

**A30 Chiverton to Carland Cross
TR010026**

**8.11 RESPONSE TO HEARING ACTION
POINTS - CAH**

Volume 8

April 2019

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1 Introduction

1.1 Purpose of this document

- 1.1.1 This document sets out the Highways England (the Applicant) response to the Hearing Action Points arising from the Compulsory Acquisition Hearing for the A30 Chiverton to Carland Cross scheme, which took place at the Old Bakery Studios in Truro at 3pm on Wednesday 3 April 2019.

1.2 Structure of this document

- 1.2.1 Each chapter of this document provides a response to a Hearing Action Point. Where necessary, this response may include information that is provided in an appendix to this document, or which has been submitted to the Examining Authority (ExA) separately.
- 1.2.2 Any of the Action Points which were directed solely at another Interested Party have not been included in this document, as no response or comment by Highways England is required.

2 Action Point 3

Hearing Action Point 3: Response to compulsory acquisition matters, if any raised

2.1 Highways England Response

- 2.1.1 The deadline for this Action Point is Deadline 4. As such, Highways England will submit information relating to this Action Point at Deadline 4.

3 Action Point 4

Hearing Action Point 4: Clarification of how changes to proposals at Nancarrow have arisen

3.1 Highways England Response

3.1.1 Table 3-1 below sets out the measures that have been taken by Highways England to minimise the use of powers of compulsory acquisition at Nancarrow Farm. It reports on measures that were taken prior to statutory consultation; in response to statutory consultation; and as a result of continued engagement with Nancarrow Farm up to and following the submission of the application for development consent.

3.1.2 An annotated plan depicting the changes at Nancarrow Farm has been produced and is provided at **Appendix A**. The reference number of each matter in Table 3-1 corresponds with the annotations on the plan.

Table 3-1 Measures to minimise Compulsory Acquisition at Nancarrow Farm

No.	Highways England proposals and Nancarrow Farm objections relating to Compulsory Acquisition	Highways England Response
<i>Prior to statutory consultation</i>		
1	<p>An access track from FP 319/16/1 around the farmyard was proposed to access fields to the east.</p> <p>Nancarrow Farm objected to this access track on the basis that it would restrict access to the farmyard and land required.</p>	<p>Highways England removed the access track in response to Nancarrow Farm.</p> <p>The access track was re-orientated to the west to provide access from FP/319/16/1 to the U6082 in response to requests from Nancarrow Farm.</p>
<i>Statutory consultation</i>		
2	<p>Laybys were proposed in the location shown on Appendix 1, which would have resulted in an increased requirement for land from Nancarrow Farm.</p> <p>Nancarrow Farm objected to the position of these laybys (see page 144 of the Consultation Report (Document Reference 5.1) [APP-029]).</p>	<p>Highways England moved the location of the laybys to the location shown at Chainage 7+100 on Sheet 4 of the General Arrangement and Section Plans (Document Reference 2.6) [APP-017] further away from Nancarrow Farm.</p>
3	<p>No access was proposed for farm vehicles across the Green Bridge.</p> <p>Nancarrow Farm objected to the lack of access across the green bridge as access to the fields to the north of the existing and new A30 would be required.</p> <p>Nancarrow Farm objected to the permanent acquisition of land for the access track to the Green Bridge.</p>	<p>Highways England amended the design of the Green Bridge to accommodate movements of farm vehicles, including a tractor and trailer, using the access shown as reference 10 on Sheet 4 of the Rights of Way and Access Plans (Document Reference 2.5(B)) [REP2-009].</p> <p>Highways England changed the permanent acquisition to temporary with permanent rights for the access track from the farmyard to the Green Bridge as shown on Sheet 5 of the Land Plans (Document Reference 2.2(A))</p>

No.	Highways England proposals and Nancarrow Farm objections relating to Compulsory Acquisition	Highways England Response
		[APP-AS-009] (Plot numbers: 5/8a; 5/8b; 5/7b; 5/7h).
4	Nancarrow Farm objected to the loss of the “strategic field”, the area of organic farmland adjacent to St Freda that was discussed at length during the hearing.	As explained during the hearing Highways England has minimised as far as possible the acquisition of land from this field to minimise the loss of organic farmland as much as possible.
<i>Continued engagement and representations of Nancarrow Farm</i>		
5	<p>Plot 5/7a (shown on Sheet 5 of the Land Plans (Document Reference 2.2(A)) [APP-AS-009]) was being proposed for permanent acquisition to use as a replacement bat roost.</p> <p>Nancarrow Farm objected to the permanent acquisition of this plot, and the proposed footprint of the Green Bridge, due to effects on access to “Jose’s Meadow”.</p>	<p>Highways England changed the land acquisition of Plot 5/7a from permanent acquisition to temporary acquisition with permanent rights in order to preserve access to this meadow.</p> <p>Highways England amended the design of the access track to PR7 to be in the field to the west of the Green Bridge, instead of on the existing route of FP 319/16/1 as shown on Sheet 4 of the Rights of Way and Access Plans (Document Reference 2.5(B)) [REP2-009].</p> <p>Steps (PR8) are now proposed to access the proposed bridleway PR7 from FP 319/16/1. These measures have minimised the land required for access to the Green Bridge.</p>
6	<p>The earthworks and boundary for the main carriageway were proposed to bisect the field boundary at Chainage 7+5000, resulting in the removal of the existing shed.</p> <p>Nancarrow Farm objected to the acquisition of this corner of the field due to the effect on access to other fields and the loss of the existing shed.</p>	<p>Highways England amended the earthworks and boundary of the main carriageway prior to submission, as shown on Sheet 11 of the Environmental Masterplans (Document Reference 6.3) [APP-191] and Sheet 4 of the General Arrangement and Access Plans (Document Reference 2.6) [APP-017].</p> <p>This was carried out to ensure that access is retained to this field and that the shed could be retained in its current location.</p>
7	Nancarrow Farm objects to the demolition of “Groom’s Cottage”, the structure on Plot 5/10 (Sheet 5 of the Land Plans (Document Reference 2.2(A)) [APP-AS-009] which has planning permission for the construction of a one-bedroom cottage.	<p>Highways England is aware that planning permission was granted in July 2016 for a one-bedroom cottage on plot 5/10 on the site of the derelict barn.</p> <p>As outlined in Table 1 of Appendix A of the Statement of Reasons (Document Reference 4.1(A)) [AS-032], this compulsory acquisition is required for the main carriageway of the new A30 and it would not be possible to change the design to avoid this acquisition. The extent to which the grant of planning permission may</p>

No.	Highways England proposals and Nancarrow Farm objections relating to Compulsory Acquisition	Highways England Response
		have increased the value of this land is a matter for compensation.
<i>Other compulsory acquisition matters</i>		
8	Outside of the DCO, Highways England has informally offered to return land (currently in the ownership of Highways England) to Nancarrow Farm. This land is currently used for the existing slip road from the C0089 to the existing A30, which will be stopped up as part of the scheme. The land was previously acquired by Highways England for the Zelah bypass scheme from Nancarrow Farm. This land is shown as Plot 6/11j on Sheet 6 of the Land Plans (Document Reference 2.2(A)) [AS-009].	

4 Action Point 6

Hearing Action Point 6: Supply data to HBMCE as referred to in [AS-001] ‘Nancarrow Farmhouse and attached wall LBII (NHLE no. 1136610) and Chyverton Park RPGII (NHLE no. 1000512). 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.’

4.1 Highways England Response

- 4.1.1 The key documents which have informed the route selection process to date have been provided to HBMCE in response to their Relevant Representation. These documents have also been submitted as part of the application:
- **Scheme Assessment Report** (Document Reference 7.6) [APP-050]
 - **Route Selection Report** (Document Reference 7.7) [APP-051]
- 4.1.2 Highways England also responded to this matter for Deadline 2 in point 1.9.1 of **Responses to the Examining Authority’s Written Questions** (Document Reference 8.4) [REP2-020].
- 4.1.3 These two documents detail the options appraisal for the proposed route including cultural heritage considerations. Route Selection alignments 7A and 7B referred to in the **Route Selection Report** (Document Reference 7.7) [APP-051] are provided in **Appendix B** of this document.
- 4.1.4 During a meeting with HBMCE and Highways England on 11 February 2019, the point was discussed and HBMCE confirmed that this matter is now to be included in ‘matters agreed’ within the Statement of Common Ground. The updated **Statement of Common Ground with Historic England** has been submitted at Deadline 3 (Document Reference 7.4(C)).
- 4.1.5 HBMCE have confirmed that any further queries concerning this point are a matter for the Cornwall Council Historic Environment Team who are the relevant authority for Listed Buildings (Grade 2) and Registered Parks and Gardens.
- 4.1.6 Cornwall Council did not raise any matters regarding this in the Historic Environment section of the **Local Impact Report** [REP-010] which Highways England provided a response to for Deadline 2 in the **Comments on Local Impact Report** (Document Reference 8.5) [REP2-021].

5 Action Point 7

Hearing Action Point 7: Either comment on data as supplied OR agree update on SoCG

5.1 Highways England Response

5.1.1 The deadline for this Action Point is Deadline 4. As such, Highways England will submit information relating to this Action Point at Deadline 4, if necessary.

6 Action Point 8

Hearing Action Point 8: Copies of the Marazanvose Route Selection alignments 7A and 7B referred to in the Route Selection Report [APP-051]. Figure 7-6 in the Scheme Assessment Report [APP-050] is noted but of insufficient detail

6.1 Highways England Response

- 6.1.1 Copies of the Marazanvose Route Selection alignments 7A and 7B referred to in the **Route Selection Report** (Document Reference 7.7) [APP-051] are provided in **Appendix B** of this document. A plan providing further detail on the discounted Option 7B is provided at **Appendix C**.

7 Action Point 9

Hearing Action Point 9: Relevant data in relation to headline matters set out in Table 7-6 of Scheme Assessment Report (Document Reference 7.6) [APP-050] (also Table 7-2 of Route Selection Report (Document Reference 7.7) [APP-051]). See also REP2-031

7.1 Highways England Response

Overview of route selection in DCO application

7.1.1 A summary of the process and where in the DCO application the route selection process is reported was provided in response to Question 1.9.1 in the **Responses to the Examining Authority's Written Questions** (Document Reference 8.4) [REP2-020] submitted at Deadline 2.

7.1.2 This response referenced the following key documents:

- **Scheme Assessment Report (SAR)** (Document Reference 7.6) [APP-050].
 - Section 3.1.2 describes the option taken to non-statutory public consultation in 2016.
 - Sections 7.3.4 – 7.3.6 of the SAR outline the alternatives considered at Marazanvose.
 - Section 7.3.7 provides a justification for the selection of the preferred route based on a consideration of nine assessment criteria: land area; utilities; business impacts; cultural heritage; visual impact; living conditions; noise; residential demolition and cost.
 - Section 7.4 provides further details as to why the preferred route (Option 7A) was selected based on forecast traffic flows, journey times, economic assessment and environmental assessment.
- **Consultation Report** (Document Reference 5.1) [APP-029], specifically:
 - Chapter 3 describes all non-statutory consultation and engagement prior to the preferred route selection, including the localised engagement event held on 8 February 2017 in relation to alignment options at Marazanvose.
- **Route Selection Report** (Document Reference 7.7) [APP-051]
 - This report supports the summary information presented in the Scheme Assessment Report. Specifically, Section 7 details the methodology and rationale for selecting the preferred route at Marazanvose.
- **Chapter 3 Consideration of Alternatives** of the Environmental Statement (Document Reference 6.2) [APP-056]
 - Section 3.6 of this chapter sets out the option development following non-statutory consultation in 2016.

Marazanvose Options

7.1.3 Section 7.3.4 Marazanvose of the **Scheme Assessment Report** (Document Reference 7.6) [APP-050] details the options that were examined at Marazanvose. Three alternatives were developed. These are described clearly at paragraph 3.3.37 of the **Consultation Report** (Document Reference 5.1) [APP-029], an extract of which is included below for ease of reference.

- 7.1.4 Figures illustrating the options are also provided at **Appendix B** of this document. A plan providing more detail on the design for the discounted option 7B is also provided at **Appendix C** of this document.

Marazanvose South (Option 7A)

- 7.1.5 Remaining south of the existing A30 past Marazan Farm campsite, the dual carriageway alignment would sweep north of Nancarrow Farm, utilise the existing Two Barrows bridge and then run adjacent to the existing Zelah bypass. Connection of the local route would be maintained with a section of new side road past Two Barrows bridge. This option most closely resembled the previous consultation layout as consulted on between 15 October and 2 December 2016.
- 7.1.6 This southern alternative sought to reduce agricultural severance by aligning the route to the north of Hill House and using the existing Twobarrows Bridge for the dual carriageway.

Marazanvose North Option 1

- 7.1.7 East of Town and Country Motors, the dual carriageway alignment would sweep north, crossing the existing A30, then passing north of Marazanvose before curving south towards the existing A30 to utilise the existing Two Barrows bridge. New lengths of side road to the east and west would maintain the local route on the existing A30 through Marazanvose.
- 7.1.8 This northern alternative sought to decrease agricultural land severance at Nancarrow Farm and use the existing roads to form a local route.

Marazanvose North Option 2 (Option 7B)

- 7.1.9 The dual carriageway alignment would be the same as North Option 1 however the local route would be maintained by an additional side road from Town and Country Motors, north of and parallel to the proposed alignment, and tie in with the existing Zelah bypass east of Tolgroggan Farm. The existing A30 through Marazanvose would only provide access to the hamlet and farms to the south.
- 7.1.10 This northern alternative sought to decrease agricultural land severance at Nancarrow Farm and to provide a new road north of the proposed dual carriageway to provide local access.

Localised public engagement on options – 8 February 2017

- 7.1.11 As detailed in the **Consultation Report** (Document Reference 5.1) [APP-029], Highways England held a localised engagement event on 8 February 2017, during the assessment of alternatives and prior to the Preferred Route Announcement in July 2017.
- 7.1.12 The event was held in Shortlanesend and 150 properties in the Marazanvose, Zelah, Callestick and Tresawsen areas were notified via letter. The event was held in recognition that the alternative design options being considered at Marazanvose would have a potentially significant effect on several local properties and community views should be sought.
- 7.1.13 Four alternative options were presented in the consultation and views sought, which included the southern route as presented in the October 2016 public consultation (identified in the SAR as Option 6C) and the three alternative routes described above and depicted in **Appendix B** and **Appendix C** of this report:

Marazanvose South, Marazanvose North Option 1 and Marazanvose North Option 2.

7.1.14 The results from this consultation are summarised as follows:

- Residents of Zelah expressed a strong preference for the southern October 2016 consultation route (Option 6C), including through the submission of a petition expressing this view, signed by 45 people.
- Marazanvose North Option 2 (Option 7B) was preferred by most residents of Marazanvose.
- Marazanvose South (Option 7A) and Marazanvose North Option 1 were the least preferred options by all respondents.
- The options would have differing levels of impact on local businesses, with a preference for the Northern options at Nancarrow Farm and a preference for Southern options at Chyverton Park.
- Similarly, responses identified that individual properties would experience varying severity of impacts depending on the option selected.

7.1.15 The localised engagement event identified that there was not a clear consensus among the community, with differing preferences between residents of the Marazanvose hamlet and village of Zelah and between business and property owners. However, the largest number of respondents supported the southern October 2016 consultation layout (Option 6C).

Consideration of Alternatives

7.1.16 Para 3.6.7 and 3.6.8 of **Chapter 3 - Consideration of Alternatives** of the Environmental Statement (Document Reference 6.2) [APP-056] state:

“In February 2017 there was an additional public engagement event held at Shortlanesend Village Hall to discuss the alignment through Marazanvose with the public and local stakeholders, leading to alternatives being explored.

Following this, in 2017, the alignment and junction designs were revisited in a series of multi-disciplinary workshops involving environmental specialists, highways engineers, town planners and transport planners; all working on behalf of or for Highways England. Feedback from the public and other stakeholders, such as Historic England, Natural England and Cornwall Council was also considered.”

Workshops and Assessment Methodology

7.1.17 The assessment process is described in Section 7.3 Assessment of alternatives of the **Scheme Assessment Report** (Document Reference 7.6) [APP-050]. The assessment process was formed of the following stages:

7.1.18 Prior to option selection workshop:

1. Each alternative for each element of the schemes was developed so that there was a like-for-like comparison in terms of scale, quantum, purpose, etc.
2. Each project discipline reviewed each element and summarised the assessed impacts in the Comparison Table (see Appendix B Assessment of Alternatives of the **Scheme Assessment Report** (Document Reference 7.6) [APP-050]) such that the likely impacts/effects of each element were understood.
3. From analysis of each discipline’s summary assessment of each option, key risk areas were identified for sharing with the workshop group.

4. At the option selection workshop, the workshop participants reviewed drawings of each assessed alternative and the Comparison Table. The summarised significant impacts for each alternative were described by relevant specialists to ensure a common understanding of all salient issues.
5. When all salient issues were listed for each alternative, a pairwise comparison was undertaken during the workshop i.e. two alternatives were compared; advantages and disadvantages were listed; and conclusions reached on which alternative to take forward for comparison with any further option. This pairwise comparison process was repeated until a preferred option emerged.

Workshop 28th February 2017

- 7.1.19 A workshop was held on 28th February 2017 and on 2 March 2017. An ‘alternatives comparison’ table was used to set out the pros and cons of each option at Marazanvose. Information in the table was based on the noise model created for the consultation option and professional judgement from the specialists.
- 7.1.20 At this workshop it was examined whether it was an accurate conclusion that the option 7B, north of Marazanvose (which would pass through a Noise Important Area (NIA)) would have a similar noise impact to the Option 7A that went south of the existing A30, nearer to Nancarrow. This is because the five dwellings at Marazanvose (within the NIA) would have a noise source both in front and behind rather than just in front. Also, there are five dwellings at Marazanvose and two at Nancarrow (hence the comparison of five and two).
- 7.1.21 Following this workshop, a second noise model was commissioned. The results of the noise model are shared in Table 7-1 below.

Table 7-1 Summary of noise model

2037 Design Year	Option 7A (southern alignment at Marazanvose)	Option 7B (northern alignment at Marazanvose)
Noise	Adverse impact on 2 residential properties at Nancarrow	Adverse impact on 5 residential properties at Marazanvose
LOAEL¹ 55-63dB LAeq,8hr	43	43
SOAEL² 68-76dB LA10,18hr	9	8
UAEL³ >76dB LA10,18hr	0	0

Route Selection Report Workshop 10th April 2017

- 7.1.22 A Route Selection Report Workshop was held on the 10th April 2017. The objective of the workshop was to conclude the route selection process,

¹ LOAEL – Lowest Observed Adverse Effect Level - This is the level above which adverse effects on health and quality of life can be detected.

² SOAEL – Significant Observed Adverse Effect Level - This is the level above which significant adverse effects on health and quality of life occur.

³ UAEL - Unacceptable Adverse Effect Level

particularly in the Marazanvose section of the route. This review was attended by the Highways England project manager, Highways England assistant project manager, design director, design manager, environmental coordinator and stakeholder manager. The pair-wise comparison technique was used in accordance with the methodology set out in **Appendix D** of this document.

- 7.1.23 Table 7-6: “Comparison of option 7A and option 7B at Marazanvose” of the **Scheme Assessment Report** (Document Reference 7.6) [APP-050] presented the conclusion of this workshop, with the unanimous opinion of the appraisal team that option 7A was the best performing alternative.

Design Fix Review 21 April 2017

- 7.1.24 A Design Fix Review was held on 21 April 2017. The objective of this design review was to confirm the preferred route.
- 7.1.25 A review of Table 7-6: “Comparison of option 7A and option 7B at Marazanvose” of the **Scheme Assessment Report** (Document Reference 7.6) [APP-050] was held.
- 7.1.26 The conclusion of this review was that option 7A should be taken forward as the proposed preferred route.

Summary

- 7.1.27 The preferred route alignment at Marazanvose was selected by Highways England through options assessment carried out at a series of multi-disciplinary workshops and taking account of feedback received through a localised public engagement.

Relevant data for the matters set out in Table 7-6 of the Scheme Assessment Report

- 7.1.28 Table 7-2 below provides a summary of the options assessment for options 7A and 7B and the relevant data used in the assessment.
- 7.1.29 The content of Table 7-6 of the Scheme Assessment Report is provided below, with the addition of the data or information used to reach this conclusion. A column has been added to explain the assessment methodology for gathering the information which led to the conclusions.

Table 7-2 Narrative on comparison of option 7A and option 7B

	Option 7A (southern alignment at Marazanvose)	Option 7B (northern alignment at Marazanvose)	Assessment Methodology	Best-Performing Alternative
Land area acquired (non-highway)	8 ha	10 ha	This is the approximate land area required within link chainages.	7A
Risk of delay/cost due to utility works	Route crosses higher section of 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	Impact on services (statutory undertaker diversions) were evaluated and scored between -5 to +5 and the scale of cost estimated.	7A
<i>Additional narrative</i>	<i>Score: +3 High cost increase Statutory Undertakers affected: Level 3: diversion required WPD: 132kV pylon protection/relocation Vodafone: additional diversion</i>	<i>Score: +4 Very high cost increase Statutory Undertakers affected: Openreach: alternative diversion arrangements, no net change Level 3 2 x diversions required WPD: alternative diversion arrangements, no net change Vodafone: 2 x additional diversion SWW: extended diversion and additional diversion</i>		
Business impacts	Loss of 1 field and reduced size of 6 fields. Adverse impact on Nancarrow, possible reduced efficiency of farmyard location due to lost field. Possible impact on wedding business during construction if not screened.	Severs 8 fields and reduced size of 1 field. Adverse impact on Chyverton Park eventing area.	The number of fields to be impacted and the number of fields to be severed were counted. Access issues and arrangements were also noted, along with the impact on local businesses.	7A

	Option 7A (southern alignment at Marazanvose)	Option 7B (northern alignment at Marazanvose)	Assessment Methodology	Best-Performing Alternative
<i>Additional narrative</i>	<i>Approximately 13 fields (from Nanteague and Nancarrow Farms) would be impacted. But most would be marginally impacted as the route closely follows the existing A30 alignment. Creates one severed field on land already remote from Nancarrow Farm. Access issues to Nancarrow and Chynoweth Farms were as per the October 2016 consultation layout (option 6C).</i>	<i>Approximately 18 fields (from 5 land holdings) would be impacted by this option, mostly north of the existing A30 through Marazanvose. Creates isolated parcels of land, remote from their original farms, although access can be maintained to these severed pieces of fields. Private arrangements could resolve issues of remote fields. Impact on Chyverton cross country equestrian venue. Major impact on Ranger Barn, small holding and a privately held pasture field.</i>		
Cultural Heritage	Adverse impact on listed Nancarrow Farmhouse	Adverse impact on Chyverton Registered Park & Garden	Cultural heritage expert undertook a qualitative assessment. Although marginal, it was deemed that the southern alignment had less of an impact.	7A
<i>Additional narrative</i>	<i>The option is closer to Nancarrow Farmhouse than the northern option creating adverse impacts to the setting, through increases in noise leading to loss of tranquillity. There is also the potential for impacts to the setting of Chyverton Registered Park and Garden particularly during the construction phase, as the change in permeability of the landscape may alter the experience of the asset.</i>	<i>The option moves the road further to the north of Nancarrow Farmhouse potentially increasing the sense of tranquillity and creating slight beneficial impacts. However, the option would be immediately adjacent to Chyverton Registered Park and Garden creating adverse impacts on the setting of the garden and the listed lodge buildings, both through loss of tranquillity and alterations to the permeability of the landscape.</i>		
Visual impact	Reduced impact, close to existing alignment.	Greater disruption of field pattern & boundary vegetation.	A landscape architect evaluated this qualitatively. It was judged that taking	7A

	Option 7A (southern alignment at Marazanvose)	Option 7B (northern alignment at Marazanvose)	Assessment Methodology	Best-Performing Alternative		
<i>Additional narrative</i>	<i>Loss of belt of highway trees east of existing A30 in vicinity of Nancarrow. Substitutable.</i>	<i>Some loss of highway trees and shrubs in vicinity of Zelah. Disruption of field pattern. Loss of woodland. Impact on setting of Chyverton House and Grounds Registered Park and Garden. Loss of field trees. Loss of mature hedgerows. Hamlet would become an island between old and new A30.</i>	all the evidence into account, the northern alignment was considered to have the greatest impact on landscape.			
Living Conditions	Adverse impact on 2 residential properties at Nancarrow.	Adverse impact at Marazanvose, roads both sides of 5 residential properties.	This was qualitatively assessed based on the number of properties deemed to be affected by noise.	7A		
Noise	Adverse impact on 2 residential properties at Nancarrow, can be mitigated.	Adverse impact on 5 residential properties at Marazanvose, can be mitigated.	A noise specialist evaluated this qualitatively. Based on the evidence provided it was judged that the northern alignment was considered to have the greatest impact on noise.	7A		
<i>Additional narrative</i>	<p><i>The specialist contributing to the Scheme Assessment Report concluded that the option: “Broadly follows existing A30 alignment. Likely to increase noise levels at receptors already subject to high road traffic noise levels. Passes close to NIA on existing A30 at Marazanvose.”</i></p> <p><i>Highways England have reviewed this conclusion based on the available data at the time. It is considered that reduced traffic on the existing A30 and proposed A30 alignment further from the NIA would be expected to reduce noise levels at these properties. Potential for noise screening to minimise impacts at Nancarrow would be available.</i></p> <p><i>Noise modelling following workshop on 2 March result:</i></p>	<p><i>Expected increase in noise level at Hill House due to decrease in horizontal separation between road and receptor. The scheme design with the road in cutting at this location will increase the noise reduction potential of any proposed barrier. Potential for noise barriers to reduce noise at Marazanvose.</i></p> <p><i>Noise modelling following workshop on 2 March result:</i></p> <table border="1" data-bbox="853 1043 1386 1126"> <tr> <td>SOAEL 68-76dB LA10,18hr</td> <td>8</td> </tr> </table>	SOAEL 68-76dB LA10,18hr	8	<p>For the northern alignment, it is noted that the (second) noise model predicts one less property is to have a Significant Observed Adverse Effect - i.e. 8 rather than 9 properties. However, this is offset by the number of adversely impacted properties (subject to substantial noise increases) associated with the northern alignment – i.e. 5 rather than 2. This would therefore deem the southern alignment the slightly better option overall in terms of noise impacts.</p>	
SOAEL 68-76dB LA10,18hr	8					

	Option 7A (southern alignment at Marazanvose)		Option 7B (northern alignment at Marazanvose)	Assessment Methodology	Best-Performing Alternative
	SOAEL⁴ 68-76dB LA10,18hr	9			
Residential demolition	Marazanvose Barn & Grooms Cottage, Nancarrow		None.	Properties counted and northern alignment deemed better due to no residential demolition required.	7B
Most likely cost	£291.4m		£301.8m	Capital costs for the scheme were provided by Benchmark. Estimating, independent specialists appointed by Highways England. The construction cost estimates were based on information available at the time of the assessment.	7A

⁴ SOAEL – Significant Observed Adverse Effect Level - This is the level above which significant adverse effects on health and quality of life occur.

Best available option at Marazanvose

- 7.1.30 The information above is presented in response to an action arising at the Compulsory Acquisition Hearing held on 3 April 2019. It remains Highways England's position that, taking into account the conclusions of the Environmental Statement, the principal residual effects of the scheme relate to cultural heritage, landscape and noise. Mitigation has been designed to address these effects where possible. The mitigation that has been designed into the scheme is considered to be proportionate and appropriate to the level and range of environmental effects predicted.
- 7.1.31 It is not considered that there are any adverse effects which would outweigh the benefits of the scheme. 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.
- 7.1.32 This is evidenced in the **Local Impact Report (LIR)** [REP1-010] submitted by Cornwall Council at Deadline 1 of the Examination, which states at paragraph 1.3 that there are relatively few impacts considered to be subject to Examination. With regards to route selection, the LIR states in Appendix A at A2.10: *"A2.10. The Council has undertaken a high level review of the Scheme Assessment Report and Route Selection report, and is satisfied that the Highways England (HE) Arup team have undertaken a robust assessment in line with appropriate guidance and policy, using competent and appropriately qualified professionals. Cornwall Council representatives were involved in this process as part of the stakeholder engagement, and accept the findings in relation to the major junction and alignment options considered."*

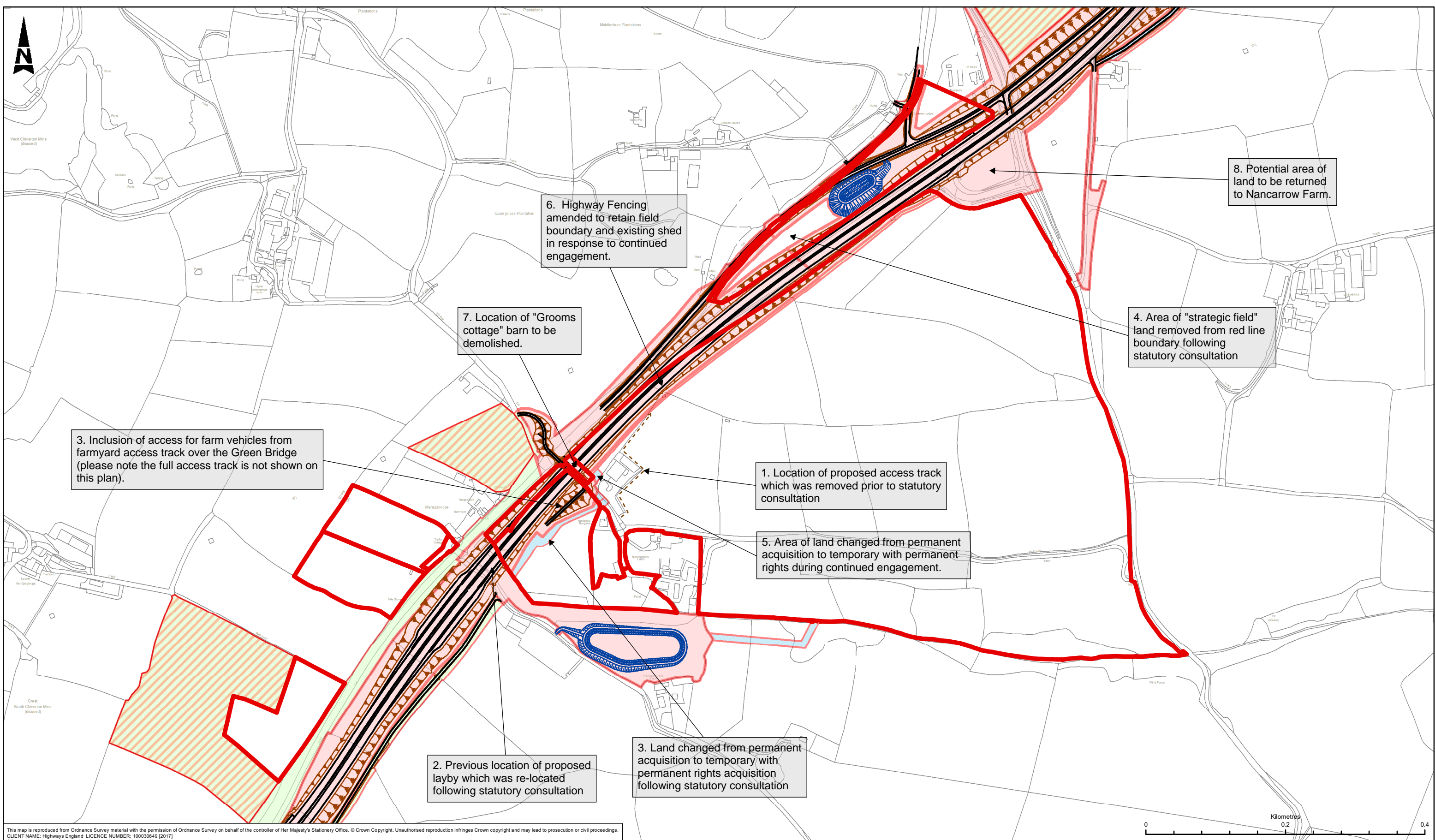
8 Action Point 10

Hearing Action Point 10: Establishment dates for planting on earlier A30 development Temple to Carblake section

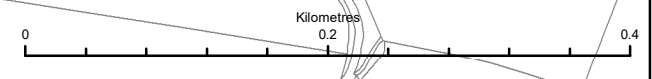
8.1 Highways England Response

- 8.1.1 Highways England has reviewed the Landscape and Ecology Management Plan for the A30 Temple to Higher Carblake scheme, which refers at paragraph 3.2.1 to a planting establishment time of 5 years.
- 8.1.2 Highways England has submitted an update to the Outline CEMP at Deadline 3. This includes an additional annex, Annex Q Landscape and Ecology Management Plan, which includes a planting establishment period of 5 years. This is consistent with the 5 year landscaping maintenance period that is referred to in Requirement 6 (implementation and maintenance of landscaping) of the draft DCO.
- 8.1.3 Paragraph 5.2.10 of Annex Q states: "*Maintenance for trees, woodlands and scrub beyond the initial aftercare period and assumed establishment (over five years) is likely to be in accordance with normal highway soft estate management practices*".
- 8.1.4 Cornwall Council as the promoter for the A30 Temple to Higher Carblake scheme should be able to provide more detail on when the planting was carried out for specific parts of that scheme.

Appendix A Changes in proposals at Nancarrow Farm



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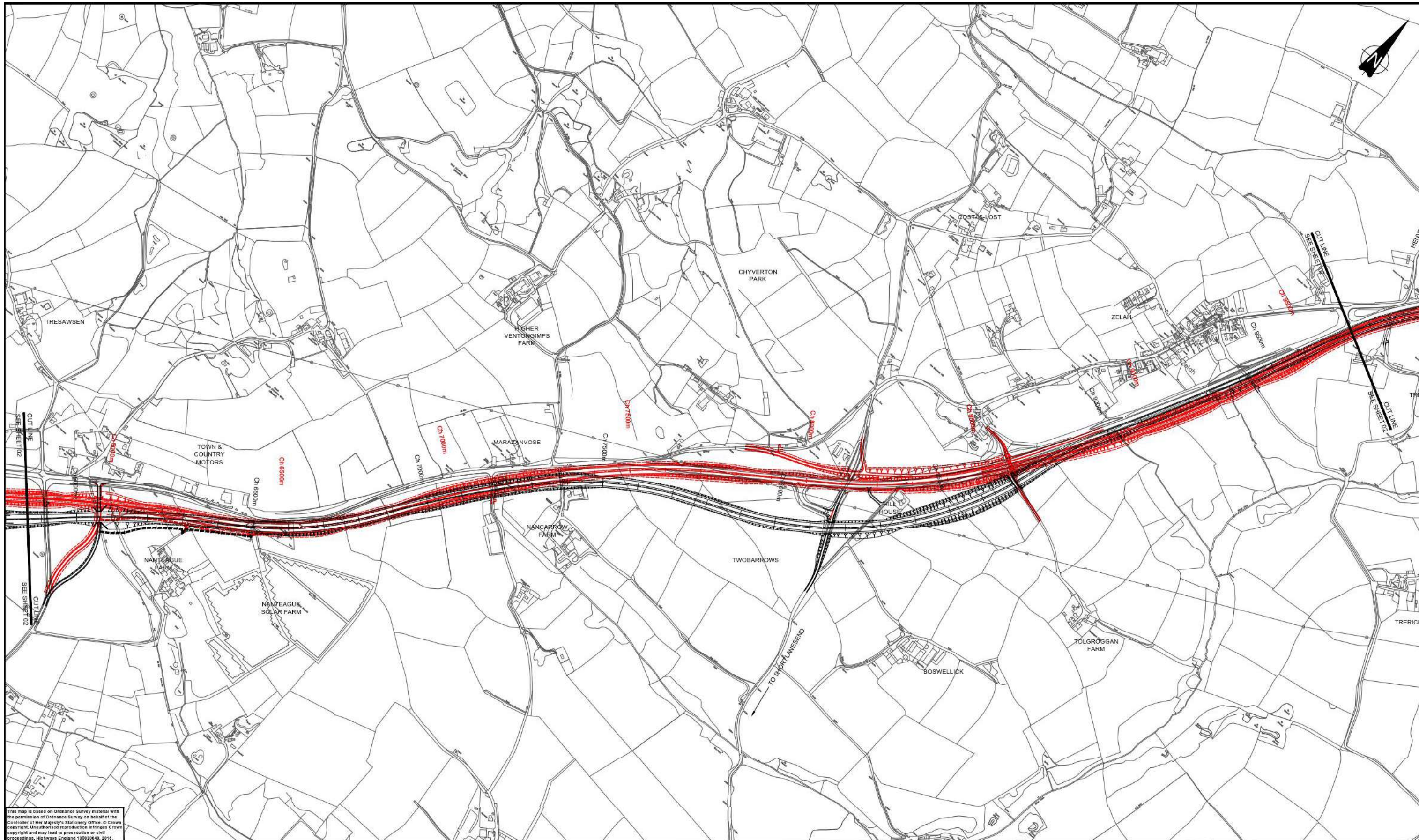
LEGEND	
	OWNERSHIP BOUNDARY FOR NANCARROW FARM
	PROPOSED ATTENUATION POND
	PROPOSED ROUTE DETAILED ALIGNMENT
	PROPOSED ROUTE EARTHWORKS
	PROPOSED CONSTRUCTION COMPOUNDS
	LAND TO BE ACQUIRED
	LAND TO BE USED TEMPORARILY AND RIGHTS TO BE ACQUIRED PERMANENTLY
	LAND TO BE USED TEMPORARILY

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION	
In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks (Reference shall also be made in the design hazard log)	
Construction	NONE
Maintenance / Cleaning	NONE
Use	NONE
Decommission / Demolition	NONE

Rev	Date	Description	By	Chk'd	App'd
P02	01/04/19	FIRST ISSUE	FG	MB	DG

Suitability S3	Drawing Status FIT FOR ISSUE (INDICATIVE ONLY)	Project Title A30 CHIVERTON TO CARLAND CROSS
		Drawing Title APPENDIX A CHANGES IN PROPOSALS AT NANCARROW FARM
Scale 1:5,000	Designed / Drawn FG	Checked MB
Original Size A3	Date 01/04/19	Date 01/04/19
Approved DG	Date 01/04/19	Authorised SW
Drawing Number Project	Originator HA551502-ARP-LLO-SW-DR-ZL-000850	Volume P02
Location	Type	Role

Appendix B Marazanvose Route Alignment Options 7A and 7B



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- KEY:
- POST CONSULTATION ALTERNATIVE
 - - - CONSULTATION LAYOUT
 - PROPOSED STRUCTURE (ALTERNATIVE)
 - - - PROPOSED STRUCTURE (CONSULTATION)
 - PROPOSED ACCESS TRACK (ALTERNATIVE)
 - - - PROPOSED ACCESS TRACK (CONSULTATION)

Rev.	Date	Description	By	CHK'd	App'd
10/12/16					
PD1	10/12/16	FOR INFORMATION	DE	MH	CB
PD2.1	24/01/17				

Drawing Status: INITIAL STATUS OR WIP

Subsidiary: SO

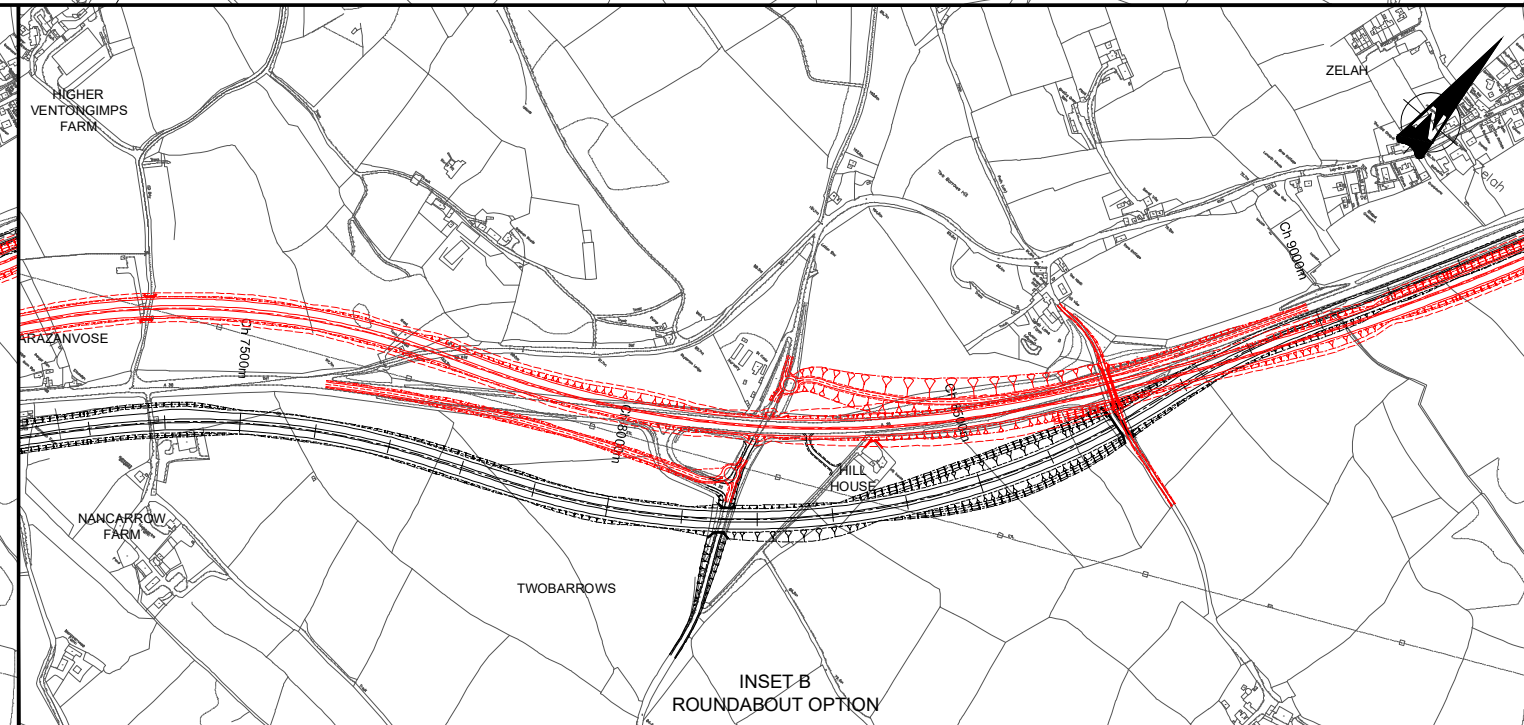
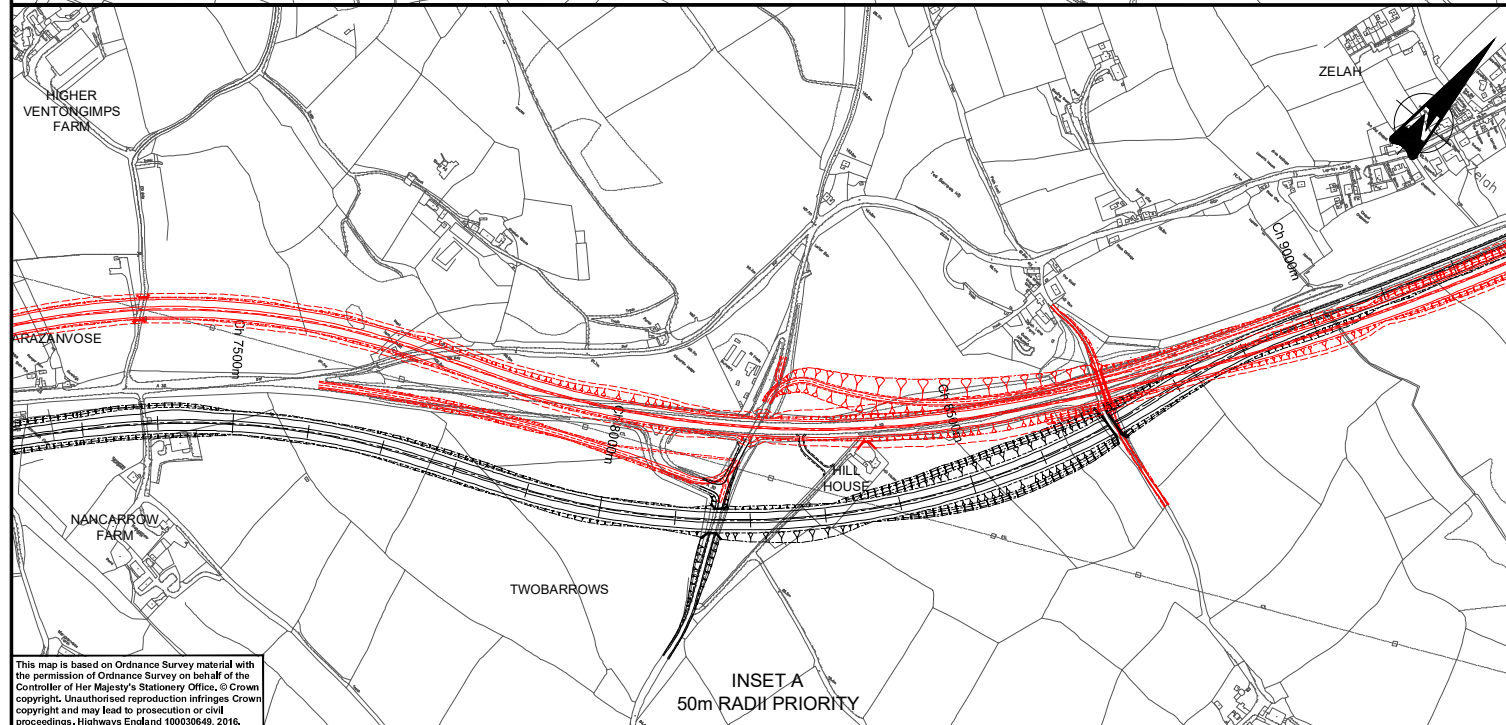
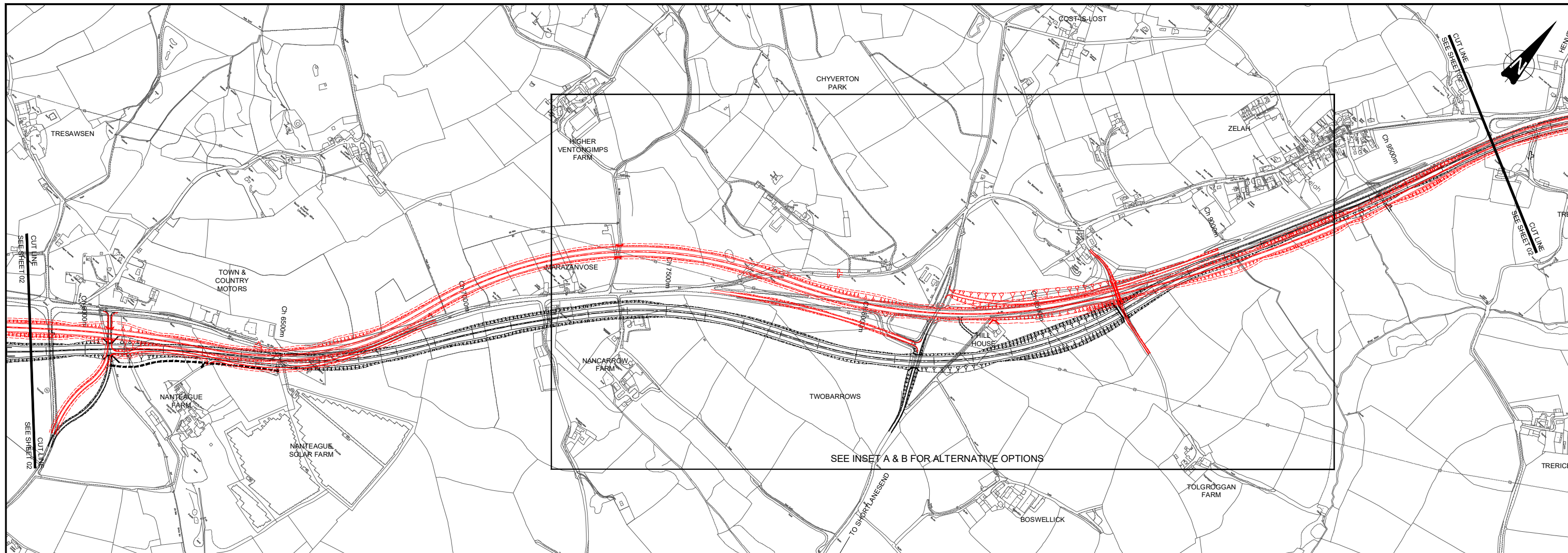
Project Title: A30 CHIVERTON TO CARLAND CROSS

Client: **WSP**
The Forum
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EX1 1QR
Tel: +44 (0)1392 229 700

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Working on behalf of **highways england**

Scale	Drawn	Checked	Approved	Authorised
1:5000				
Original Size	Date	Date	Date	Date
A1				
Drawing Number	Project	Originator	Volume	Project Ref. No.
HA551502		WSP	HGN	
0000	DR	D	00048	P02.1
Location	Type	Role	Number	Revision



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- PROPOSED STRUCTURE (ALTERNATIVE)
- PROPOSED STRUCTURE (CONSULTATION)
- PROPOSED ACCESS TRACK (ALTERNATIVE)
- PROPOSED ACCESS TRACK (CONSULTATION)

Rev.	Date	Description	By	Chk'd	App'd
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P01	16/12/16	FOR INFORMATION	DE	MH	CB
P02.1	24/01/17	INITIAL	---	---	---

Drawing Status: INITIAL STATUS OR WIP

Subsidiary: S0

Project Title: A30 CHIVERTON TO CARLAND CROSS

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Scale	Drawn	Checked	Approved	Authorised
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Original Size	Date	Date	Date	Date
A1	---	---	---	---
Drawing Number	Project	Originator	Volume	Project Ref. No.
HA551502	0000	WSP	HGN	
Location	Type	Role	Number	Revision
		DR	00047	P02.1



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- KEY:
- POST CONSULTATION ALTERNATIVE
 - CONSULTATION LAYOUT
 - PROPOSED STRUCTURE (ALTERNATIVE)
 - PROPOSED STRUCTURE (CONSULTATION)
 - PROPOSED ACCESS TRACK (ALTERNATIVE)
 - PROPOSED ACCESS TRACK (CONSULTATION)

Rev.	Date	Description	By	Chkd	App'd
P01.1	23/01/17	INITIAL			

Drawing Status: Initial Status or WIP

Suitability: S0
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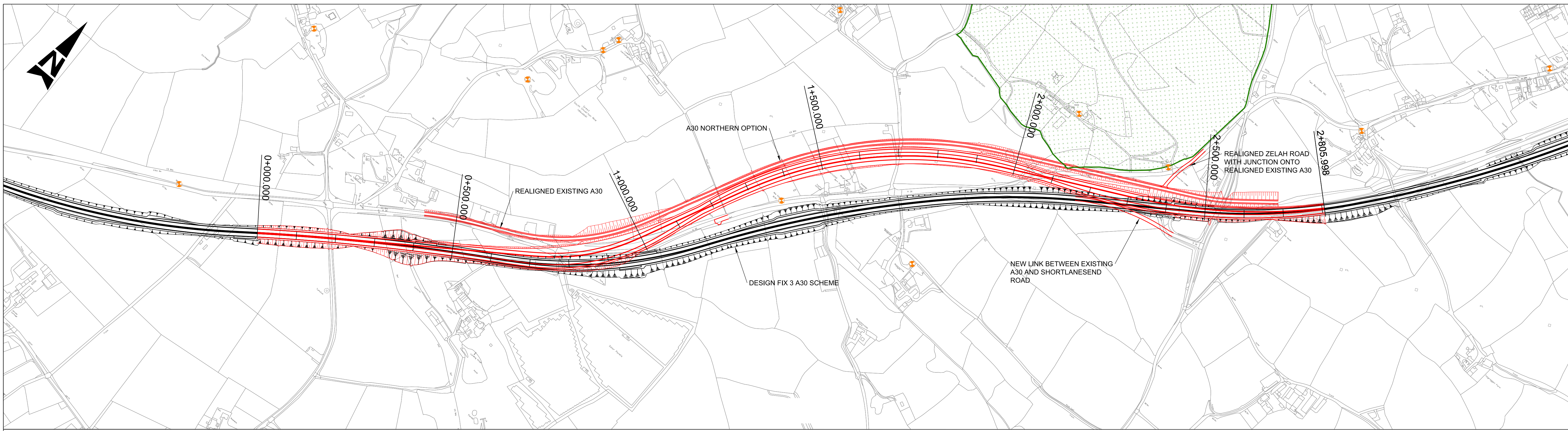
Client: Working on behalf of

Project Title: A30 CHIVERTON TO CARLAND CROSS
 Drawing Title: PROPOSED ALTERNATIVE ROUTE MARAZANVOSE NORTH (OPTION 2)
 SHEET 1 OF 1

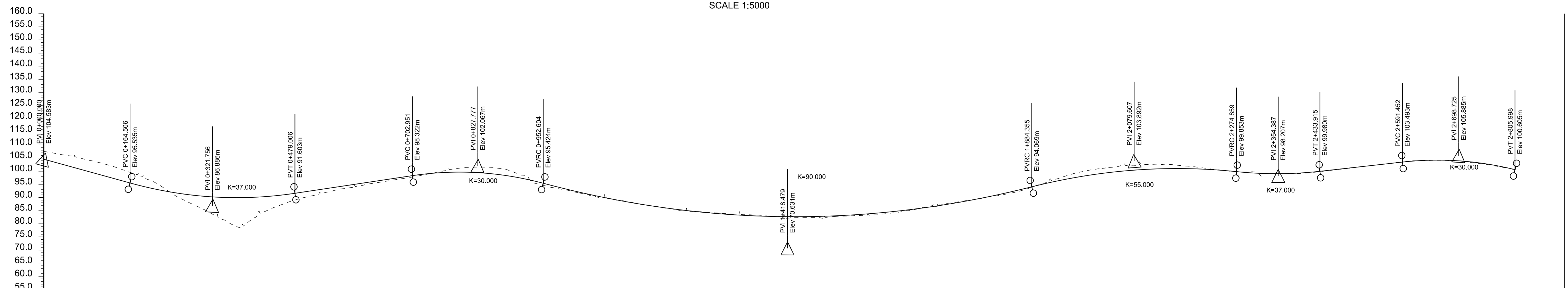
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Drawing Number: HA551502	Project: 0000	Originator: WSP	Volume: HGN	Project Ref. No.: P01.1
Location: ---	Type: DR	Date: D	Number: 00052	Revision: ---

Appendix C Further detailed plan of Discounted Option 7B

100
Millimetres
0 10
DO NOT SCALE



PLAN
SCALE 1:5000



VERTICAL ALIGNMENT	L=164.506m G=-5.500%	L=314.500m					L=223.945m G=3.000%	L=249.653m	L=931.751m	L=390.504m	L=159.055m	L=157.537m G=2.230%	L=214.547m																	
HORIZONTAL ALIGNMENT	R=6000.000m L=306.054m	R=8000.000m L=329.118m					Rs=111.000m	R=510.000m L=244.340m	Rs=111.000m	R=1020.000m L=764.221m	Rs=121.000m	R=1440.000m L=612.265m																		
EXISTING LEVEL	107.553	103.587	96.759	85.947	82.120	90.144	94.298	97.722	101.423	99.382	92.726	88.898	85.590	83.076	82.661	82.572	83.702	86.577	90.144	94.996	100.617	102.559	101.569	99.756	99.200	101.441	103.739	103.903	100.847	
PROPOSED LEVEL	104.583	99.083	93.753	90.563	90.077	92.233	95.233	98.233	99.684	97.762	93.026	88.787	85.658	83.641	82.734	82.939	84.255	86.692	90.221	94.834	98.672	100.691	100.892	98.418	99.380	101.454	103.671	103.950	100.894	
CHAINAGE	0+000.000	0+100.000	0+200.000	0+300.000	0+400.000	0+500.000	0+600.000	0+700.000	0+800.000	0+900.000	1+000.000	1+100.000	1+200.000	1+300.000	1+400.000	1+500.000	1+600.000	1+700.000	1+800.000	1+900.000	2+000.000	2+100.000	2+200.000	2+300.000	2+400.000	2+500.000	2+600.000	2+700.000	2+800.000	2+900.000

PROFILE
HORIZONTAL SCALE 1:5000; VERTICAL SCALE 1:1000

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GENERAL NOTES:
1. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
2. ONLY WRITTEN DIMENSIONS SHALL BE USED, DO NOT SCALE.

LEGEND:
LISTED BUILDING
CHIVERTON REGISTERED PARK AND GARDEN

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks (Reference shall also be made to the design hazard log).

Construction
(Enter "None" if applicable)

Maintenance / Cleaning
(Enter "None" if applicable)

Use
(Enter "None" if applicable)

Decommissioning / Demolition
(Enter "None" if applicable)

Rev.	Date	Description	By	Chk'd	App'd	Auth'd

Suitability: SO
Drawing Status: INITIAL STATUS OR WIP

ARUP

Client: highways england

European Union

Project Title: A30 CHIVERTON TO CARLAND CROSS

Drawing Title: CULTURAL HERITAGE ASSETS NORTHERN OPTION ALIGNMENT MARAZANVOSE

Scale	By	Checked	Approved	Authorised
1:5000				

Original Size	Date	Date	Date	Date
A1				

Drawing Number	Originator	Volume	Revision
HA551502 - ZEL_SR	ARP	HML	P01.1
Location	Type	Role	Number
	-DR - LE - 000001		

Appendix D Route selection workshop methodology (10 April 2017)

This Appendix describes the process applied for the selection of the Preferred Route and follows the process of detailed assessment of all competing options arising after public consultation.

For the purposes of this technical note:

- The term 'element' means a section of the scheme (junction, link or combination of both).
- The term 'option' means any potential solution to an element of the scheme that remains viable following initial assessment, post consultation.
- The term 'workshop group' means members of the project team having responsibility for discipline assessment.
- The term 'generic impact' means those impacts set out in Section 5 of the National Policy Statement for National Networks (NPSNN).

The process is formed of the following stages:

Prior to option selection workshop:

1. Each option for each element of the scheme to be developed so that there is like-for-like comparison in terms of scale, quantum, purpose, etc. Each option is to be clearly identified as a discrete option, i.e. that there is a real choice to be made.
2. Each project discipline to review each option and summarise the assessed impacts (both generic as defined above and other relevant impacts, eg buildability) in the comparison table, such that the likely impacts/effects of each option are understood. At this stage it is not necessary to draw out comparisons in the table. It is however important to describe the impacts/effects in recognisable qualitative/quantitative terms.
3. From analysis of each discipline summary assessment of each option, key risk areas shall be identified for sharing with the workshop group. These key risks are where, if the wrong selection is made, then there is most risk of refusal of the scheme following a future DCO application. Conversely, where positive outcomes could be achieved then these are also to be identified for assessment.
4. The NPSNN provides a useful framework for balancing the relative impacts of each generic impact. Highways England Guidance Note on Legal and Policy Tests (April 2016) states that policy and legal tests set out the NPSNN must carry exceptional weight as opposed to equal balance with other options sifting criteria. The NPSNN weighting for each generic impact assessed shall therefore be assigned to the described impact for each discrete option so that the workshop group has the understanding of the relative prioritisation of effects.

At the option selection workshop:

1. The workshop shall have drawings of each option assessed and access to the comparison table. Each element shall be dealt with in turn. The summarised significant impacts for each option shall be described by each representative

- so that there is a common understanding of all salient issues. Such issues shall be listed by a facilitator.
2. Once it is recognised that all salient issues are listed for each option, then there shall be a process of pairwise comparison during which two options are compared; advantages and disadvantages are listed; and conclusions reached on which option is carried forward for comparison with any further option. This pairwise comparison process is repeated until a preferred option emerges. This method of comparing options is described in Paragraph 4.5 of TA 30/82⁵ DMRB Volume 5, Section 5.
 3. The preferred scheme is then the combination of all preferred options for each discrete element.
 4. For each element, the explanation of the advantages and disadvantages shall be recorded for incorporation in the Scheme Assessment Report, by reference to the impacts, National Networks National Policy Statement weightings, Highways England's Delivery Plan targets and scheme objectives.

⁵ <http://www.standardsforhighways.co.uk/ha/standards/dmr/vol5/section1/ta3082.pdf>

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