

From: [Mark Nicholson](#)
To: [A30 Chiverton to Carland Cross](#)
Cc: tricia@mncopywriting.com
Subject: Concerns regarding the A30 Chiverton to Carland Cross plans for Marazanvose
Date: 19 March 2019 16:50:21
Attachments: [Concerns March 2019.docx](#)

Dear Sir or Madam

We gather that the route of the A30 at Marazanvose, as well as the details of its proposed structure, are still under consideration. We therefore wish to reinforce the concerns we have previously raised on both issues.

We attach a summary of why we believe the proposed route is not the best available option in this location. This includes our views on the negative impact the road, as planned, will have on our quality of life.

Yours faithfully

Mark and Tricia Nicholson

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A30 Chiverton to Carland Cross

Concerns raised by Marazanvose residents Mark and Patricia Nicholson

(email mark@mncopywriting.com)

19th March 2019

Objections to route taken

Firstly, it will obliterate much of the historic hamlet of Marazanvose.

Our 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. Does this not contravene Cornwall Council policy toward maintaining communities?

The A30 plans which were developed several years ago took the new road north of Marazanvose to avoid such destruction. We are now told that this is not possible because it would take away a small part of Chyverton Park's land.

It appears that the grass field concerned has such a high level of 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. Has Historic England been asked to comment on whether it 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.

Objections to specific details of the currently proposed road structure

This gives Marazanvose residents much cause for concern, particularly with regard to its height, lack of screening and extra noise. These issues will devalue our properties as well as reducing our quality of life.

Road height:

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 ground level.

Noise and visual impact:

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.

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.

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.

Increased danger:

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.