

From: Mark Overend <[REDACTED]>
Sent: 22 March 2019 18:33
To: A30 Chiverton to Carland Cross <A30ChivertontoCarlandCross@planninginspectorate.gov.uk>
Subject: Statement regarding route selection

In reference to:

1.9.1 Applicant, Any affected parties, HE, RR-003, RR037, RR-057, RR-086, RR090, RR-101, ES Chapter 3, Consideration of Alternatives [APP-056] presents a summary of the alternative options which have been considered and the justification for the scheme as now applied for. Paragraphs 3.7.7 and 3.7.8 refer specifically to Marazanvose, where there have been questions over route choice. Section 3.8 goes on to set out the preferred option in this context, with subsequent amendments in 3.9 and 3.10.

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RR-104 & RR109

Taking account of the information provided – and other information you may have – please indicate how you believe the route choice would, or would not, represent the best available option in this location.

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. This road (which will be the old A30) I understand will remain as is with no identified speed restriction or traffic calming controls. As the road becomes quieter it becomes more dangerous as motorists speed on this particular stretch. Consequently, one of the primary objectives of improving safety will not be met for those with residences adjoining this road.

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. I have received no feedback or a response to my request for a clear explanation of this decision rationale.

The north route of 7B provided additional benefits to residents of Marazanvose besides noise and safety, especially in relation to:

- • Impact on businesses
- • Living conditions
- • Visual impact
- • Pollution
- • Marazanvose community not split

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.

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 Treffry Cottage and that noise barriers would be in place.. These aspects will have been a significant factor in assessing noise pollution for residents and businesses. Since that assessment, the plans have been amended. 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 so assume that no reassessment was undertaken against the revised plan.

Regards
Mark Overend

[Redacted signature]

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Regards

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