

From: [Russell, Nick](#)
To: [A30 Chiverton to Carland Cross](#)
Cc: [Woodhouse, Helen](#); [Klemperer, Bill](#); [Harries, Beth](#)
Subject: Historic England's update on the developing SoCG for deadline 3 (24th April)
Date: 24 April 2019 20:26:11
Attachments: [image001.png](#)

Dear Sir/ Madam,

Application by Highways England for an Order Granting Development Consent for the A30 Chiverton to Carland Cross Scheme

PINS Reference: TR010026

HBMCE Reference: 30CC-SP005

As referred to in our Written Representations, the Historic Buildings and Monuments Commission for England is generally known as Historic England. However, due to the potential for confusion in relation to "HE" (Highways England and Historic England), we have used "HBMCE" in our formal submissions to the examination to avoid confusion.

In relation to the submissions for Deadline 3 (24 April) HBMCE offer the following update on the draft Statement of Common Ground (SoCG), to assist the Examining Authority.

Following on from the position at Deadline 2 (19 March), our discussions with Highways England continue. We have been informed by Highways England that they intend to submit a revised draft SoCG at Deadline 3 and we are, together, working towards agreement of a SoCG for submission by Deadline 5 (18 June). Submission at Deadline 5 will allow amendments referred to in the draft SoCG to be made to be made to the DCO, ES, CEMP and, to allow the draft Scheduled Monument Protection Plan to be finalised and included in the CEMP.


We are content that the SoCG is close to agreement and that it will address the issues and comments on the draft DCO, the draft ES and, the draft CEMP raised in our original Written Representations, submitted at Deadline 1 (19 March). HBMCE do not therefore, intend to comment in detail at this stage, however, following the receipt of further information we make the following comments on visibility from the Carland Cross barrow group and from the proposed viewing platform.

- **Table 4.1**

22.1 The requested additional photomontage; Heritage VP 2 and VP 3, show that a reduction in levels to the maximum allowed in the draft DCO, 0.5m, would have a clear visible effect. The photomontages both show the safety barrier protruding above the embankment and obscuring views of the Newlyn Downs, in particular those of the valley bottom. We believe that the reduction of 500mm will be worthwhile, and that a one metre reduction would be preferable.

Yours faithfully.



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