 • Noise: comment reference no.23 – 26 • Visual impact: comment reference no. 28 – 30
7.	<ul style="list-style-type: none"> • Removal of existing access onto A30 and removal of established tree border. 	<p>Access to the existing A30 would be provided via the adjacent Killivose Lane and Shortlanesend Road as agreed with the farm during ongoing engagement. Access across the new and existing A30 will be provided for a tractor and trailer via the new adjacent green bridge.</p> <p>The removal of trees is necessary at this location in order to construct the scheme. However, new woodland edge and oak rich woodland planting is proposed in this location as shown on Sheet 10 of the Environmental Masterplans (Document Reference 6.3, Figure 7.6) [APP-190].</p>

Comment Reference No.	Nancarrow Farm Relevant Representation	Highways England Response
8.	<ul style="list-style-type: none"> Severe damage to the setting of Nancarrow Villa. 	Please refer to the response provided at comment reference no. 5 which considers the impact on heritage assets.
9.	<p><i>2. Consideration of alternatives (Relevant to Chapter 3 of the Environmental Statement, Volume 6, Document Reference 6.2; Scheme Assessment Report, Volume 7, Document Reference 7.6; and Route Selection Report, Volume 7, Document Reference 7.7)</i></p>	
10.	<p>Flawed route selection process:</p> <p>The preferred route was selected instead of an alternative option which avoided severing Marazanvose, bypassing it to the North.</p>	<p>Highways England has sought to develop the alignment and design of the scheme through an iterative process, in which alternative options for the route have been considered.</p> <p>The design process has been informed by environmental, socio-economic, technical and cost considerations, as well as feedback received during non-statutory and statutory consultation engagement with the public, landowners and other relevant stakeholders.</p> <p>Details of the route assessment process are provided in the Scheme Assessment Report (SAR) (Document Reference 7.6) [APP-050]. The chosen option (Option 7A) was assessed to be the best performing alternative on 8 of 9 criteria as shown in Table 7-6 of the SAR. These criteria included:</p> <ul style="list-style-type: none"> Land acquisition Risk of delay/cost due to utility works Business impacts Cultural heritage Visual impact Living conditions

Comment Reference No.	Nancarrow Farm Relevant Representation	Highways England Response
		<ul style="list-style-type: none"> • Noise • Residential demolition • Most likely cost <p>Further information on the route selection process leading to the proposed route for the scheme is provided in Chapter 3 Consideration of Alternatives of the Environmental Statement (Document Reference 6.2) [APP-056].</p> <p>Taking into account the concerns raised by Nancarrow Farm with the selected route, Highways England has undertaken a further, more detailed geometry assessment of the alternative alignment to the north of Marazanvose. This has concluded that the relaxed horizontal and vertical design required to route north of Marazanvose and return back to the same line as the existing A30 over the Two Barrows underbridge, would require 3 additional departures from minimum standards and would require significant verge widening to provide the necessary forward visibility. The alignment and cross-section of the new A30 and the parallel realigned existing A30 would have significant construction, land and compensation impacts and costs in comparison to the route proposed in the DCO application.</p> <p>A number of significant direct impacts of the alternative route have been identified, including on the adjacent Town & Country Motors business, the Nursery business and the outbuildings at the rear of Marazanvose (the route would be within 35m of rear of properties in Marazanvose), adjacent utilities including 133kV WPD pylons and a telecommunications mast and the existing Two Barrows underbridge. The route also requires an additional 1 km of realignment to the existing A30. In combination, the</p>

Comment Reference No.	Nancarrow Farm Relevant Representation	Highways England Response
		<p>impacts of the alternative route would have significant construction, land and compensation costs over and above the selected route.</p> <p>Based on the above, the route selected is still considered by Highways England to perform the best in relation to construction, land, compensation, environmental and cost.</p>
11.	Highways agency incorrectly concluded that the preferred route performed better in terms of:	
12.	Visual Impact,	<p>The Scheme Assessment Report (SAR) (Document Reference 7.6) [APP-050] assessed Option 7A as having a lesser impact on existing fields and boundary vegetation by maintaining a closer alignment to the existing A30. Option 7A resulted in the loss of one field and the reduction of six fields in size, compared to option 7B which would have severed eight fields and reduced the size of one field. By minimising harm to the historic field pattern, Option 7A was considered to accord better with the aims of NPSNN Paragraphs 4.28-4.35 and 5.143 to 5.161, which deal with good design and landscape and visual impacts.</p> <p>Chapter 7 Landscape of the Environmental Statement (Document Reference 6.2) [APP-060] has assessed the visual impact of the scheme on workers at Nancarrow Farm, residents at the Farm and recreational users of the footpath 319/16/1 through the farm. The construction and residual visual effects have been assessed as moderate adverse on the bungalow at Nancarrow Farm, recreational users of the footpath through the farm and on outdoor workers at Nancarrow Farm. Visual effects</p>

Comment Reference No.	Nancarrow Farm Relevant Representation	Highways England Response
		<p>on residents in Nancarrow Farm farmhouse are assessed as not significant.</p> <p>Sheet 10 of the Environmental Masterplans (Document Reference 6.3, Figure 7.6) [APP-190] show the screening that is proposed to mitigate the visual effects of the road on Nancarrow Farm.</p>
13.	Noise Impact,	<p>Appendix B of the Scheme Assessment Report (SAR) (Document Reference 7.6) [APP-050] states that Marazanvose would experience an overall decrease in noise as a result of option 7B. It is accepted that this is not reflected in table 7-6 of the SAR. Appendix B of the SAR states that Marazanvose would have been likely to experience an increase in noise as a result of 7A. It is accepted that this is not reflected in table 7-6 of the SAR.</p> <p>Chapter 11 Noise and Vibration of the Environmental Statement (Document Reference 6.2) [APP-064] concludes that properties at Marazanvose would experience a reduction in noise of 1-5 decibels as a result of the new A30 being further away and significantly less traffic on the existing A30.</p> <p>For more detailed consideration of noise impacts of the scheme on Nancarrow Farm, please see the response to comment reference no. 23 – 26 in this table.</p>
14.	Business Impact,	<p>The Scheme Assessment Report (SAR) (Document Reference 7.6) [APP-050] accurately states that option 7B would have severed more working fields than the preferred route and have an adverse impact on the Chyverton Park eventing arena. It is accepted in the SAR that impacts on</p>

Comment Reference No.	Nancarrow Farm Relevant Representation	Highways England Response
		<p>businesses due to noise, landscape and visual effects could be mitigated to acceptable levels for either option.</p> <p>Taking into account the concerns raised by Nancarrow Farm with the selected route, Highways England has undertaken a further, more detailed geometry assessment of the alternative alignment to the north of Marazanvose. This has identified that the discounted option 7B would have required significant land take from Town & Country Motors that would be considered to have a significant land and compensation cost and would likely have a significant impact.</p> <p>Chapter 12 People & Communities of the Environmental Statement (Document Reference 6.2) [APP-065] Para 12.7.101 states “The approach to clarifying the sensitivity of tourism and recreation receptors has been agreed with Cornwall Council and Visit Cornwall, taking into account the nature of the asset, degree of permanence and ability to relocate, as well as location... For the purposes of this assessment... the more regional assets of Healy’s Cyder Farm and NFH are of a medium sensitivity.”</p> <p>Chapter 12 People & Communities of the Environmental Statement (Document Reference 6.2) [APP-065] assesses that the direct and indirect effects of the scheme would cause a slight adverse impact on the business at Nancarrow Farm during construction and operation.</p>
15.	Cultural Heritage,	As stated at page 167 of the Consultation Report (Document Reference 5.1) [APP-029], Option 7B (the discounted option) would involve the loss of woodland that is functionally part of Chyverton Park (a Grade II Listed Registered Park and Gardens), although this is not within the boundary of the

Comment Reference No.	Nancarrow Farm Relevant Representation	Highways England Response
		<p>designation. This would have harmed the setting of the Registered Park and Garden, including a number of Listed Buildings within Chyverton Park itself. Option 7A (the chosen route) avoided Chyverton Park by its location south of the existing A30.</p>
16.	Impact on Community.	<p>It is important to note the impact of the existing A30 on the Marazanvose community, in which properties in the hamlet are already divided. It is unclear as to what existing connectivity or community assets would be affected by the scheme which is beyond that of the current situation.</p> <p>Currently, residents are required to cross the existing A30 carriageway at grade to reach neighbouring properties on the other side on foot. Within the scheme, a bridleway would be provided on the proposed green bridge to connect Marazanvose with the lane U6082 and footpath FP 319/16/1 to the south. This is shown on Sheet 4 of the Rights of Way and Access Plans (Document Reference 2.5) [XX].</p> <p>Table 12-23 of Chapter 12 People and Communities of the Environmental Statement (Document Reference 6.2) [APP-065] concludes that across the scheme, the overall impact on communities during operation would be slight beneficial in relation to:</p> <ul style="list-style-type: none"> • Settlements and access to open space and services • Employment • Community safety • Health
17.	This has been formally challenged and a proper response has not been provided.	Appendix B of this document sets out the correspondence between Highways England and Nancarrow Farm. It includes

Comment Reference No.	Nancarrow Farm Relevant Representation	Highways England Response
		<p>Highways England’s response to objections raised by Mr Chamberlain in response to the Preferred Route Announcement on 3 July 2017</p> <p>It should be noted that this correspondence took place during the scheme design process and prior to the submission of the DCO application:</p> <ul style="list-style-type: none"> • Letter dated 21 August 2017 from Highways England to Mr Chamberlain following a meeting with representatives of Nancarrow Farm and Sarah Newton MP • Letter dated 28 September 2017 from Tim Walmsley representing Steve Chamberlain to Highways England in response to the letter dated 21 August 2017 • Letter dated 9 January 2018 from Highways England to Mr Chamberlain in response to the letter dated 29 September 2017. • Highways England also provided a response to the matters raised by Nancarrow Farm in their response to the statutory consultation that took place between 29 January and 12 March 2018. This included points raised and responded to regarding the route selection process, and is provided in pages 142 to 170 of the Consultation Report (Document reference 5.1) [APP-029] <p>Highways England continue to engage with Nancarrow Farm.</p>
18.	Having reviewed the information provided, it would appear proper assessments were not undertaken for the Northern option prior to route selection.	The Scheme Assessment Report (SAR) (Document 7.6) [APP-050] sets out the assessment undertaken to support the Preferred Route Announcement which was made on 3 July 2017. See response to comment reference no.10.

Comment Reference No.	Nancarrow Farm Relevant Representation	Highways England Response
19.	The alternative alignment should be properly considered before progressing. It delivers a far better outcome for local residents, community cohesion, businesses growth, heritage assets and wildlife.	The alternative option has been discounted for the reasons that are stated in the Scheme Assessment Report (SAR) (Document 7.6) [APP-050] and for the reasons outlined in response to comment reference no.10 above. Highways England's decision to select the route for which development consent is being sought was, in its view, the right one taking all competing considerations into account.
20.	<i>3. Construction effects</i>	
21.	<p>It is vital constraints can be placed on the construction plan to avoid severe damage to Nancarrow Farm and the wider economy. Works must avoid a minimum of Wednesdays & Saturday/Sundays to avoid wedding days which are the greatest income generator.</p> <p>The risk of long term damage to the reputation of the business is a risk unless a detailed construction plan is agreed to minimize the impacts at Nancarrow during and post construction.</p>	<p>At a meeting held on 5 September 2018 with Highways England and Nancarrow Farm, restriction of activities on dates with pre-existing bookings was discussed. Highways England agreed at this meeting to restrict construction activities until 1 June 2020.</p> <p>On 26 October 2018, Mr Chamberlain provided Highways England with nine dates between June and September 2020, where wedding bookings were pending. As a gesture of goodwill, and as the construction schedule was unavailable, Highways England agreed to restrict construction activities on these dates. The precise details of this remain subject to discussion and it is envisaged that they will be captured in an agreement to be entered into between Highways England and Nancarrow Farm.</p> <p>A meeting was held on 15 January 2019 to discuss the potential mitigation of construction effects including noise between Highways England's buildability advisor and Mr Chamberlain.</p>

Comment Reference No.	Nancarrow Farm Relevant Representation	Highways England Response
		<p>At this stage, Highways England is unable to commit to any further reduction in working hours above and beyond those measures in the outline CEMP. The control of noise and vibration, using Best Practical Means (BPM) is incorporated within the Outline Construction Environmental Management Plan (Outline CEMP) (Document Reference 6.4, Appendix 16.1) [APP-375].</p> <p>This would include selection of quiet equipment, review of programme and methodology to consider quieter methods, appropriate location of equipment on site, control of working hours and the provision of acoustic enclosure screening where practicable. If situations arise where despite the implementation of BPM the noise exposure exceeds the criteria defined in the outline CEMP, the main contractors may offer noise insulation or ultimately temporary re-housing. Further detail is provided in Annex K: Outline Noise and Vibration Management Plan in the Outline Construction Environmental Management Plan (Outline CEMP Annexes) (Document Reference 6.4, Appendix 16.1) [APP-376].</p> <p>In addition to the assessment of noise effects during construction reported in the Environmental Statement, Highways England have committed to, and are currently undertaking a more detailed assessment of the noise levels during construction by producing a construction noise model for the critical location of the events business. This will allow the business to listen to the predicted noise levels that will be experienced during construction compared with current levels. Actual noise levels have been recorded for the likely plant to be used through this section of the works from an active construction site as well as existing noise levels at the critical location of the business. It is expected that this will be available</p>

Comment Reference No.	Nancarrow Farm Relevant Representation	Highways England Response
		for review with Nancarrow Farm for Deadline 2 (19 th March) of the Examination.
22.	<i>4. Noise and Vibration (Chapter 11 of the Environmental Statement, Volume 6, Document Reference 6.2)</i>	
23.	It is inconceivable that a new, faster, closer and busier dual carriageway can be introduced IN ADDITION to the existing, albeit less congested, faster (and therefore louder) local road without there being a significant impact on noise in the area.	<p>The proposed A30 would be mitigated to control noise levels such that the noise impacts would be minimal to the south of the scheme. This includes extensive measures designed into the scheme to reduce noise, including the vertical alignment (in cutting), low noise road surfacing and landscaped earthworks to mitigate visual impact and reduce noise.</p> <p>At Nancarrow Farm, the operational noise level changes with the proposed scheme would be negligible for most areas of the wedding venue. The resulting noise levels in all locations would be below the lower end of the appropriate external amenity noise criterion for this type of use, as set out within the ES.</p> <p>The existing A30 at Marazanvose would be considerably de-trafficked (traffic would be reduced to about 13% of existing traffic flow) which results in the predicted noise reductions around this road. Hence its noise contribution to the proposed A30 alignment at locations south of the scheme would be negligible.</p> <p>As a result of the above factors, it has been assessed that there would be no adverse significant noise effect in this area.</p>
24.	We would therefore challenge the validity of the noise assessment undertaken to date. The base levels stated are too high (compared to assessments we have undertaken previously),	As described in Chapter 11 Noise and Vibration of the Environmental Statement (Document Reference 6.2) [APP-064], the baseline noise levels used for the assessment are determined using the Calculation of Road Traffic Noise (CRTN)

Comment Reference No.	Nancarrow Farm Relevant Representation	Highways England Response
		<p>prediction model, as required by the assessment guidance (DMRB HD 213/11).</p> <p>The established method is to use the Annual Average Weekday Traffic (AAWT) flows over an 18hr daytime period as an input to the noise model. The baseline traffic data for 2023 is taken from the traffic noise model using the established forecasting methods specified in DMRB.</p> <p>The noise assessments are therefore valid.</p>
25.	the post scheme targets, and the suggested mitigation insufficient,	<p>As set out in Chapter 11 Noise and Vibration of the Environmental Statement (Document Reference 6.2) [APP-064], a range of noise mitigation measures would be designed into the scheme to reduce noise impacts during operation, including vertical alignment, a low noise road surfacing and landscaped earthworks.</p> <p>The use of vertical timber barriers to mitigate traffic noise impacts in this area, rather than the standard Cornish Hedgerow, permits closer alignment to the source due to reduced land take requirements. This maximises the potential benefit that noise screening can provide i.e. the closer the screening is to the source the greater the noise reduction.</p> <p>For the Nancarrow area, the noise barriers have been optimised to provide maximum benefit from both barrier height and length. Any further increase in either height or length would not result in any appreciable benefit in noise reduction beyond what has been proposed in Chapter 11 Noise and Vibration of the Environmental Statement (Document Reference 6.2) [APP-064].</p>

Comment Reference No.	Nancarrow Farm Relevant Representation	Highways England Response
		With these mitigation measures designed into the scheme at this location, it has been assessed that there would be no adverse significant noise effects.
26.	risking significant damage to the Grade II listed setting, and a very noise sensitive business during and post construction.	<p>During construction</p> <p>Chapter 11 Noise and Vibration of the Environmental Statement (Document Reference 6.2) [APP-064] section 11.11 Assessment of Effects, assesses the principle construction activities and provides a table detailing the daytime construction noise assessment</p> <p>Para 11.11.122 provides a summary of the direct effect on Nancarrow Farm and concludes that “<i>The likely effects of noise from the construction works reaching the barn and external wedding venue areas, is assessed as temporary significant.</i>”</p> <p>The control of noise and vibration, using Best Practical Means (BPM) is incorporated within the Outline Construction Environmental Management Plan (Outline CEMP) (Document Reference 6.4, Appendix 16.1) [APP-375].</p> <p>Post construction</p> <p>Chapter 11 Noise and Vibration of the Environmental Statement (Volume 6, Document Reference 6.2) [APP-064] concludes in paragraph 11.11.83 that “<i>the mitigated scheme would result in small noise changes (increases and decreases less than 1dB) around most of the venue</i>” and some increase in the small barnyard area between the wedding venue and buildings (less than 3dB). It states that “<i>this is a relatively small level of impact would not meet the increase criterion for a potentially significant effect for a non-residential receptor</i>”.</p>

Comment Reference No.	Nancarrow Farm Relevant Representation	Highways England Response
		With regard to cultural heritage impacts, please refer to the response provided at comment reference no.5.
27.	<i>5. Landscape (Chapter 7 of the Environmental Statement, Volume 6, Document Reference 6.2)</i>	
28.	Established, effective screening (25 year old mature native tree plantation on the farm) between the 2 roads is being removed meaning unacceptable visual impact on the residents of Marazanvose,	<p>As stated at Paragraph 7.11.28 in Chapter 7 Landscape of the Environmental Statement (Document Reference 6.2) [APP-060] residential receptors in properties to the north of the existing A30, at Marazanvose (VP 12) would receive large adverse significant effects in year 1, reducing down to moderate adverse significant effects in year 15, as a result of mitigation.</p> <p>Embedded mitigation here comprises engineering design of the alignment and the northern cutting slope to protect and retain the existing Cornish hedge and associated vegetation along the back of the southern verge to the existing A30. Unfortunately, the woodland to the south of this boundary would need to be removed to make way for the alignment of the new A30. As a result of this the Scheme would give rise to large adverse visual effects from year 1 to year 14.</p> <p>To address these effects, landscape mitigation here takes the form of a 5 to 10m wide strip of oak rich woodland on the cutting slope. As this woodland establishes over a period of 15 years, it would increasingly screen views of the carriageway and would reduce visual effects. After 15 years residual adverse visual effects would be reduced to moderately significant.</p> <p>In paragraph 6.3.80 of the Planning Statement (Document 7.1) [APP-045] it is concluded that the adverse, permanent impacts on visual receptors as a result of the scheme are not</p>

Comment Reference No.	Nancarrow Farm Relevant Representation	Highways England Response											
		considered significant such that it would outweigh the public benefit of the scheme.											
29.	screening the old road from Nancarrow.	<p>As a result of the findings of the Landscape and Visual Impact Assessment reported in Chapter 7 Landscape of the Environmental Statement (Document Reference 6.2) [APP-060] the landscape mitigation measures including substantial areas of woodland, hedgerow and tree planting have been included where appropriate to integrate the scheme into the landscape and where possible and appropriate screen views of the scheme.</p> <p>Full details of the landscape mitigation are provided Sheet 10 in the Environmental Master Plans (Document Reference 6.3, Figure 7.6) [APP-190].</p> <p>Several visual receptors at Nancarrow Farm (NFH) were assessed.</p> <table border="1" data-bbox="1270 938 2096 1281"> <thead> <tr> <th data-bbox="1270 938 1525 1090">Receptor</th> <th data-bbox="1525 938 1740 1090">Construction visual effect</th> <th data-bbox="1740 938 1906 1090">Yr 1 visual effect</th> <th data-bbox="1906 938 2096 1090">Yr 15 residual visual effect</th> </tr> </thead> <tbody> <tr> <td data-bbox="1270 1090 1525 1281">Residential receptors at the bungalow at NFH (VP 13)</td> <td data-bbox="1525 1090 1740 1281">Moderate adverse and significant</td> <td data-bbox="1740 1090 1906 1281">Large adverse significant</td> <td data-bbox="1906 1090 2096 1281">Moderate adverse and significant</td> </tr> </tbody> </table>				Receptor	Construction visual effect	Yr 1 visual effect	Yr 15 residual visual effect	Residential receptors at the bungalow at NFH (VP 13)	Moderate adverse and significant	Large adverse significant	Moderate adverse and significant
Receptor	Construction visual effect	Yr 1 visual effect	Yr 15 residual visual effect										
Residential receptors at the bungalow at NFH (VP 13)	Moderate adverse and significant	Large adverse significant	Moderate adverse and significant										

Comment Reference No.	Nancarrow Farm Relevant Representation	Highways England Response			
		Users of holiday accommodation at NFH (VP 13)	Slight adverse and insignificant	Moderate adverse significant	Slight adverse and insignificant
		Residential receptors at NFH (VP 14)	Slight adverse and insignificant	No change	Neutral
		People enjoying views to and from Grade II listed NFH and attached wall (1136610) (VP 14)	Slight adverse and insignificant	No Change	Neutral
		Pedestrians using footpath 319/16/1 (VP 15)	Moderate adverse and significant	Moderate adverse significant	Moderate adverse and significant
		Representative of views of outdoor workers at NFH (VP 15)	Moderate adverse and significant	Moderate adverse significant	Moderate adverse and significant
		Embedded mitigation includes a 3m high close boarded timber fence at the top of the cutting, extending the noise and visual screening to a minimum total height of 5m along the southern edge of the scheme adjacent to Nancarrow Farm.			

Comment Reference No.	Nancarrow Farm Relevant Representation	Highways England Response
		In addition to this, landscape mitigation includes a continuous belt of woodland planting along the southern side of the scheme to further screen views. As this landscape mitigation establishes over 15 years, residual visual effects would reduce to moderate, slight and neutral levels.
30.	(This could be mitigated via fencing/hedging rather than waiting 15 years for the trees to grow)	There is a 3m high close boarded timber fencing proposed at the top of the cutting, extending the noise and visual screening to a minimum total height of 5m along the southern edge of the scheme adjacent to Nancarrow Farm. Please refer to Environmental Masterplans (Document Reference 6.3, Figure 7.6, Sheet 10 of 20) [APP-190].
31.	<i>6. Detailed construction plans</i>	
32.	Current plans for land take, access, and the green bridge require much more detailed improvements in order to reduce the impact on the operation of multiple businesses and homes.	The access arrangement proposed for the farm with the scheme is as requested by the farm and provides access from the adjacent Killivose Lane and facilitates access to the adjacent green bridge, to allow the farm to run a tractor and trailer from the farm yard to their fields to the north of the existing A30. The access layout also maintains access from the farm yard to the adjacent field to the west across the existing farm lane, which was identified by the farm as a critical field. Highways England and their buildability advisor will continue to engage with Nancarrow Farm with regards to detailed design and any access arrangement during the construction phase.

Appendix B:

Correspondence log with Nancarrow Farm

Date	Method	Topic	Consultation Details
31/07/2017	Meeting with Highways England at Sarah Newton MP surgery	Preferred route selection	Nancarrow Farm set out their opposition to the preferred route and option selection process around Marazanvose, including concerns raised about the assessments underpinning the Scheme Assessment Report.
21/08/2017	Letter from Highways England to Nancarrow Farm	Preferred route selection	The letter responds to the concerns that Nancarrow Farm had raised about the preferred route announcement and the scheme assessment process in the meeting at Sarah Newton MP's surgery on 31 July 2017. It responds to the concerns individually and then sets out the next stages of consultation that will be undertaken, inviting Nancarrow Farm to participate in consultation while also inviting them to continue discussions with Highways England on the scheme regarding mitigation elements of the scheme design.
13/09/2017	Meeting with Highways England	Preferred route selection and scheme design	The meeting was held to discuss the following aspects of the scheme: <ul style="list-style-type: none"> • Height of vertical alignment in the vicinity of the farm • Noise effects from height of road next to farm • Access across the new and existing A30 to northern fields from the farm, access to farmyard • Proximity of attenuation pond to wedding venue • Opposition to the preferred route and option selection process around Marazanvose including criticism of the assessments underpinning the Scheme Assessment Report
28/09/2017	Letter from Nancarrow Farm to Highways England	Response to letter dated 21/08/2017 re: route selection process	The letter provides a response from the legal representatives of Nancarrow Farm regarding the points made by Highways England in their letter to Nancarrow Farm dated 21/08/2017. It refutes the content of the responses that Highways England made to Nancarrow Farm's concerns on the route selection process and the content of the Scheme Assessment Report.
29/11/2017	Meeting with Highways England	Preferred route selection and scheme design	The meeting was held to discuss the following aspects of the scheme: <ul style="list-style-type: none"> • Height of vertical alignment in the vicinity of the farm • Noise effects from height of road next to farm

Date	Method	Topic	Consultation Details
			<ul style="list-style-type: none"> • Access across the new and existing A30 to northern fields from the farm, access to farmyard • Proximity of attenuation pond to wedding venue • Opposition to the preferred route and option selection process around Marazanvose including criticism of the assessments underpinning the Scheme Assessment Report • Construction effects and impacts on wedding business
20/12/2017	Email from Nancarrow Farm to Highways England	Vertical alignment of the preferred route at Marazanvose, scheme assessment process, noise	Following the meeting on 29/11/2017, Nancarrow Farm set out their concerns over the design of the preferred route, specifically the vertical alignment at Marazanvose and the height increase of 5 metres in a cutting from 2 metres in a cutting. They state that this would undermine aspects of the scheme assessment process and conclusions which resulted in the route selection. The email also raises concerns relating to noise mitigation (lack of plans to use noise mitigation panels) and the noise survey and modelling methodology.
09/01/2018	Highways England to Nancarrow Farm	Response to letter dated 28/09/2017 re: route selection process	The letter sets out a response to the concerns raised by Nancarrow Farm on the route selection process and content of the Scheme Assessment Report. It reiterates that Option 7A is considered to be the best performing route through comparative assessment. It sets out that there is very limited scope to change the preferred route and invites Nancarrow Farm to participate in the next stages of consultation.
29/01/2018	Letter from Highways England to Nancarrow Farm	Notification of statutory consultation	As part of their statutory consultation duties, Highways England notified Nancarrow Farm via letter of the statutory consultation and invited them to meet with the project team. Relevant land plots and scheme drawings were provided with the letter.
14/02/2018	Meeting with Highways England	Preferred route selection, scheme design, mitigation, noise assessment	<p>The meeting was held to discuss the following aspects of the scheme:</p> <ul style="list-style-type: none"> • Opposition to the preferred route and option selection process around Marazanvose including criticism of the assessments underpinning the Scheme Assessment Report • Position of laybys at Marazanvose • Provision of noise and landscape mitigation through false cutting and noise screening • Critique of noise assessments and potential impact on wedding business • Access across the new and existing A30 to northern fields from the farm, access to farmyard, access for walkers, cyclists and horse riders using the existing bridleway

Date	Method	Topic	Consultation Details
07/03/2018	Email from Highways England to Nancarrow Farm	Noise assessment maps	Highways England sent Nancarrow Farm noise maps that had been requested by them at the previous meeting.
07/03/2018	Email from Nancarrow Farm to Highways England	Re: Noise assessment maps	Acknowledgement of receipt of the noise maps, and an additional request for the raw data of the noise model and for an additional map which is based on the preferred route vertical alignment with base level noise barriers.
12/03/2018	Formal response to statutory consultation (online submission and email)	Summary of overall objection to scheme and route selection process	Nancarrow Farm submitted their formal response to the statutory pre-application consultation held between 29 January and 12 March 2018. The submission was made online in the form of answering the consultation questionnaire and via email with a written response. It set out the full nature of Nancarrow Farm's objection to the scheme including route selection, scheme design, mitigation, noise assessment and construction impacts.
29/05/2018	Letter from Highways England to Nancarrow Farm	Notification of targeted consultation	Highways England notified Nancarrow Farm via letter of the additional targeted consultation being undertaken and invited them to meet with the project team on either 6 or 7 June. This was part of a targeted consultation carried out with 117 Persons with an Interest in the Land (PILs) between 29 May and 27 June 2018.
07/06/2018	Meeting with Highways England	Access and scheme design, noise impacts, mitigation	The meeting was held as part of the targeted landowner consultation to discuss the following aspects of the scheme: <ul style="list-style-type: none"> • Access to farmhouse around earthworks of the green bridge • Critique of noise assessments and potential impacts on wedding business • Construction noise impact on business • Translocation of existing trees
20/06/2018	Email from Nancarrow Farm to Highways England	Noise assessment information	A follow-up email to that sent on 07/03/2018, requesting again that the raw data is sent, and also requesting the latest plans as shared in the meeting in early June (07/06/2018).
21/06/2018	Email from Highways England to Nancarrow Farm	Noise assessment information	Highways England provided the noise maps presented at the meeting and stated that the noise data requested would be provided in due course. Highways England also sent the draft engineering drawings for further information.
28/06/2018	Email from Highways England to	Noise assessment information	Highways England sent Nancarrow Farm the traffic flow data used to calculate noise levels from the existing

Date	Method	Topic	Consultation Details
	Nancarrow Farm		and proposed A30 scheme at the chainage close to Nancarrow Farm.
28/06/2018	Email from Nancarrow Farm to Highways England	Noise assessment information	In response to the email sent 28/06/2018, Nancarrow Farm sent an additional question about the data that was sent requested the assumed noise level 'at source' based on the average speeds stated.
29/06/2018	Email from Nancarrow Farm to Highways England	Scheme design, response to targeted consultation	Nancarrow Farm sent through an update of their views following the meeting in June and the receipt of maps. This included their views on the following aspects of the design: noise mitigation and noise assessment, access to the property, loss of fields, the schedule of construction works, removal of trees, removal of screening, utilities and services.
15/08/2018	Meeting with Highways England	Scheme design, route selection, construction impact	The meeting was held to discuss the following aspects of the scheme: <ul style="list-style-type: none"> • Response to matters raised in targeted consultation • Impacts during construction and mitigation measures • Optioneering process • Updates to access and design for submission
22/08/2018	Email from Nancarrow Farm to Highways England	DCO submission documents	Request from Nancarrow Farm regarding references to their property in the submitted DCO documents.
22/08/2018	Email from Highways England to Nancarrow Farm	Re: DCO submission documents	Confirmation from Highways England on the request made by Nancarrow Farm on 22/08/2018.
05/09/2018	Meeting with Nancarrow Farm	Compensation and construction effects	Meeting held between Nancarrow Farm regarding compensation payable and construction effects. Restriction of activities were agreed at the meeting.
26/10/2018	Email from Highways England to Nancarrow Farm	Information request	A request from the Highways England Project Manager to Nancarrow Farm to send through dates that had previously been discussed.
29/10/2018	Email from Nancarrow Farm to	Re: Information request	Nancarrow Farm provided the information requested by Highways England on 26/10/2018, stating that they require urgent clarification on the programme of construction works and how it will impact their business.

Date	Method	Topic	Consultation Details
	Highways England		
09/11/2018	Meeting with Nancarrow Farm and Sarah Newton MP	Construction effects	A meeting was held with Nancarrow Farm and chaired by Sarah Newton MP regarding the construction effects of the scheme. HE undertook to consider restrictions of activity on certain dates.
15/01/2019	Meeting with Highways England, buildability advisors and Nancarrow Farm	Meeting	A meeting was held with Highways England's buildability advisors and Nancarrow Farm to discuss mitigation measures during construction.

Annex F: Highways England Response to the National Farmers Union Relevant Representation

Louise Staples
NFU
Agriculture House
Stoneleigh Park
Stoneleigh
Warwickshire
CV8 2TZ

Josh Hodder
Highways England
Temple Quay House
2 The Square, Temple Quay
Bristol, BS1 6HA

19 February 2019

Our Ref:

TR010026

Dear Ms Staples,

Applicant's response to National Farmers Union Relevant Representation

This letter provides Highways England's response to the Relevant Representation submitted by the National Farmers Union (NFU) in relation to the A30 Chiverton to Carland Cross scheme. Appended to this letter is a detailed response to the points raised in your Relevant Representation.

As directed by the Examining Authority in the Preliminary Meeting held on 6 February 2019, we consider that it would be helpful to document an agreed position in the form of a concise Statement of Common Ground (SoCG) for the benefit of the Examining Authority and other interested parties.

Ross Cullen, the Design Lead for the project, will be in touch to discuss this response further.

Yours faithfully,



Josh Hodder
Project Manager
A30 Chiverton to Carland Cross

Enc.

Appendix A – Applicant Response to National Farmers Union Relevant Representation

Appendix A:
Applicant Response to National Farmers Union
Relevant Representation

National Farmers Union Relevant Representation	Highways England Response
<p>1 Introduction</p> <p>1.1 These are the Outline Representations of the National Farmers Union (“NFU”) and the A30 Agents (agents acting for NFU members and their clients on this project.) The agents represented are Edward Buckland, Lodge and Thomas and Savills henceforth known as the Land Interest Group (LIG) to the application for a Development Consent Order by the Secretary of State for Housing, Communities and Local Government identified as the Chiverton to Carland Cross Scheme.</p> <p>1.2 The objectives of the NFU are to champion farming in England and Wales and to provide professional representation and service to its members.</p> <p>1.3 The matters raised in these Outline Representations are matters not only of concern to the farming owners of agricultural land affected by this DCO, but also of concern to, and raise points of principle that will affect, members of the NFU having farm holdings that may be affected by similar Highways England Road schemes.</p>	<p>The objectives of the National Farmers Union are noted.</p>
<p>2. Consultation and Engagement</p> <p>2.1 The NFU has held meetings with Highways England but would now like to engage in some more meaningful negotiations in regard to detail of the proposed scheme and how agricultural land will be treated during construction. This has become apparent after a conference call with Highways England on 4th October 2018 and the documents that have been submitted with the DCO application.</p>	<p>Highways England will continue dialogue with the NFU and record this in a Statement of Common Ground (SoCG) as requested at the Preliminary Meeting.</p> <p>This response to the Relevant Representation will form the basis for the first draft SoCG between both parties.</p>
<p>2.2 Also further to a meeting held with NFU members/landowners affected by this scheme on the 4th October 2018 there are a lot of issues that were raised in the NFU response to the consultation which landowners have still not received satisfactory answers too. Further details are needed in regard to the build. For example details on timings of construction to be able to understand the impact on the cropping rotation and livestock on farms. It has not yet been possible to discuss all aspects of the scheme in detail.</p>	<p>The regard had to the response from the NFU to the statutory consultation is detailed in pages 436 to 439 of the Consultation Report (Document Reference 5.1) [APP-029].</p> <p>Highways England’s ongoing engagement with all landowners has confirmed that a detailed construction programme was not available at the time of preparing the application, however, this will be developed during detailed design by the contractor and it will be informed by continued engagement with all landowners, including the agricultural businesses.</p> <p>The contractor will be seeking to engage with all landowners, including the agricultural businesses, in parallel with the DCO</p>

National Farmers Union Relevant Representation	Highways England Response
	examination process to ensure that they best understand the impacts of the construction works on affected landowners as early as possible and then develop a programme to minimise these impacts.
<p>2.3 Further specific detail has been requested on soil management during construction, how field drainage will be dealt with, how water supplies will be treated, how access will be provided on a day to day basis for landowners to reach severed land. Further what access routes will Highways England use to access the land within the order limits.</p>	<p>The Outline Construction Environmental Management Plan (Outline CEMP) (Document Reference 6.4, Appendix 16.1) [APP-375] covers the following topics:</p> <p>Soils</p> <p>An Outline Materials Management Plan is included as Annex C in the Outline CEMP (Document Reference 6.4, Appendix 16.1) [APP-376]. Paragraph 2.2.1 provides a list of the documentation requirements to support the completion of an MMP for the scheme. This includes the following in relation to soils:</p> <ul style="list-style-type: none"> • Invasive Species Management Plan; • Earthworks Strategy; • Land Contamination Management Strategy; • Remediation Strategy including a verification plan; • Earthworks Specification; • Cut/Fill requirements and earthworks movements plan; • Soils Management Plan. <p>Water supplies</p> <p>Table 16-3 'Record of environmental actions and commitments' in the Outline CEMP (Document Reference 6.4, Appendix 16.1) [APP-376] secures investigations for private water supplies. Where the potential for impacts to private water supplies remains unclear, a detailed assessment of groundwater levels and flows shall be undertaken during detailed design to fully understand the potential impact upon each feature of interest. Where, following this assessment, the potential for impact remains unclear or is certain, a new private water supply (e.g. a borehole) will be established following discussion with the landowner.</p> <p>Access and Access Routes</p> <p>A Draft Traffic Management Plan has been prepared and was submitted with the application</p>

National Farmers Union Relevant Representation	Highways England Response
	<p>(Document Reference 6.4, Appendix 1.2) [APP-300 to APP-309].</p> <p>The traffic management plan has identified the key areas where the works impact on the existing A30 traffic flow and the solutions that have been derived to phase the construction works in such a way as to minimise the disruption and impact on the travelling public.</p> <p>Access to all adjacent land and any associated farm buildings will be maintained during construction at all times or unless agreed in advance with the landowners.</p> <p>Article 17 of the draft DCO (Document Reference 3.1(B)) [AS-031] provides that accesses could be created within the Order limits – it is anticipated to provide temporary accesses as required during the construction period, and this would be agreed in advance with the landowner. Article 16 regulates the stopping up of streets and private means of access and ensures that alternative access will be available.</p>
<p>3.0 Compulsory Acquisition and Compelling Case Requirement</p> <p>3.1 The DCO will contain powers to acquire compulsorily so much of the Order Land as is required for the authorised development, or to facilitate or is incidental to it.</p> <p>3.2 Further, the guidance as to negotiations either before or parallel with formal processes may well give rise to a "legitimate expectation" that such will occur, and a failure to conduct such negotiations deprives landowners of the benefit that negotiations may have brought, especially in relation to the where different locations and lesser rights might have been achieved.</p> <p>3.3 The NFU and the land agents LIG believe that meaningful negotiations are now needed with Highways England otherwise it will not be possible for a compelling case as to be made by Highways England.</p>	<p>In terms of negotiations to date, Appendix B of the Statement of Reasons (Document Reference 4.1) outlines the negotiations held with all landowners affected by the scheme.</p> <p>Letters have been issued by the District Valuer to all landowners affected on 16 July 2018 (before the application was submitted) and again on 2 January 2019. This process of negotiation is ongoing. All landowners (and/or their surveyors) have been encouraged to arrange appointments with the District Valuer to continue to progress the negotiation process.</p>
<p>4.0 Chybucca Junction</p> <p>4.1 Highways England at a meeting on the 4th October 2018 confirmed that the proposed scheme still does not include east facing slip roads off the roundabout junction on to the new proposed A30. We believe that this will greatly impact the local farm businesses near to the</p>	<p>As stated in response to Mr Parker's Relevant Representation [RR-059]:</p> <p><i>"East facing slips:</i></p> <p><i>Based on comments received through the public consultation events, considerable traffic modelling work has been undertaken to consider</i></p>

National Farmers Union Relevant Representation	Highways England Response
<p>new proposed road and in particular Messrs Parker of Callestick Farm as without them journey times, disruption and additional costs of operating the local farms will be affected.</p> <p>4.2 Highways England have stated that there is not enough demand and so the east facing slip roads cannot be justified this taking into regard traffic movements. But the NFU believes strongly that the impact on local farm businesses has been significantly underestimated.</p> <p>4.3. The project objective states “contribute to regeneration and sustainable economic development and improve network reliability and reduce journey times”. We do not believe these aims are achievable without the east facing slip roads.</p>	<p><i>the inclusion of east facing slips at Chybucca junction as part of the scheme. Large developments in the proximity of the scheme that were considered likely to have a direct impact on future demand on the A30 were modelled. Cornwall Council is in agreement with the modelling undertaken as stated in the Statement of Common Ground with Cornwall Council (Appendix A, Document Reference 7.4(A)). Further information on the traffic modelling is provided in section 5 of the Transport Report (Document Reference 7.4) [APP-049].</i></p> <p><i>The Traffic Model, built in accordance with WebTAG guidance and meeting the requirements for model calibration and validation, has been used to undertake sensitivity tests (further modelling) to forecast the role east facing slips would play if included as part of the scheme. This has included model scenarios with both west and east facing slips at Chybucca.</i></p> <p><i>With the inclusion of west and east facing slips at Chybucca, traffic flows on the westbound off slip and eastbound on slip combined are forecast to be approximately 190 cars in the 2038 AM peak period. The AM peak period represents the busiest modelled period at this junction under this model scenario, with lower flows forecast in the interpeak and PM peak periods.</i></p> <p><i>As a comparison, forecast traffic flows on eastbound off slip and westbound on slip combined under the west facing slips only scenario is larger than 800 cars in each of the modelled AM peak, interpeak and PM peak scenarios.</i></p> <p><i>In 2038 traffic flows on the A39 and A390 are forecast to reduce in the model assessment, including a scenario with the A30 scheme in place, compared to the scenario without the scheme included.</i></p> <p><i>The traffic model has also been used to assess the impact of the A30 Chiverton to Carland Cross scheme on the wider highway network. Analysis of the model outputs shows that journey times across the network are set to reduce with the provision of the scheme compared to the scenario without the scheme in place.</i></p>

National Farmers Union Relevant Representation	Highways England Response
	<p><i>The 2038 PM peak traffic model has also been used to assess forecast year journey times from the Callestick area to Carland Cross. Without the A30 scheme in place, the time taken to travel eastbound between these locations is forecast to take almost 16 minutes 52 seconds when travelling via Chybucca. With the A30 scheme in place, travelling eastbound between the same locations but via Chiverton (due to the absence of the east facing slips) the journey is forecast to take 11 minutes, 17 seconds. This demonstrates that although the east facing slips are not provided, journey times to/from areas in close proximity to where the slips would be, are still improved with the scheme in place compared to the scenario where the scheme is not in place and trips are using the existing A30.</i></p> <p><i>Rat runs:</i></p> <p><i>In terms of the two 'rat runs' between Zelah West and Shortlanesend and between Tresawsen and Allet, the model shows that with east facing slips at Chybucca, the 2038 AM peak traffic on the Zelah West to Shortlanesend route would decrease by 54 vehicles, from 198 to 144, and for the Tresawsen to Allet route traffic would increase by 23 vehicles, from 109 to 132 vehicles. For the 2038 PM, peak traffic on the Zelah to Shortlanesend route would decrease by six vehicles, from 183 to 177 and for the Tresawsen to Allet route the traffic would increase by one vehicle, from 138 to 139.</i></p> <p><i>The traffic modelling shows that the two rat runs cited would experience an increase in traffic during certain periods of the day in a scenario with east facing slips at Chybucca. However, the level of change in traffic is not considered to be significant.</i></p> <p><i>Summary:</i></p> <p><i>Inclusion of the east facing slips would also require additional land take compared to the without slips scenario. Changes to the vertical alignment of the scheme would also be required to avoid introducing a departure from DMRB standards, which would require a significantly higher embankment adjacent to Tresawen with associated environmental adverse impacts (noise, air quality, landscape and visual). Such a change to include the higher embankment to include the east facing slip roads and amended A30 vertical alignment would significantly increase the construction costs.</i></p>

National Farmers Union Relevant Representation	Highways England Response
	<i>In summary, the Applicant does not consider that the increased land take and cost would be justified given the limited benefit that the addition of east facing slips would have.”</i>
<p>5.0 Construction and Funding</p> <p>5.1 Further clarification is needed on timings of construction and how construction will take place for the scheme. Landowners do not yet understand what the interference will be and how it will impact on their cropping decisions and day to-day management of their business during the construction period.</p>	<p>Highways England’s ongoing engagement with all landowners has confirmed that a detailed construction programme was not available at the time of preparing the application, however, this will be developed during detailed design by the contractor and it will be informed by continued engagement with all landowners, including the agricultural businesses. The contractor will be seeking to now engage with all landowners, including the agricultural businesses, in parallel with the DCO examination process to ensure that they best understand the impacts of the construction works on affected landowners as early as possible and then develop a programme to minimise these impacts.</p>
<p>5.2 Further clarification is required over the construction of the underpasses and the category of user and how these underpasses link in to the existing foot/bridlepath structure.</p>	<p>Rights of Way and Access Plans were submitted with the application (Document Reference 2.5) [AS-023 – AS-030]. These plans show any new or altered means of access, stopping up of streets, roads and any diversions, extinguishment or creation of rights of way.</p> <p>Underpasses are proposed at the following locations:</p> <ul style="list-style-type: none"> • A walking, cycling and horse riding underbridge under the main carriageway and slip roads at Chiverton Cross at the location shown on sheet 1 of the Rights of Way and Access Plans (Document Reference 2.5(A)) [AS-023]. • An underbridge under the main carriageway of the new A30 at Tresawsen access across the new A30 at the location for shown on Sheet 4 of the Rights of Way and Access Plans (Document Reference 2.5(A)) [AS-026]. • A walking, cycling, horse riding, multispecies underbridge under the main carriageway of the new A30 at Church Lane at the location shown on Sheet 5 of the Rights of Way and Access Plans (Document Reference 2.5(A)) [AS-027]. • An underbridge under the main carriageway of the new A30 and the existing A30 at the location shown on Sheet 6 of the Rights of Way and

National Farmers Union Relevant Representation	Highways England Response
	<p>Access Plans (Document Reference 2.5(A)) [AS-028].</p> <ul style="list-style-type: none"> • An underbridge at Pennycomequick at the location shown on Sheet 6 of the Rights of Way and Access Plans (Document Reference 2.5(A)) [AS-028]. • A walking, cycling, horse riding, multispecies underbridge under the main carriageway of the new A30 at Newlyn Downs at the location shown on Sheet 8 of the Rights of Way and Access Plans (Document Reference 2.5(A)) [AS-030]. <p>If NFU members have queries with regards to a specific underpass Highways England can discuss this further with the NFU (and relevant member) as necessary.</p>
<p>5.3 The location, construction and specification (including a weight limit) of the green bridge needs greater clarification to ensure that the Landowner isn't exposed to greater animal health and bio-security risks through the movement of wildlife, people and livestock. That the proposed location fulfils the purpose of the design even though the habitat around the bridge will change particularly by the removal of mature trees which act as a wildlife corridor.</p>	<p>The green bridge is being provided as an ecological crossing for local wildlife and a route for walkers, cyclists and horse riders. In ongoing engagement with Nancarrow Farm, it has been discussed that given the proximity of the bridge to the farm, that the farm be permitted to use this crossing for small tractor access to their fields to the north of the route. Any agricultural animal health and bio-security risks to the farm would need to be investigated and resolved by the farm.</p>
<p>5.4 Clarification is required over what action will be taken to ensure any existing natural water supply systems and mains systems are maintained during the construction period</p>	<p>Highways England's intention is to ensure that all private water and sewerage supplies are dealt with as part of the construction of the scheme.</p> <p>Highways England considers that it has identified where all private supplies are. In all cases it is satisfied that either an alternative solution is available within the Order limits, in which case it will be dealt with as part of the detailed design; or an alternative can be incorporated within the affected party's other land as part of an agreement for accommodation works.</p> <p>In all cases a detailed hydrogeological study will be required before final details can be confirmed, which would be carried out during the detailed design stage. Where the potential for impacts to private water supplies remains unclear, a detailed assessment of groundwater levels and flows will be undertaken during detailed design to fully understand the potential impact upon each feature of interest. Where,</p>

National Farmers Union Relevant Representation	Highways England Response
	<p>following this assessment, the potential for impacts remains unclear or is certain, a new private water supply (e.g. a borehole) will be established following discussion with the landowner. These commitments are secured in the Outline CEMP (see Table 16-3 Record of Environmental Actions and Commitments) (Document Reference 6.4, Appendix 16.1) [APP-376].</p>
<p>5 5. Further details are required about the provision of temporary fencing during the construction period and how new permanent boundaries are to be constructed. In particular, Landowners require that for every metre of Cornish hedge removed on their land, one metre of new Cornish hedge is constructed.</p>	<p>Permanent Fencing</p> <p>Details of permanent fencing are provided Chapter 2 The Project of the Environmental Statement (Document Reference 6.2) [APP-055], para 2.6.54 states:</p> <p><i>“The majority of fencing along the scheme will be badger/otter proof fencing. Badger/otter fencing will be timber post and four rail fencing with welded steel mesh attached that either extends above the rails to prevent climbing over or below the rails into the ground to prevent digging under.”</i></p> <p>The Environmental Masterplans (Document Reference 6.3, Figure 7.6) [APP-180 to APP-200] show the locations of following permanent boundaries:</p> <ul style="list-style-type: none"> • Standard highway fence • Badger fence • Otter and badger fence • Standard stock proof fence <p>Cornish Hedgerow</p> <p>Plans detailing the trees and hedgerows affected by development were submitted with the application – Trees and Hedgerows to be Removed or Managed Plans (Document Reference 2.13) [APP-027 to APP-028].</p> <p>4,488 m of Cornish hedgerow will be lost by the scheme; however 12,605 m of replacement Cornish hedgerow are proposed (including 6,149 m of vegetated Cornish hedgerow). This is a net gain of 8,117 m.</p> <p>7,090 m of soft hedgerow will be lost by the scheme, however 8,458 m of replacement soft hedgerow are proposed. This is a net gain of 1,367 m.</p> <p>The Environmental Masterplans (Document Reference 6.3, Figure 7.6) [APP-180 to APP-</p>

National Farmers Union Relevant Representation	Highways England Response
	<p>200] also show the locations of proposed hedgerows and Cornish hedgerows.</p> <p>Temporary Fencing</p> <p>If temporary fencing is required in advance of the permanent fencing or boundary hedgerows, the specification of this fencing would be agreed with the affected landowners prior to the start of construction. Regular inspections of the fencing would take place to ensure that all fencing remain in place and that the condition is suitable for its intended use.</p>
<p>6. Cumulative Impact</p> <p>6.1 Confirmation is sort on whether a Cumulative Affect Assessment has been addressed for the scheme</p>	<p>Highways England can confirm that Chapter 15 Consideration of Cumulative Effects of the Environmental Statement provides consideration of cumulative effects (Document Reference 6.2) [APP-068].</p>
<p>7. Jointing bays and Link Boxes</p> <p>7.1 It is understood from other projects that 'Jointing Bays' should be all underground and will not interfere with agricultural operations.</p>	<p>'Jointing Bays' should be all underground where possible and would be designed so as not to interfere with agricultural operations. Where existing jointing bays are above ground, these may need to be retained.</p>
<p>7.2 It is understood that some link boxes will be needed with the cables being HVDC cables and further clarification is sort on how many there are likely to be and the location of the link boxes. Link boxes do stand proud above ground level and so greatly interfere with agricultural operations and are a hazard to farm machinery. It is extremely important to have further design information on link boxes and the siting of them. The preference is that all link boxes are located within field boundaries.</p>	<p>The scheme does require the diversion of HV and LV cables and associated link boxes.</p> <p>The exact details of these diversions would be developed during detailed design and will be informed by ongoing engagement with any affected landowners. Link boxes would be underground and/or located within field boundaries where possible and they would not interfere with agricultural operations as existing.</p>
<p>8. Field Drainage</p> <p>8.1 Land drainage is one of the main issues which landowners and occupiers are concerned about on this scheme and further detail is required to ensure landowners do not have flooding problems arising from the scheme</p> <p>8.2 To date insufficient detail has been received by LIG on behalf of their clients and members in regard to how reinstatement of field drainage will take place.</p> <p>8.3 No information has been provided as to where the detail on how field drainage will be reinstated is covered in the documents which form part of the DCO application. As no draft option and easement has been made available it has not been possible to see whether drainage</p>	<p>An Outline Ground and Surface Water Management Plan is included at Annex G of the Outline CEMP (Document Reference 16.1) [APP-376].</p> <p>This is based on the information available at this preliminary design stage. As the detailed design progresses, the plan would be reviewed and updated accordingly. The final Ground and Surface Water Management Plan will consider all drainage required during the construction phase and will reference all industry and regulatory pollution prevention guidelines. The reinstatement of any affected field drainage would be developed in detailed design and will be informed and agreed with the individual affected landowners. This is secured via</p>

National Farmers Union Relevant Representation	Highways England Response
reinstatement is covered satisfactorily in the proposed option and deed.	Requirement 13 in Schedule 2 of the draft DCO (Document Reference 3.1(B)) [AS-031].
<p>9. Soils</p> <p>9.1 As above the treatment and reinstatement of soil during and after construction is one of the main issues of concern. Limited detail has been provided to landowners and occupiers. Again LIG does not know how soil reinstatement and aftercare will be dealt with in the Option or Deed. Further no information has been provided as to how soil will be reinstated or the measures that will be put in place to bring the soil back to its condition and quality before the works took place. An after care plan should be included in a code of construction or soil management plan.</p>	<p>An Outline Materials Management Plan is included as Annex C in the Outline CEMP (Document Reference 6.4, Appendix 16.1) [APP-376]. Para 2.2.1 provides a list of the documentation requirements to support the completion of an MMP for the scheme.</p> <p>This includes the following in relation to soils:</p> <ul style="list-style-type: none"> • Invasive Species Management Plan; • Earthworks Strategy; • Land Contamination Management Strategy; • Remediation Strategy including a verification plan; • Earthworks Specification; • Cut/Fill requirements and earthworks movements plan; • Soils Management Plan.
<p>10. Flood Issues</p> <p>10.1 No details have been provided to landowners and occupiers on how any increase in surface run off of water from the haul road or the construction compounds will be dealt with during construction. Therefore there is concern that retained land may flood during the construction works.</p>	<p>The Outline Ground and Surface Water Management Plan in Annex G of the Outline CEMP (Document Reference 6.4, Appendix 16.1) [APP-376]:</p> <p>Para 1.2.2 states:</p> <p><i>“The final Ground and Surface Water Management Plan (GSWMP) will consider all drainage required during the construction phase and will reference all industry and regulatory pollution prevention guidelines. It shall describe the design of each element of surface water management system required to manage surface water runoff during construction and potential risks to surface waters. This shall include consideration of temporary storage and settlement requirements to manage sediment load of waters.”</i></p> <p>Para 2.1.1 states:</p> <p><i>“Temporary surface water management systems will be installed early in the construction sequencing and carefully managed to prevent localised flooding or pollution of surface and groundwater from silt and other contaminants.”</i></p> <p>The Outline Ground and Surface Water Management Plan in Annex G of the Outline CEMP (Document Reference 6.4, Appendix</p>

National Farmers Union Relevant Representation	Highways England Response
	16.1) [APP-376] contains <i>Table 2-1 Main work activities and mitigation proposals</i> . This provides an outline of the main work activities to be carried out throughout the scheme as well as relevant water management proposals currently being considered, including mitigation with respect to surface water run-off.
<p>11. Dust/Irrigation</p> <p>11.1 Clarification is needed on how practical issues like dust will be controlled during construction and how can the effect on irrigation be minimised?</p>	<p>The Outline Air Quality Management Plan sets out the management of dust, air pollution, odour and exhaust emissions during the construction works. This is included within Annex L of the Outline CEMP (Document Reference 6.4, Appendix 16.1) [APP-376].</p>
<p>12. Access routes to the Order Limits</p> <p>12.1 At the present time, full details of the access routes to gain access to the working strip are not available. Issues have been raised by some of the Landowners that some of the access routes are not actually physically possible on the ground due to differing ground levels. Further access routes have been highlighted and Landowners are not actually sure that all of these access routes are needed. In some instances there are better access routes available to reach the working strip agreeing viable access routes.</p>	<p>A Draft Traffic Management Plan has been prepared and was submitted with the application (Document Reference 6.4, Appendix 2.1).</p> <p>The traffic management plan has identified the key areas where the works impact on the existing A30 traffic flow and the solutions that have been derived to phase the construction works in such a way as to minimise the disruption and impact on the travelling public.</p> <p>The site will be accessed from the existing A30 or from associated public side roads as agreed with Cornwall Council as the local highway authority. The final access routes will be confirmed during detailed design and this will be informed by ongoing engagement with adjacent and affected landowners.</p> <p>During the continued planning and development of the scheme the overall objective will be ensuring the safety of the travelling public and the workforce whilst minimising disruption to the public.</p> <p>Requirement 11 of the Draft DCO (Document Reference 3.1(B)) [AS-031] requires a final Traffic Management Plan to be prepared in accordance with the Draft Traffic Management Plan in consultation with the local highway authority.</p>
<p>13. Access to land and the Haul Road</p> <p>13.1 Insufficient detail has been provided as to how landowners and occupiers are to access land severed by the construction works and as to whether landowners will be able to access the haul road during construction. Further no detail has been provided on how the haul road may be constructed and if it is possible to use tracking for the haul road which can be laid on the</p>	<p>Access to the farm buildings and land would be maintained during construction. Article 17 of the draft DCO (Document Reference 3.1(B)) [AS-031] provides that accesses could be created within the Order limits – it is anticipated to provide temporary accesses as required during the construction period, however these are a separate provision to any construction haul road.</p>

National Farmers Union Relevant Representation	Highways England Response
<p>surface of the land and taken up. No specific detail has been given on the time the haul road will be down severing land. Is it to be down for the whole of the construction period?</p>	<p>As above (point 12), a Draft Traffic Management Plan has been prepared and was submitted with the application (Document Reference 6.4, Appendix 2.1).</p>
<p>14. Request to Attend Hearings and make Representations</p> <p>14.1 The NFU and LIG intend to lodge full Written Representations in due course and request to make oral representations at the compulsory acquisition hearing or any other hearings which may be held.</p>	<p>Noted. Highways England will respond accordingly to Written Representations and capture progress on matters agreed/subject to clarification in the SoCG with the NFU where possible/appropriate.</p>
<p>14.2 the NFU and LIG represents approximately 20 clients who own or lease land affected by the DCO. A full list of names and addresses are available if requested. The members and clients have not been listed on this representation due to data protection. Each landowner or occupier has submitted an outline representation highlighting specific issues to the business and has made reference to this outline representation which highlights the main issues of all landowners concerned.</p>	<p>A full list of names and addresses of clients would be helpful. This would be beneficial as Highways England is also engaging with landowners. The potential to work with landowners to establish group representations where possible would be supported.</p>

Annex G: Highways England Response to Truro Cycling Campaign Relevant Representation

Truro Cycling Campaign
By email only

Josh Hodder
Highways England
Temple Quay House
2 The Square, Temple Quay
Bristol, BS1 6HA

19 February 2019

Our Ref:
TR010026

Dear Ms Wetherill,

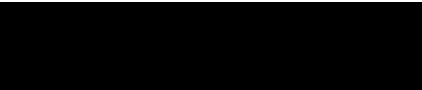
Applicant's response to Truro Cycling Campaign Relevant Representation

This letter provides Highways England's response to the Relevant Representation submitted by the Truro Cycling Campaign in relation to the A30 Chiverton to Carland Cross scheme. Appended to this letter is a detailed response to the points raised in your Relevant Representation.

Once we have discussed our response further, we consider that it would be helpful to document an agreed position in the form of a concise Statement of Common Ground for the benefit of the Examining Authority and other interested parties.

My colleagues Michael Baker/David Brown will be in touch to discuss this response further.

Yours faithfully,



Josh Hodder
Project Manager
A30 Chiverton to Carland Cross

Enc.

Appendix A – Applicant Response to Truro Cycling Campaign Relevant Representation

Appendix A:

Applicant Response to Truro Cycling Campaign Relevant Representation

Truro Cycling Campaign Relevant Representation	Highways England Response
<p>Objection to the proposed underpass at Chiverton</p> <p>We responded to the pre-application consultation stating that the scheme should make provision for a cycle bridge or underpass on the direct alignment of the St. Agnes to Truro road (B3277/A390) to enable safe, direct cycle trips.</p>	<p>Highways England's comments on Truro Cycling Campaign's response to the Statutory Consultation is provided at page 428 of the Consultation Report (Document Reference 5.1) [APP-029].</p> <p>It is not considered that a link from the B3277 to the A390 at the location of the existing Chiverton Roundabout is required as a route for walking, cycling and horse-riding and that a route as part of the new Chiverton junction slightly further east is more appropriate and also better provides links to the A3075 and the existing A30, which will become part of the local road network.</p> <p>The scheme as submitted proposes a new grade separated route and crossing facility to the east of the existing roundabout at a similar overall distance to the existing Blackwater Bridge route that the cyclists are currently using (which will also remain available for use).</p> <p>As outlined in the Consultation Report (page 57) the following changes to the scheme were made for improved cycling provision at the Chiverton junction following statutory consultation, namely:</p> <ul style="list-style-type: none"> • a new off-carriageway connection between the realigned B3277 and the realigned A3075; • a new off-carriageway connection between the realigned A390 and the existing A30; and • a new underpass between the proposed roundabout at Chiverton Cross and the location of the existing roundabout, which connects the realigned B3277 with the realigned A390. <p>Whilst this is not what was specifically requested by Truro Cycling Campaign, these changes ensure that cyclists would be able to cross the new main A30 carriageway without having to negotiate the new Chiverton junction and also link into the A3075 and the existing A30.</p>
<p>This has not been provided for in the final submitted scheme. Instead a highly inadequate underpass is being proposed which would mean an approximate one-kilometre extra distance as opposed to the direct alignment. The indicative measurements for the underpass are 70m long by 4 m wide by a minimum 2.7m high.</p>	<p>The proposed underpass is situated approximately 500m east of the existing Chiverton Roundabout, linking between the footway/cycleways on the realigned B3277 and the realigned A390.</p> <p>Highways England acknowledge that the design would require a diversion with associated</p>

Truro Cycling Campaign Relevant Representation	Highways England Response
	<p>increased journey time for those who use the existing Chiverton roundabout as a crossing (surveys suggest that usage at this location is limited), however it would be similar overall journey time to those using the alternative Blackwater Bridge crossing. Assuming an average cycling speed of 20km/h, the additional travel time would be approximately 3 minutes.</p> <p>Overall, it is considered that the availability of a safe crossing for walkers, cyclists and horse riders at the location of the underpass is a benefit of the scheme compared to the existing situation as it also provides better links into the A3075 and the existing A30.</p> <p>The location and design of the crossing has been discussed and agreed with Cornwall Council, as is set out in the Statement of Common Ground with Cornwall Council (reference 2.10, Appendix A, Document Reference 7.4(A)).</p>
<p>We object to 1) the proposed underpass and 2) the omission of a direct crossing on the B3277/A390 alignment on the following grounds:</p>	<p>Each of point of objection is addressed below.</p>
<p>1. This overlong, enclosed, underpass, would create an intimidating environment for people cycling particularly at night time and for the less confident or for newer cyclists. It would therefore be highly detrimental to promoting more cycling between Truro and St Agnes</p>	<p>The underpass has been designed in accordance with national guidance, specifically:</p> <ul style="list-style-type: none"> • Interim Advice Note 195/16 – Cycle Traffic and the Strategic Road Network’ • HD 42/05 has been superseded by 42/17 for Non-motorised user Audits. This was carried and is referred to in section 2.2 of the Public Rights of Way Management Plan, (Annex M, Document Reference 6.4 Appendix 16.1) [APP-376] <p>The underpass has been designed as a straight continuous alignment with width and height dimensions greater than the minimum required standards. The exit would be visible on entering the underpass and there would be very good visibility to, from and through the underpass.</p> <p>The underpass has short approach gradients from the road network of less than 1:20 and a continuous shallow gradient through the underpass from east to west. The underpass would have angled wingwalls to maximise the natural light at the entrances and would be lit with motion sensitive lighting. This would match the natural lighting outside of the underpass.</p>

Truro Cycling Campaign Relevant Representation	Highways England Response
	<p>Considering the rural location of the underpass, its proposed dimensions and design, it is considered to pose no additional security threat for users than the facilities on the adjacent road and off-road network.</p>
<p>2. We strongly support the proposal to create a new, high quality, safe cycle route (Cycle Highway) between Truro and St Agnes along this B3277/A390 corridor. This will be very difficult to achieve without a safe crossing for cycling at Chiverton on the B3277/A390 alignment. Inclusion of a bridge crossing on the direct alignment in the main scheme would take advantage of the lowering of the A30 at this point.</p>	<p>Through the development of the application for development consent, Highways England has liaised with Truro Cycling Campaign in order to understand their aspirations around the Truro to St Agnes cycling corridor.</p> <p>Having explored the opportunity to provide a link on the alignment of the B3277/A390 it is not considered to be necessary to provide a crossing in this location as part of the scheme and therefore the facility is provided in the location proposed in the application for development consent.</p> <p>The route and crossing facility proposed with the scheme provides a section of new, high quality, safe cycle route (Cycle Highway) between Truro and St Agnes along the B3277/A390 corridor and also provides opportunity to link into the A3075 and the existing A30, that would become a local road network.</p>
<p>3. The location of the underpass would require a total detour of an extra kilometre on the B3277/A390 alignment. This would not provide the quickest, most direct and convenient route for current cyclists nor as required for the St Agnes to Truro Cycle Highway</p>	<p>The journey distance between St Agnes and Truro is approximately 13km, with the proposed additional 1km diversion at Chiverton increasing this distance by approximately 7%. The increase in distance is also similar to the distance that cyclists currently experience when they use the Blackwater Bridge via East Hill.</p> <p>The surveys undertaken as part of the walking, cycling and horse riding survey and assessment in section 2.2 of the Public Rights of Way Management Plan, (Annex M, Document Reference 6.4 Appendix 16.1) [APP-376] confirmed that a large majority of the cyclists travelling this route use the Blackwater Bridge, with extremely limited use on the Chiverton roundabout itself.</p> <p>Assuming an average cycling speed of 20km/h, the additional travel time would be approximately 3 minutes.</p>
<p>4. Highways England have not adequately applied national planning policies to promote sustainable transport options:</p>	<p>Paragraph 102 (b) of the NPPF states that development proposals should consider <i>“opportunities to promote walking, cycling and public transport use”</i>.</p>

Truro Cycling Campaign Relevant Representation	Highways England Response
<p>National Planning Policy Framework 2018 section 9 – Promoting Sustainable Transport, particularly paragraphs 102-104</p> <p>National Policy Statement for National Networks 2014 – particularly paragraphs 4.79 – 4.82 (human health) and 5.201 – 5.218 (wider transport networks)</p>	<p>Paragraph 5.205 National Policy Statement for National Networks (NPSNN) states that <i>“applicants should consider reasonable opportunities to support other transport modes in developing infrastructure”</i>, while paragraph 3.18 states that <i>“The Government expects applicants to use reasonable endeavours to address the needs of cyclists and pedestrians in the design of new schemes”</i>.</p> <p>Paragraph 3.18 also states the role of applicants in investing where the road network severs communities <i>“by correcting historic problems, retrofitting the latest solutions and ensuring that it is easy and safe for cyclists to use junctions.”</i></p> <p>As shown on the Rights of Way and Access Plans (Document Reference 2.5(A)) [AS-022 to AS 030] most public rights of way which cross the existing A30 are being preserved or enhanced. Though there are four public rights of way (PROW) which are proposed to be stopped without a replacement, it is not considered that any of these would have any significant adverse effect on the PROW network.</p> <p>Paragraph 12.11.60 of Chapter 12, People and Communities of the Environmental Statement (Document 6.2) [APP-065] concludes that there is likely to be a long term and slight beneficial effect of the scheme for walkers, cyclists and horse-riders.</p> <p>The retention and enhancement of existing routes and the conclusion of Chapter 12 of the Environmental Statement demonstrate that the scheme is in accordance with section 9 NPPF and paragraph 5.205 of NPSNN. In addition, the delivery of the new route and underpass crossing as an investment for correcting a historic issue, by making Chiverton junction safe to use by cyclists, is considered to fulfil the aims of paragraph 3.17 of NPSNN.</p>
<p>5. Highways England have not adequately assessed the strategic need and latent demand for a direct cycle crossing at Chiverton. In doing so they have failed to have regard to:</p> <p>their own strategies and policies, including ‘Cycling Strategy – our approach’, Interim Advice Note 195/16 – Cycle Traffic and the Strategic Road Network’, HD 42/05 Non-motorised user Audits, Advice note 91/05</p>	<p>Highways England have assessed the strategic need and latent demand for walking, cycling and horse-riding across the scheme, in accordance with all strategies and policies, and this includes ‘Cycling Strategy – our approach’, Interim Advice Note 195/16 – Cycle Traffic and the Strategic Road Network’ and HD 42/05 Non-motorised user Audits, Advice note 91/05.</p> <p>As stated at paragraph 4.2.2. of Chapter 4 Approach to the Environmental Impact Assessment of the Environmental Statement</p>

Truro Cycling Campaign Relevant Representation	Highways England Response
2011 census data which shows 1000 travel to work trips each day from the St Agnes area to Truro	<p>(Document Reference 6.2)[APP-057], all EIA work and environmental reporting on the scheme has been undertaken in accordance with guidance set out in DMRB and the relevant IANs.</p> <p>Chapter 12 People and Communities (Document Reference 6.2)[APP-065] of the Environmental Statement specifically references in Table 12-5 the Highways England Cycling Strategy as relevant legislation and policy.</p>
6. Highways England have not adequately responded to the high level of pre-application consultation responses in relation to Walking, Cycling and Horseriding on the Chiverton to Chybucca section (37% of all responses)	<p>Paragraph 8.1.5 – 8.1.9 of the Consultation Report (Document Reference 5.1) provides a summary of the design changes made to the scheme at Chiverton as a result of responses to the statutory consultation in relation to walking, cycling and horse-riding. This is outlined in point 1 of this response. In addition to the changes at Chiverton, the following changes relating to walking, cycling and horse-riding provision have been made throughout the scheme:</p> <ul style="list-style-type: none"> • the ramped access to the green bridge which crosses the scheme at Marazanvose has been amended to accommodate walkers, cyclists and horse-riders; • a new bridleway has been included north of Chybucca to connect two bridleways (BR314/64/1 and BR314/65/1) for walkers, cyclists and horse-riders; • a new bridleway has been included between Mitchell and Carland Cross to provide safe access for walkers, cyclists and horse-riders; and • the width of the verges on the junctions and side roads has been amended where appropriate to accommodate walking, cycling and horse-riding routes.
We also want to register our concern that the details of the proposed underpass were not made sufficiently clear in the Development Consent Order documents and subsequent Highways England newsletter and public event in Truro.	<p>The proposed underpass at Chiverton junction is principally referred to in the following documents:</p> <ul style="list-style-type: none"> • Work No. 3(o) in Schedule 1 of the Draft Development Consent Order (Document Reference 3.1(B)) [AS-031] • Sheet 1 of the Works Plans (Document Reference 2.4) [AS-014]

Truro Cycling Campaign Relevant Representation	Highways England Response
	<ul style="list-style-type: none">• Sheet 1 of the Rights of Way and Access Plans (Document Reference 2.5) [AS-023]• Sheet 1 of the General Arrangement and Section Plans (Document Reference 2.6) [APP-017]

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

