

From: [Steve Chamberlain](#)
To: [A30 Chiverton to Carland Cross](#)
Subject: RE: Written Representation
Date: 19 March 2019 16:17:06
Attachments: [Revised Table 7-6 - 12.03.19.DOCX](#)

Thanks Sian

In addition, I have just been aware of some of the questions that we needed to respond to.

We have had a number of discussions with local residents regarding route selection and wondered whether the deadline for Section 9-1.9.1 could be extended until the end of the week (22nd March) We have been busy lambing and hadn't had the chance to look at these until now.

Answers below;

Section 5 – 1.5.12

Due to the particular sensitivity of our business, we would request that no lateral deviation is permitted unless it is away from Nancarrow and no horizontal deviation is permitted unless it is downwards.

Section 7 – 1.7.1

It had been indicated that temporary screening would be possible in key areas (within Marazanvose)]

We await further information on this as part of the construction plan.

Section 8 – 1.8.2

As outlined in our SOCG the proposed 3m acoustic fencing is essential in order to prevent severe business (and wider economic) impacts.

Section 9 – 1.9.1

Please see summary table 7.6 (referred to within our SOCG (apologies should have been attached to our earlier email) summarises flaws in the assessment process, which is also outlined within the Matters Outstanding within our SOCG.

It is clear to us, that when considering the 9 criteria used to assess the 2 options through Marazanvose, the Northern route performs better in all pertinent areas.

- Residential demolition
- Visual Impact
- Business Impacts
- Living Standards
- Noise
- Cultural heritage

Representations have also been made regarding route selection from Marazanvose residents Peter Mewton, Mark Nicholson, Mark Overend. In addition to these, 1 dwelling is being removed as a result of the scheme, and another is experiencing the biggest increase in pollution of any dwelling along the route.

Many thanks
Steve

Table 7-6: Comparison of option 7A and option 7B at Marazanvose

Impact Compared	Option 7A (Preferred Route)	Option 7B (Northern Route)	Considerations not taken into account, or incorrectly assessed.	Best performing alternative (Revised)
Land area acquired (non-highway)	8 ha	10ha	<p>There has been no consideration or assessment of the strategic importance of the affected land. Left at 7A pending further information.</p> <p>No change</p>	7A
Risk of delay/cost due to utility works	Route crosses higher section of Western Power Distribution (WPD) transmission line with higher headroom, 2 pylons may require support	Route crosses higher section of WPD transmission line with lower headroom, 2 pylons may require support	<p>There is no explanation or assessment of the impact or effect of the available headroom, without which one route cannot be preferred above another. Left at 7A pending further information.</p> <p>No change</p>	7A
Business impacts	<p>Loss of 1 field and reduces size of 6 fields.</p> <p>Significantly adverse impact on Nancarrow, reduces viability & efficiency of farmyard location due to lost field.</p> <p>Significantly adverse impact on wedding business during and after construction.</p> <p>Complete closure of Marazan Farm Caravan Site.</p> <p>Significant loss of actively farmed land at Nanteague.</p>	<p>Severs 8 fields and reduces size of 1 field.</p> <p>Adverse impact on Chyverton eventing area.</p> <p>Claimed adverse impacts on Town & Country</p> <p>Claimed adverse impacts on the Nursery</p> <p>Claimed adverse impact on outbuildings to the rear of Marazanvose</p>	<p>The preferred route significantly and permanently, impacts 4 businesses (Nancarrow Events, Nancarrow Farming, Marazan Farm Campsite, Nanteague Farm). The claimed impact on Town & Country has not been demonstrated and, in any event, would have to be considered against the impacts to the 4 businesses mentioned above.</p> <p>The Nursery has not been for some time a functioning business.</p> <p>The outbuildings are all recently erected structures not in place at the time of the option assessment and only erected after preferred route announcement.</p> <p>These latter two points are being used in an attempt to retrospectively justify An otherwise flawed route selection process.</p> <p>The temporary and permanent effects are significantly adverse and cannot be easily mitigated. It is unlikely that screening during construction will be sufficient resulting in a temporary cessation of the events business at Nancarrow.</p> <p>The impact on the Chyverton park eventing arena can be mitigated by a re-organisation of the course layout. The stated greater impact on fields is outweighed by the reduced impact on businesses.</p> <p>CRITICAL FLAWS IN THE ASSESSMENT PROCESS</p>	7B

			<p>7B performs better however the ‘business impact’ is assessed. (i.e. number of businesses, scale of impact, wider economic impact, job losses/creation)</p> <p><i>The Scheme Project Manager stated in the meeting held on 13 October 2017 that he agreed Option 7B performs much better when business impacts are assessed in isolation. Both <u>the scheme assessment report</u>, and <u>the letter dated 21 August 2017</u> both contradict this statement.</i></p>	
<p>Cultural heritage</p>	<p>Significantly adverse impact on listed Nancarrow Farmhouse, it’s historic setting and curtilage, including the removal of a historic ancillary barn.</p> <p>Demolition of historic Marazan Barn.</p> <p>Further dissection of the ancient hamlet of Marazanvose</p>	<p>Hamlet of Marazanvose is reconnected. No historic buildings are removed.</p> <p>Both 7A & 7B pass Chyverton park on a similar alignment, further from any other historic assets.</p>	<p>The effects of the preferred route have a significantly adverse effect on Nancarrow Farmhouse and the non-designated historic hamlet of Marazanvose.</p> <p>All other cultural heritage factors have been ignored.</p> <p>Chyverton Park and Garden is already well screened, is not affected by land take, and both 7A & 7B pass the park on a similar alignment.</p> <p>CRITICAL FLAWS IN THE ASSESSMENT PROCESS</p> <p><i><u>No detailed assessment on cultural assets has taken place.</u> Historic England acknowledge that Option 7A will be at the expense of impacts on Nancarrow Farmhouse and wall. Option 7B will be further away from Chyverton Park and Garden than 7A will be from Nancarrow Farm and insufficient account has been taken of the significant impacts to Nancarrow Farm, particularly during the construction phase.</i></p> <p><i>Without a detailed assessment of the historic environment and cultural heritage impacts of both options it appears that the current basic level assessments is unfairly weighted in favour of Chyverton Park & Gardens.</i></p> <p><i><u>No consideration has been made on the non designated assets at Marazanvose.</u></i></p> <p>No change</p>	7B
<p>Visual impact</p> <p><i>(Tim — may need to better understand what they mean by visual impact to ensure argument addresses it correctly)</i></p>	<p>Close to existing alignment and as a result closer to 8 dwellings and destroying 2.</p> <p>Visual impact on working conditions at Nancarrow Farm (adjacent to farm yard & agricultural barns)</p>	<p>Route is further from all dwellings in Marazanvose.</p> <p>Chyverton eventing field was established adjacent to existing A30 so visual impact could be improved with screening.</p> <p>Greater disruption of</p>	<p>The effects of the preferred route on Nancarrow and Marazanvose are far greater than stated.</p> <p>The SAR incorrectly claims the 5 properties at Marazanvose would better off with the preferred route versus 2 at Nancarrow.</p> <p>Option 7B will result in all 10 dwellings at Marazanvose being located further away from the A30 with the majority of occupiers being in favour of Option 7B</p> <p>Any replanting will not become effective for at least 15 years resulting in a significant adverse impact for Nancarrow and all residents at Marazanvose</p>	7B

	<p>Disruption of historic field patterns.</p> <p>Removal of mature oak trees at Nanteague</p> <p>Removal of mature trees at Nancarrow</p> <p>Properties at Marazanvose will look out (south) over 2 roads.</p>	<p>current field pattern, although aligned with historic field pattern.</p>		
Living conditions	<p>Significantly, adverse impact on 2 residential properties at Nancarrow.</p> <p>Demolition of Marazan Barn & Grooms cottage.</p> <p>The 5 residential properties at Marazanvose will look out (south) over 2 roads.</p> <p>Marazanvose Farm will have access removed resulting in a 2 mile detour to reach the existing A30 and be situated much closer to the dual carriageway.</p>	<p>Significantly reduced impact at Marazanvose</p> <p>Whilst there will be roads both sides of the residential properties the trunk road will be moving away and can be more easily screened.</p> <p>Access, Noise, Connectivity are all significantly improved for all residents of Marazanvose.</p>	<p>The effects of the preferred route in the summary table are misrepresented and contradict information gathered during the consultation (stated in the SAR appendix).</p> <p>The assessment summary should consider all residents/dwellings in Marazanvose and doesn't.</p> <p>More properties are significantly impacted by the preferred route than 7B. The northern route will create a cul-de-sac which will greatly improve the living conditions, and access to and from, the 10 residential properties and their environment.</p> <p>CRITICAL FLAWS IN THE ASSESSMENT PROCESS</p> <p><i>The assessment report does not consider the 10 dwellings properly. The greatest impact on living conditions is noise, however, the creation of a cul-de-sac can only improve the setting and tranquillity of the historic hamlet of Marazanvose and its residents</i></p>	7B
Noise	<p>Significantly adverse impact on 2 residential properties at Nancarrow</p> <p>Mitigation will reduce the impact post-construction but is likely to remain adverse.</p> <p>There will also be an</p>	<p>Likely reduced impact on all properties in Marazanvose, (Nancarrow, Marazan Farm, Marazanvose Farm and the 5 residential properties at Marazanvose. Any</p>	<p>The northern route will be further way from all properties at Nancarrow and Marazanvose than the existing and preferred routes. It therefore must be the best performing alternative in relation to noise?.</p> <p>CRITICAL FLAWS IN THE ASSESSMENT PROCESS</p> <p>Only 2 properties are ever considered as being impacted by option 7A when this is actually 9 (or 10 if you include Groom's Cottage which has planning permission for a residential dwelling).</p>	7B

	adverse impact on the 5 residential properties at Marazanvose, as well as Marazan Barn and Marazanvose Farm - A total of 10 dwellings including Grooms Cottage.	adverse impacts can be mitigated through screening.	<i>Your own assessment framework tables state that Option 7B would result in an overall decrease in noise level at Marazanvose (and therefore Nancarrow) and will have a beneficial impact on the NIA. Why has this not been reflected in the summary table?</i>	
Residential demolition	Marazan Barn & Grooms Cottage, Nancarrow			7B
Most likely cost	£291.4m	£301.8m		7A

Conclusion

There are many issues which have not been fully or properly considered or assessed. It is clear that the majority of pertinent issues support Option 7B (the northern route) as the best performing option. Whilst Option 7A requires a slightly reduced land take and is a cheaper option, these matters, in the context of the whole scheme, are not significant and are outweighed by the reduced impacts of Option 7B in the other critical areas.