

# A30 Chiverton to Carland Cross TR010026

## 7.4(D) STATEMENTS OF COMMON GROUND

Planning Act 2008

APFP Regulation 5(2)(q)  
Infrastructure Planning (Applications: Prescribed  
Forms and Procedure) Regulations 2009

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# 1 Introduction

## 1.1 Purpose

- 1.1.1 This document has been prepared to provide a concise update on the position of Statements of Common Ground (SoCG) between Highways England and statutory consultees/interested parties in relation to the A30 Chiverton to Carland Cross (the scheme).
- 1.1.2 This document provides the Highways England understanding of the position with each party at Deadline 4.
- 1.1.3 Where necessary Highways England will continue to work with relevant parties and review any matters that are still subject to further discussion during the Examination Timetable.
- 1.1.4 This document will be updated further at relevant Examination deadlines where appropriate and where progress has been made.

## 1.2 Structure

- 1.2.1 This report is structured as follows:
- **Section 2** details the structure of each SoCG document and provides an up to date list of SoCGs at the point of the relevant deadline in the Examination.
  - **Section 3** provides an update on the status of each SoCG.
  - **Section 4** sets out the commonality between SoCGs and provides a summary of the principal matters outstanding.

## 2 Position

### 2.1 Structure of SoCGs

2.1.1 Each SoCG has adopted a consistent and standard format to provide clarity to other parties and ultimately the Examining Authority (ExA).

2.1.2 Each SoCG is structured in the following way:

- **Section 1** introduces the SoCG and a description of its purpose.
- **Section 2** states the role of each party (e.g. Natural England) in the process and details the consultation undertaken to date.
- **Section 3** sets out matters agreed.
- **Section 4** sets out matters which are subject to negotiation or not agreed.
- **Appendix A** contains a sign off sheet.

2.1.3 Additional appendices have been added to SoCGs where relevant to provide further information and context for the matters described in the respective documents.

### 2.2 List of SoCGs

2.2.1 The SoCGs seek to identify matters on which parties agree and to track progress towards the resolution of any matters where agreement has not yet been reached.

2.2.2 Highways England has undertaken early preparation of SoCGs with various bodies as identified in **Table 1-1**. This provides a list of SoCGs that are currently in place, along with identifying other bodies where an SoCG is currently being prepared.

2.2.3 Since the submission of the application for development consent, additional SoCGs have been requested by the ExA to be submitted during the course of the Examination. These have been requested through the Rule 6 Letter issued on 9 January 2019, the Preliminary Meeting held on 6 February 2019 and the Rule 8 letter issued on 13 February 2019.

2.2.4 Highways England will be seeking to enter into an SoCG with four of the parties requested by the ExA:

- Nancarrow Farm
- Truro Cycling Campaign
- National Farmers Union (NFU)
- St. Allen Parish Council

2.2.5 These are listed in **Table 1-1**.

**Table 1-1 List of SoCGs**

<b>Interested Party</b>	<b>Position</b>
<b>Statutory Consultee</b>	
Cornwall Council	SoCG in draft
Natural England	Final SoCG signed, all matters agreed
Historic England	SoCG in draft
Environment Agency	Final SoCG signed, all matters agreed
Nancarrow Farm	SoCG in draft
Truro Cycling Campaign	Final SoCG signed, all matters agreed
National Farmers Union (NFU)	SoCG in draft
St Allen Parish Council	SoCG in draft

## 2.3 SoCG requested by the Examining Authority and not provided

2.3.1 Highways England does not consider it is necessary or appropriate to develop and submit an SoCG with some of the parties as requested by the ExA. This is set out below for each party.

### Health and Safety Executive (HSE)

2.3.2 As set out in the **Comments on Relevant Representations** (Document Reference 8.1) [REP1-004] document submitted at Deadline 1, Highways England considers that all matters raised by the HSE in their Relevant Representation have been resolved through engagement and therefore an SoCG is not required.

2.3.3 On 13 February 2019, the HSE submitted a Position Statement to the ExA confirming that it does not proposed to enter into an SoCG as they are satisfied that their concerns have been addressed. The Position Statement was also submitted as a Written Representation at Deadline 2 [REP1-012].

### Western Power Distribution (WPD)

2.3.4 It is expected that the issues raised by WPD will be dealt with via a side agreement and therefore an SoCG is not considered necessary.

2.3.5 A summary of the current position with WPD is provided in the **Table of Position in Relation to Statutory Undertakers** (Document Reference 8.14) submitted at Deadline 3. This will be updated throughout the remainder of the Examination to reflect ongoing discussions between Highways England and statutory undertakers.

### Arqiva

2.3.6 As set out in the **Comments on Relevant Representations** (Document Reference 8.1) [REP1-004] submitted at Deadline 1, Highways England considers that all matters raised by Arqiva in their Relevant Representation have been resolved through engagement and therefore an SoCG is not required.

2.3.7 Arqiva have confirmed this in a Position Statement emailed to the ExA on 15 February 2019, which states that their objections have now been addressed and that they request to withdraw their Relevant Representation. Furthermore, the

Written Representation submitted by Arqiva at Deadline 2 [REP1-007] confirmed the formal withdrawal of previous representations.

### **Scottish Power Renewables (SPR)**

- 2.3.8 Highways England is undertaking ongoing engagement with SPR and it is expected that matters with this party will be resolved through a legal agreement. A Position Statement with SPR was submitted to the ExA on 5 February 2019 which sets out the current status of the discussions between both parties. For this reason, it is not considered that an SoCG is necessary at this time.
- 2.3.9 SPR submitted a Written Representation at Deadline 2 [REP1-026] which confirmed that discussions with Highways England regarding a separate legal agreement are ongoing.
- 2.3.10 A summary of the current position with SPR is provided in the **Table of Position in Relation to Statutory Undertakers** (Document Reference 8.14) submitted at Deadline 3. This will be updated throughout the remainder of the Examination to reflect ongoing discussions between Highways England and statutory undertakers.

## 3 Status

### 3.1 Summary of current position

3.1.1 This section provides an update on the status of each SoCG.

3.1.2 **Table 1-2** provides a high-level position and where necessary includes further detail to aid understanding of the ExA. In summary, the high-level positions used in **Table 1-2** are as follows:

- **SoCG in draft** – The SoCG has been drafted by Highways England and it has been shared with the other party for comment.
- **SoCG signed with matters outstanding** – The SoCG has been signed by both parties and work is ongoing to try and resolve remaining matters outstanding.
- **Final SoCG signed, all matters agreed** – The SoCG has been signed by both parties and all matters are agreed.
- **Final SoCG signed with matters outstanding** – The final version of the SoCG has been signed by both parties, and there remain matters outstanding that Highways England and the other party agree will not be resolved during Examination.

3.1.3 Where SoCGs have been submitted with matters subject to further discussion ('Signed SoCG with matters outstanding'), all parties will continue to review these matters in order that a final update can be provided during the Examination.

3.1.4 **Table 1-2** also provides a document reference which will be used for each SoCG once signed and submitted to the ExA. Any draft SoCGs updated at each deadline will be appended to this document.



Table 1-2 Status of SoCGs at Deadline 3

Document Reference (once signed)	Party	Position at submission	Position at Deadline 1	Position at Deadline 2	Position at Deadline 3	Position at Deadline 4
<i>Statutory Consultees</i>						
7.4.1	Cornwall Council	SoCG drafted by Highways England and reviewed by Cornwall Council.  SoCG submitted with the application in draft.	Draft SoCG updated by Highways England and reviewed by Cornwall Council.  Updated SoCG submitted at Deadline 1.	No change in position from Deadline 1.	No change in position from Deadline 1.	No change in position from Deadline 1.
7.4.2	Natural England	SoCG drafted by Highways England and reviewed by Natural England.  SoCG submitted with the application in draft.	Updated draft SoCG in progress and expected to be submitted at Deadline 2.	Final SoCG signed, all matters agreed.		
7.4.3	Historic England	SoCG to be submitted during Examination.	SoCG in draft - it has been shared with Historic England for comment	SoCG in draft, this has been shared with Historic England for comment.	SoCG in draft, this is submitted at Deadline 3.	SoCG in draft, this is submitted at Deadline 4.
7.4.4	Environment Agency	SoCG to be submitted during Examination.	SoCG in draft - it has been shared with the Environment Agency for comment	Final SoCG signed, all matters agreed.		
<i>Interested Parties</i>						
7.4.5	Nancarrow Farm	/	Draft SoCG being prepared by Highways England based on response to Relevant Representation.	SoCG in draft – this has been shared with Nancarrow Farm for comment.	SoCG in draft, this is submitted at Deadline 3.	No change in position from Deadline 3.
7.4.6	Truro Cycling Campaign	/	Draft SoCG being prepared by Highways England based on	SoCG in draft - this has been shared with Truro Cycling	Final SoCG signed, all matters agreed.	

Document Reference (once signed)	Party	Position at submission	Position at Deadline 1	Position at Deadline 2	Position at Deadline 3	Position at Deadline 4
			response to Relevant Representation.	Campaign for comment.		
7.4.7	National Farmers Union (NFU)	/	Draft SoCG being prepared by Highways England based on response to Relevant Representation.	SoCG in draft – this is submitted at Deadline 2.	Updated draft SoCG in progress and expected to be submitted at Deadline 4.	Updated draft SoCG in progress and expected to be submitted at Deadline 5.
7.4.8	St Allen Parish Council	/	Draft SoCG being prepared by Highways England.	Draft SoCG being prepared by Highways England based on response to Written Representation.	SoCG in draft, this is expected to be submitted at Deadline 4.	SoCG in draft, this is submitted at Deadline 4.

## 4 Commonality

### 4.1 Summary

- 4.1.1 This section of the report provides a summary of principal topics covered in the SoCGs and highlights where topics have been agreed, are subject to further discussion, or where a topic is not agreed.
- 4.1.2 The summary in **Table 1-3** is presented in such a way to show topics covered within the various SoCGs and any position for each topic. The topics are defined at a high-level to enable overview and comparison and may not reflect the structure of each individual SoCG.
- 4.1.3 A tick in the table indicates where a topic is relevant to a party. Where a tick is shown but the box is blank, no matters have yet been identified in relation to a relevant topic. Where a topic is not relevant to a party, it is shown as a blank in the table and not included within the SoCG.
- 4.1.4 The position for relevant topics are shown as follows:

	Topic agreed
	Topic subject to further discussion
	Topic not agreed

Table 1-3 Table of Commonality

Document Reference	Party	Topics																					
		Principle of Development	Project Description	Consultation	Consideration of Alternatives	Engineering Design	Approach to EIA	Air Quality	Cultural Heritage	Landscape and Visual	Ecology	Geology and Soils	Materials	Noise and Vibration	Road Drainage/Water Environment	People and Communities	Public Rights of Way	Consideration of Cumulative Effects	Environmental Management	Construction Effects	De-Trunking	Traffic and Transport	Development Consent Order
7.4.1	Cornwall Council	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓
7.4.2	Natural England						✓		✓	✓	✓			✓									
7.4.3	Historic England					✓		✓	✓									✓					
7.4.4	Environment Agency					✓				✓				✓									✓
7.4.5	Nancarrow Farm	✓			✓	✓			✓				✓						✓				
7.4.6	Truro Cycling Campaign			✓		✓										✓							
7.4.7	National Farmers Union (NFU)					✓		✓			✓			✓				✓				✓	✓
7.4.8	St Allen Parish Council	✓			✓	✓			✓				✓			✓					✓		

## 4.2 General overview and principal matters outstanding

4.2.1 The following section provides an overview of the position with each party and a summary of principal matters which are outstanding. The individual SoCGs should be referred to for the full detail on specific matters.

## 4.3 Statutory consultees

### Cornwall Council

4.3.1 An updated SoCG with Cornwall Council was included at **Appendix A** of the **Statements of Common Ground** (Document Reference 7.4(A)) [REP1-003] submitted at Deadline 1, 19 February 2019.

4.3.2 Since Deadline 2, Highways England has continued to engage with Cornwall Council Officers in order to progress matters in the SoCG. Cornwall Council attended the Issue Specific Hearings on the draft DCO and Walking, Cycling and Horseriding (WCH) on 3 and 4 April 2019 respectively. A Steering Group meeting was held on 15 April 2019 to discuss matters outstanding from the hearings, particularly with reference to WCH, and to arrange a further meeting relating to the de-trunking of the existing A30.

4.3.3 The principal matters that are currently outstanding include:

- Points of detail regarding draft ES Chapters and Environmental Masterplans.
- De-trunking of the existing A30 and measures to be funded by Highways England.

4.3.4 It is the intention of both parties that an updated, signed version of the SoCG will be provided at the appropriate deadline.

### Natural England

4.3.5 An SoCG was signed by both Highways England and Natural England on 18 March 2019 with all matters agreed.

4.3.6 The signed SoCG was submitted at Deadline 2 (Document Reference 7.4.2) [REP2-018].

### Historic England

4.3.7 Since Deadline 3, Highways England has met with Historic England on 29 April 2019. The purpose of this meeting was to further review relevant submissions made at Deadline 3, including:

- the draft SoCG with Historic England Appendix A of the Statements of Common Ground (Document Reference 7.4(C)) [REP3-016]
- additional photomontages (Document Reference 8.16) [REP3-026]
- updates to the Outline CEMP Annexes (Document Reference 6.4(A)) [REP3-014]

4.3.8 As a result of this meeting, a number of matters are now agreed. An updated draft SoCG with Historic England is provided at **Appendix A** of this document. It is intended that a signed version of the SoCG will be provided at Deadline 5.

## Environment Agency

- 4.3.9 An SoCG was signed by the Environment Agency on 13 March 2019 with all matters agreed.
- 4.3.10 The final, signed SoCG was submitted at Deadline 2 (Document Reference 7.4.4) [REP2-019].

## 4.4 Interested Parties

### Nancarrow Farm

- 4.4.1 Highways England issued a draft SoCG to Nancarrow Farm on 6 March 2019 for their review. Nancarrow Farm submitted a version of the draft SoCG directly to the ExA at Deadline 2, 19 March 2019 [REP2-032].
- 4.4.2 Since Deadline 2, Highways England has met with Nancarrow Farm on 20 March 2019 to discuss the draft SoCG. Following this meeting, Highways England issued an updated draft SoCG to Nancarrow on 26 March 2019 for their review.
- 4.4.3 Highways England and Nancarrow Farm had a teleconference on 29 March 2019 to further discuss the draft SoCG.
- 4.4.4 Highways England shared a draft legal agreement with Nancarrow Farm on 2 April 2019 for their review.
- 4.4.5 Nancarrow Farm attended the Compulsory Acquisition Hearing on 3 April 2019.
- 4.4.6 Nancarrow provided comments on the draft SoCG on 24 April 2019.
- 4.4.7 There are a number of matters outstanding, including the principle of the development, the proposed route and route selection process, impacts on the farm and events business (including noise, landscape and heritage effects) and construction timing and impacts.
- 4.4.8 An updated draft SoCG was submitted at Deadline 3 in **Appendix B of the Statements of Common Ground** (Document Reference 7.4(C)) [REP3-016].

### Truro Cycling Campaign

- 4.4.9 Highways England met with Truro Cycling Campaign on 20 March 2019 to discuss the draft SoCG that was issued to them on 15 March 2019. At this meeting, Highways England also provided the Walking Cycling and Horse-riding Review Report requested by Truro Cycling Campaign. Confirmation in writing was provided outlining Highways England's commitment to the funding of a proposed cycle bridge at Chiverton Cross through Designated Funds, a separate project to the main DCO scheme.
- 4.4.10 On 1 April 2019, Truro Cycling Campaign received written confirmation from Cornwall Council of their commitment to an additional £2million for the proposed cycle bridge.
- 4.4.11 The meeting and written confirmations of commitment to a cycle crossing at Chiverton junction under the separate Designated Funds programme was sufficient to satisfy the primary matter outstanding between Highways England and Truro Cycling Campaign; the aspiration for a cycle crossing at Chiverton junction.

- 4.4.12 Subsequently, the draft SoCG was finalised with all matters agreed and signed by Highways England and Truro Cycling Campaign on 1 April 2019. This document was submitted at Deadline 3 (Document Reference 7.4.6) [REP3-017].
- 4.4.13 Truro Cycling Campaign attended the Issue Specific Hearing on Walking, Cycling and Horse riding on 4 April 2019, in which they confirmed that their objection relating to the Chiverton cycle crossing had now been resolved.

#### **National Farmers Union (NFU)**

- 4.4.14 A draft SoCG with the NFU was submitted to the ExA at Deadline 2 in **Appendix A** of the **Statements of Common Ground** (Document Reference 7.4(B)) [REP2-017].
- 4.4.15 The NFU attended the second Issue Specific Hearing on the draft DCO on 3 April 2019.
- 4.4.16 On 9 April 2019, Highways England issued a draft of Outline CEMP Annex P Outline Soil Management Plan to the NFU for their review.
- 4.4.17 A telecon meeting with the NFU was held on 16 April 2019 and their comments on the Outline Soil Management Plan were received.
- 4.4.18 This additional annex to the Outline CEMP was submitted at Deadline 3 in the updated **Outline CEMP Annexes** (Document Reference 6.4(A))[REP3-014], taking into account the comments provided by the NFU.
- 4.4.19 The NFU are reviewing submissions made by Highways England at Deadline 3 and seeking to consult with affected agricultural landowners. Highways England intends to submit an updated draft SoCG with the NFU at Deadline 5.

#### **St Allen Parish Council**

- 4.4.20 Highways England issued a draft SoCG to St. Allen Parish Council on 26 March 2019.
- 4.4.21 St. Allen Parish Council met to discuss the content of the draft SoCG on 8 April 2019. Highways England subsequently attended a meeting with the chair of St. Allen Parish Council to discuss the draft SoCG on 15 April 2019.
- 4.4.22 On 29 April 2019, Highways England received the minutes of the Parish Council meeting held on 15 April 2019. The SoCG was updated based on the minutes.
- 4.4.23 A draft, unsigned SoCG with St. Allen Parish Council is provided at **Appendix B** of this document.

# Appendix A Draft SoCG with Historic England





**European Union**

European Regional  
Development Fund



# **A30 Chiverton to Carland Cross**

## **Statement of Common Ground with Historic England**

**HA551502-ARP-EGN-SW-RP-ZL-000003**

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### **Notice**

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# 1 Introduction

## 1.1 Purpose of this document

1.1.1 This document is a Statement of Common Ground (SoCG) between Highways England and Historic England (HBMCE) in relation to the A30 Chiverton to Carland Cross scheme. It has been prepared in accordance with DCLG (now Ministry of Housing, Communities and Local Government) Guidance on the pre-application process<sup>1</sup>.

1.1.2 The document identifies the following between the two parties:

- Matters which have been agreed
- Matters currently outstanding (subject to negotiation or not agreed)

1.1.3 The SoCG will continue to evolve as the application for development consent progresses through the examination stage.

## 1.2 Structure of this SoCG

1.2.1 The SoCG is structured as follows:

- Section 2 states the role of HBMCE in the application and sets out the consultation undertaken from 2016.
- Section 3 lists those matters which have been agreed, including the date that this matter was agreed.
- Section 4 is a table of matters outstanding, incorporating a description of the matter, the position of HBMCE, the position of Highways England and any actions taken to address the matter, and the date of the latest position including any further meetings planned regarding the matter.
- Appendix A includes the signing sheet.

## 1.3 Status of this SoCG

1.3.1 This SoCG is a correct reflection of the position of the parties as of 01 May 2019 [Deadline 4]. Both parties will continue to review the matters that are still subject to negotiation/clarification.

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<sup>1</sup> Department for Communities and Local Government. Planning Act 2008: Guidance for the examination of applications for development consent. (2015)

## 2 Consultation

### 2.1 Role of Historic England

2.1.1 Historic England (HBMCE) is the public body that looks after England's historic environment.

2.1.2 Status in relation to the application –

- Statutory consultee under section 42(a) of the Planning Act 2008 ('the Act').

### 2.2 Summary of consultation

2.2.1 Highways England has been in consultation with HBMCE since late 2016. The parties have continued communicating throughout the progression of the project.

2.2.2 The consultation with HBMCE is set out below within Table 2-1, comprised of meetings and emails.

**Table 2-1 Consultation with HBMCE**

Date	Parties involved	Matters discussed
16/11/2016	WSP, HBMCE	Discussion on the implication of the scheme design on the Scheduled Monuments located adjacent to the Carland Cross roundabout junction and how the design could be improved to accommodate them. Discussion on impact on Listed milestone at Chybucca junction and that relocation to side road would be acceptable. Concerns over impact of Chiverton junction on St Peter's Church. Discussion over impacts of alternatives at Marazavose on Chyverton Park and Nancarrow Farm.
12/10/2016 non-statutory consultation Launch Event  Non-statutory consultation, 15 October 2016 to 2 December 2016	WSP, HBMCE	<p>As part of the scheme development, Highways England held a public consultation from 15 October 2016 to 2 December 2016.</p> <p><b>Consultation Report Appendices Part 1, Appendix B Report on Public Consultation (June 2017) including Addendum to Report on Public Consultation</b> (Document Reference 5.2) [APP-030]</p> <p>This section details the non-statutory consultation with consultees carried out between 15 October 2016 to 2 December 2016. Feedback from HBMCE is recorded under section 3.4.1 'Feedback from Section 42 consultee groups' as:</p> <p><i>"Historic England is interested in the effects of the scheme on the historic environment, such as scheduled monuments and listed buildings. It is recognised that a number of factors influence the choice of route location, including topography, settlements and environmental features. The proposals were not considered to contain any "showstoppers", however care is needed to minimise any harmful effects and opportunities to enhance the setting of historic assets should be considered. In particular, Historic England are keen to re-establish a connection between the barrows at Carland Cross by the removal of the section of the existing A30 between the existing junction and the heathland. Historic England would like to see the separation between the new A30 at Chybucca and the tumuli Scheduled Monument maximised as far as possible. Concerns were raised about the visual impact of the proposed junction at Chiverton on the Listed Church to the north. Potential impacts on the barrow</i></p>

Date	Parties involved	Matters discussed
		<i>group to the south of the existing Chiverton junction were of less concern but still need consideration. It was considered that the potential impacts on some of the historic assets is tolerable if a balance can be achieved with positive contributions elsewhere. It was seen as important to find the right long-term solution, so to avoid the need for further alterations in future years.”</i>
20/01/17	WSP, HBMCE	Discussion on junction layout options for Carland Cross, impact of options on Nancarrow Farm and Chyverton Park at Marazanvose, and options for Chiverton junction.
18/5/2017	WSP, HBMCE	Discussion on the implication of the preferred scheme design on the Scheduled Monuments located adjacent to the Carland Cross roundabout junction and treatment of section of existing A30.
Statutory consultation, 29 January 2018 to 12 March 2018	HBMCE	<p><b>Section 42 Consultation in 2018</b></p> <p>The Preliminary Environmental Information Report (PEIR) was produced in consultation with key stakeholders.</p> <p><b>Consultation Report</b> (Document Reference 5.1) [APP-029]</p> <p>This details the statutory consultation with consultees carried out in accordance with section 42 of the Act between 29 January 2018 and 12 March 2018. Feedback from Section 42 consultee groups is recorded in Table 8.1 ‘<i>Summary of responses and regard had to response: section 42(1)(a)(b) prescribed consultees</i>’ of the Consultation Report.</p> <p>The matters raised by HBMCE and Highways England responses can be found on pages 81-85.</p>
15/01/2018	Arup, HBMCE	Discussion on the route being assessed, requirement for retaining structure to preserve scheduled barrow, summary of impacts at barrow cemetery at Carland Cross.
02/02/2018	Arup, Highways England, HBMCE	Discussion regarding options for lowering alignment to the north of Warrens Barrow at Carland Cross.
10/05/2018  12/06/2018	From Arup to HBMCE	<p>Email to HBMCE (twice) in advance of meeting, attached information requested by/promised to HBMCE. These were:</p> <ul style="list-style-type: none"> <li>• Nanteague Farm and Carland Cross Options Report</li> <li>• Photomontage from the barrow south of the existing A30 at Carland Cross</li> <li>• Before and after view from Warrens Barrow, looking towards Newlyn Down</li> <li>• Retaining Wall options report</li> </ul>
14/06/2019	From Arup to HBMCE	<p>Email to HBMCE attaching all ES Cultural Heritage appendices:</p> <ul style="list-style-type: none"> <li>• Volume 6 Document Ref 6.4 ES Appendix 6.1 Heritage assets</li> <li>• Volume 6 Document Ref 6.4 ES Appendix 6.2 Cultural heritage desk-based assessment</li> </ul>

Date	Parties involved	Matters discussed
		<ul style="list-style-type: none"> <li>• Volume 6 Document Ref 6.4 ES Appendix 6.3 Geophysical report</li> <li>• Volume 6 Document Ref 6.4 ES Appendix 6.4 Trial trenching report</li> </ul>
14/06/2018	From Arup to HBMCE	Email to HBMCE attaching the general scheme arrangements
02/07/2018	Arup to HBMCE	Email to HBMCE attaching the trial trenching report in advance of meeting.
03/07/2018	Arup, Highways England, HBMCE	Meeting to discuss proposed trial trench to investigate Neolithic remains of possible national significance, Highways England approach to scheduling of remains on infrastructure schemes.
10/09/2018	Arup to HBMCE	Email to advise the A30 application has been submitted and is available on the PINS website
22/11/2018	HBMCE to PINS	Relevant Representation
01/02/2019	Arup to HBMCE	Issue of Detailed Response to Relevant Representation
11/02/2019	Arup and HBMCE	Meeting to discuss Highways England Response to HBMCE Relevant Representation
19/02/2019	HBMCE to PINS	Written Representation
24/03/2019	Arup to HBMCE	Issue of Detailed Response to Written Representation
25/03/2019	Arup and HBMCE	Meeting to discuss Highways England Response to HBMCE Written Representation and to further discuss matters outstanding
08/04/2019	Arup to HBMCE	Arup provided HBMCE with a draft SoCG for comment.
18/04/2019	Arup to HBMCE	Additional photomontages issued to HBMCE for review and comment: Photomontage at Four Burrows; Photomontage at the southern Carland Cross barrow; and Photomontage at the proposed viewing location towards Newlyn Downs.
29/04/2019	Arup and HBMCE	Meeting to further review the draft Statement of Common Ground, the additional photomontages and the updates to the Outline CEMP submitted at Deadline 3.
01/05/2019	Arup to HBMCE	Updated draft SoCG for submission at Deadline 4.

### 3 Matters agreed

- 3.1.1 The table below shows those matters which have been agreed by the parties, including a reference number for each matter, and the date and method by which it was agreed. Further details pertaining to the matters agreed can be found appended in the **Comments on Relevant Representations** (Annex B of Document Reference 8.1) [REP1-004] submitted at Deadline 1; and **Comments on Written Representations** (Appendix A of Document Reference 8.6) [REP2-022] submitted at Deadline 2.

**Table 3.1 Matters agreed between Historic England (HBMCE) and Highways England**

Matter reference number	Matter which has been agreed	Date and method of agreement
<b>Pre-Examination</b>		
1	The overall assessment of the level of impact for the World Heritage Site is correct	Written representation 21/11/18
2	.... we welcome the reduction in traffic that the new route will bring...	Extract from written representation 21/11/18
3	<b>Warrens barrow (SM 29681; NHLE no. 1016888) and Round barrow cemetery 420m north-east of Higher Ennis Farm (SM 32903; NHLE no. 1020758).</b> We welcome the removal of the existing A30 from between these two separately designated elements of the round barrow cemetery at Carland Cross. This will reinstate the overall connectivity of the cemetery and allow for an improved management regime for Warren's barrow.	Extract from written representation 21/11/18
<b>Examination</b>		
<b>4. The Carland Cross round barrow cemetery as a whole (Written Representation section 6.2)</b>		
4.1	HBMCE and Highways England agree with the description of the asset.	Written Representation 19/02/2019 Written Representation response 24/03/2019
4.2	HBMCE and Highways England broadly agree on the significance of the asset. Differences of opinion are academic and do not affect the outcome of the assessment and associated impact.	Written Representation 19/02/2019

Matter reference number	Matter which has been agreed	Date and method of agreement
		Written Representation response 24/03/2019
4.3	HBMCE and Highways England agree that the re-routing of the A30 would allow the link between Warrens Barrow and the round barrow cemetery 420m north east of Higher Ennis Farm to be re-established and appreciated.	Meeting with HBMCE 11/02/2019 Written Representation 19/02/2019 Written Representation response 24/03/2019
4.4	Highways England has agreed to investigate the potential for environmental gain for the whole of the Carland Cross barrow cemetery.  [This is detailed further in Matters Outstanding. See Matter 22 Carland Cross in Table 4-1.]	Meeting with HBMCE 11/02/2019 Written Representation 19/02/2019 Written Representation response 24/03/2019
<b>5. The scheduled monument Warren's Barrow (SM 29681; NHLE 1016888) (Written Representation sections 6.3 and 7.5)</b>		
5.1	It is considered that the overall impact at Warrens Barrow should be considered Large Adverse impact rather than Moderate. An Addendum to the Environmental Statement will be produced by Highways England and will be submitted at a later deadline.	Meeting with HBMCE 11/02/2019
5.2	HBMCE and Highways England agree that the proposed embankment at Carland Cross would result in the loss of views from Warrens Barrow towards Newlyn Downs	Written Representation 19/02/2019 Written Representation response 24/03/2019
5.3	Highways England has agreed to clear the scrub present on Warrens Barrow during the construction phase. HBMCE has agreed to explore options for maintenance of the vegetation at Warrens Barrow to be implemented by Highways England.	Meeting with HBMCE 11/02/2019
<b>6. The scheduled monument round barrow cemetery 420m north east of Higher Ennis Farm (SM 32903; NHLE 1020758) (Written Representation sections 6.4 and 7.4)</b>		
6.1	HBMCE and Highways England agree that the asset will benefit from the removal of the current A30 which will allow for Warrens Barrow to be reunited with the cemetery as a whole.	Meeting with HBMCE 11/02/2019



Matter reference number	Matter which has been agreed	Date and method of agreement
<b>7. The Scheduled Monument Two bowl barrows 290m and 375m north of Higher Ennis Farm (SM 32902; NHLE 1017050) (Written Representation sections 6.5 and 7.3)</b>		
7.1	HBMCE and Highways England broadly agree with the description and significance of the asset.	Written Representation 19/02/2019 Written Representation response 24/03/2019
7.2	<p>HBMCE and Highways England agree with the impact on the asset, particularly the impact to the northernmost of the two barrows which will be bounded by the new carriageway.</p> <p>Highways England agrees with and highlights HBMCE's statement in its Written Representation:</p> <p><i>'The Scheme will result in the outlook from this barrow being a view immediately across the new carriageway of the A30 in a cutting immediately below the barrow. Although there will be a greater visual impact than the current A30, which is also adjacent, the lower level will help to offset the increased width and HBMCE consider the harm to the significance of this barrow from the new Scheme to be towards the middle of the less than substantial range.'</i></p>	Written Representation 19/02/2019 Written Representation response 24/03/2019
7.3	<p>Following a request from HBMCE requesting an engineering solution be investigated to avoid harm to the setting of the northernmost barrow of NHLE 1017050, it has been agreed that a ground nail solution to the retained cut will avoid the need to encroach on the scheduled area. In addition, Highways England has agreed to carry out geophysical survey once scrub clearance has been carried out to fully define the area of the barrow to avoid disturbance during construction.</p> <p>Highways England agree with the principle of a programme of environmental works to benefit the barrows, and will continue to engage with HBMCE to achieve a satisfactory outcome.</p>	Meeting with HBMCE 11/02/2019 Written Representation 19/02/2019 Written Representation response 24/03/2019
<b>8. The scheduled monument bowl barrow 500m north west of Higher Ennis Farm (SM 32901; NHLE 1017049) (Written Representation section 6.6)</b>		
8.1	HBMCE and Highways England agree with the description, significance and impact of this asset	Written Representation 19/02/2019 Written Representation response 24/03/2019

Matter reference number	Matter which has been agreed	Date and method of agreement
<b>9. Prehistoric long barrow and four round barrows 580m and 750m south west of Mitchell Farm (SM 32907; NHLE 1017350) (Written Representation section 6.7)</b>		
9.1	HBMCE has noted that the asset will be enveloped within a construction compound and have requested the CEMP includes for the protection of scheduled monuments. Highways England has agreed that a draft Scheduled Monument Protection Plan will be produced for HBMCE review and comment, the implementation of which will be secured as an Annex of the Outline CEMP. This is submitted at Deadline 3 as Annex R Scheduled Monument Protection Plan of the Outline CEMP Annexes (Document Reference 6.4(A)).	Written Representation 19/02/2019 Written Representation response 24/03/2019
<b>10. The Four Burrows scheduled monument (SM 29602; NHLE 1016064) (Issue 8 Relevant Representation) (Written Representation sections 6.8, 7.2 and 7.8)</b>		
10.1	HBMCE agree that the visual impact of the current A30 as it passes Four Burrows would be reduced if a reduction in the width of the carriageway at this point was implemented. The existing A30 will be detrunked, operated and maintained by Cornwall Council as part of the local road network (to be secured by a legal agreement), however, it forms part of the strategic diversion route for the new A30, during planned maintenance works and for emergency incident management. As part of this diversion route for the strategic traffic from the new A30, there will be a minimum width requirement of 6.8m to allow two opposing Heavy Goods Vehicles to pass safely.	Meeting with HBMCE 11/02/2019
10.2	Highways England has reviewed this assessment and agree with HBMCE's position for this asset. The assessment in the Environmental Statement will be amended to reflect this and will be submitted at a later deadline.	Written Representation response 24/03/2019
<b>11. The scheduled monument bowl barrow 100m south west of Callestick Vean (SM 29618; NHLE 1016103) (Written Representation section 6.9)</b>		
11.1	HBMCE and Highways England agree with the description, significance and impact on the asset.	Written Representation 19/02/2019 Written Representation response 24/03/2019
<b>12. The scheduled monument hill fort 250m south west of Tresawsen (SM 29671; NHLE 1016445) (Written Representation section 6.10)</b>		
12.1	HBMCE and Highways England agree with the description, significance and impact on the asset.	Written Representation 19/02/2019

Matter reference number	Matter which has been agreed	Date and method of agreement
		Written Representation response 24/03/2019
<b>13. The scheduled monument bowl barrow 130m south east of Penglaze (SM 29680; NHLE 1016887) (Written Representation section 6.11)</b>		
13.1	HBMCE and Highways England agree with the description, significance and impact on the asset.	Written Representation 19/02/2019 Written Representation response 24/03/2019
13.2	HBMCE agree that the visual impact of the current A30 as it passes the Bowl Barrow would be reduced if a reduction in the width of the carriageway at this point was implemented. The existing A30 will be detrunked and operated and maintained by Cornwall Council as part of the local road network (to be secured by a legal agreement), however, it forms part of the strategic diversion route for the new A30, during planned maintenance works and for emergency incident management. As part of this diversion route for the strategic traffic from the new A30, there will be a minimum width requirement of 6.8m to allow two opposing Heavy Goods Vehicles to pass safely. On this basis, Highways England and Cornwall Council can confirm that they will reduce the existing road width through this section adjacent to Bowl Barrow from its current width of 7.2m to the minimum requirement of 6.8m.	Meeting with HBMCE 11/02/2019
<b>14. The Three Burrows scheduled monument (SM 29604; NHLE 1016056) (Written Representation section 6.12)</b>		
14.1	HBMCE and Highways England agree with the description, significance and impact on the asset.	Written Representation 19/02/2019 Written Representation response 24/03/2019
<b>15. Cornwall and West Devon Mining Landscape World Heritage Site (NHLE 1000105) (Written Representation section 6.13)</b>		
15.1	HBMCE and Highways England agree with the assessment of the impact where it is anticipated that a slight beneficial effect will be experienced due to the loss of lighting at Chiverton Junction.	Written Representation 19/02/2019 Written Representation response 24/03/2019
<b>16. Two individually listed Grade II Milestones (NHLE 1140923) and (NHLE 1394843) (Written Representation section 6.14)</b>		

Matter reference number	Matter which has been agreed	Date and method of agreement
16.1	<p>Any assets, including milestones, removed and intended for re-setting should be subject to a detailed works management plan detailing removal, transport storage and reinstatement details with significant dates identified.</p> <p>HBMCE are content that <i>Annex J: Methodology for the Milestone Protection Management Plan</i> of the <b>Outline CEMP Annexes</b> (Document Reference 6.4(A)), provides a detailed methodology to protect the two historic carved milestones which would be affected by the A30 Chiverton to Carland Cross scheme.</p>	<p>Meeting with HBMCE 11/02/2019</p> <p>Written Representation 19/02/2019</p> <p>Written Representation response 24/03/2019</p>
<b>17. The Grade I Listed Building at Trerice (NHLE 1328731) (Written Representation section 6.16)</b>		
17.1	<p>It was agreed that Highways England would undertake an assessment of the Grade I Listed Building at Trerice. This has now been completed, the assessment shows there is no impact to the asset. This will be included as an Addendum to the Environmental Statement and will be submitted at a later deadline.</p>	<p>Meeting with HBMCE 11/02/2019</p> <p>Written Representation 19/02/2019</p> <p>Written Representation response 24/03/2019</p>
<b>18. Mitigation Route Map (Written Representation section 7.9)</b>		
18.1	<p>HBMCE and Highways England agree that the Written Scheme of Archaeological Investigation should cover:</p> <p><i>‘... archaeological monitoring of all excavation works as determined by the archaeological contractor who should be present during all relevant groundworks. An appropriate and proportionate response to the potential for archaeological remains should be identified as part of the WSI under the CEMP to be executed by a recognised professional and appropriately experienced archaeological team.’</i> (extract from HBMCE’s Written Representation)</p> <p>The WSI will be produced by the appointed archaeological contractors and an updated version of the WSI will be produced. An outline document is contained at Annex F: Outline Written Scheme of Investigation of the <b>Outline CEMP Annexes</b> (Document Reference 6.4) [APP-376].</p>	<p>Written Representation 19/02/2019</p> <p>Written Representation response 24/03/2019</p>
18.2	<p>HBMCE agree that Requirement 9 of the <b>draft DCO</b> (Document Reference 3.1(D)) secures a scheme for the investigation and mitigation of areas of archaeological interest, reflecting the mitigation measures included in <b>Chapter 6 Cultural Heritage</b> of the Environmental Statement (Document Reference 6.2) [APP-059].</p>	<p>Written Representation 19/02/2019</p> <p>Written Representation response 24/03/2019</p>
<b>19. Development Consent Order (Written Representation section 8)</b>		

Matter reference number	Matter which has been agreed	Date and method of agreement
19.1	HBMCE are satisfied that their concerns regarding encroachment within the scheduled monuments are adequately addressed as shown on Sheets 3, 6, 7, and 8 of the <b>Works Plans</b> (Document Reference 2.4(C)). In addition, HBMCE are satisfied that the requested amendments to the Outline CEMP protect the scheduled monuments sufficiently.	Written Representation 19/02/2019 Written Representation response 24/03/2019
19.2	HBMCE and Highways England are in agreement that liaison with the local planning authority's archaeological advisor will be included within the <b>Outline CEMP</b> (Document Reference 6.4(A)).	Written Representation 19/02/2019 Written Representation response 24/03/2019
19.3	HBMCE are satisfied that all other elements of the draft DCO are sufficient and any queries have been resolved via the Written Representation response.	Written Representation 19/02/2019 Written Representation response 24/03/2019
<b>20. Methodology (Issue 1 and Issue 2 Relevant Representation)</b>		
20.1	<p>Listing is a national designation, therefore Grade II Listed Buildings, which are considered to be of special architectural and historic interest, should be assessed alongside the other national designations and their significance not underplayed as regionally important.</p> <p>Highways England has followed the DMRB methodology with regard to the value of heritage assets.</p> <p>Highways England have agreed to review the assessment and produce a note to confirm that the significance of effect upon Grade II listed buildings would not differ if they were treated as high value.</p>	Meeting with HBMCE 11/01/2019
<b>21. Nancarrow Farmhouse and attached wall LBII (NHLE no. 1136610) and Chyverton Park RPGII (NHLE no. 1000512) (Issue 9 Relevant Representation)</b>		
21.1	<p>HBMCE 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 been supplied.</p> <p>However, it has been agreed that this is a matter for the Cornwall Council Historic Environment Team who are responsible for the management of Listed Buildings and Registered Parks and Gardens.</p>	Meeting with HBMCE 11/02/2019
<b>22. The Grade II Listed Building: Church of St Peter at Chiverton, Grade II (NHLE no. 1141481) (Written Representation section 6.15)</b>		

Matter reference number	Matter which has been agreed	Date and method of agreement
22.1	<p>The church tower is a prominent landmark in views from most directions. HBMCE expressed concerned that views from the A30 heading west from the general vicinity of the 'four burrows' scheduled monument will be obstructed by the proposed new junction. The significance of these views being that the church tower, the highest structure in the area at the time of construction, was a prominent focal point for the medieval congregation and an identifiable landmark for all.</p> <p>HBMCE requested that a viewpoint and visualisation was undertaken and prepared showing views from Four Burrows towards St Peters Church. Highways England agreed the viewpoint and the photograph to be used for the visualisation with HBMCE on 25 March 2019 and provided HBMCE with a copy of the viewpoint (VP1) on 18 April 2019 ahead of submitting it to the ExA at Deadline 3 in <b>Additional Photomontages</b> (Document Reference 8.16) [REP3-026].</p> <p>Upon review of the viewpoint (VP1), HBMCE is content that VP1 illustrates that the primacy of the church tower would not be significantly impacted upon by the proposed Chiverton junction.</p>	Meeting with HBMCE 29 April 2019
<b>23. Construction Environmental Management Plan (CEMP) (Written Representation section 7.10)</b>		
23.1	<p>HBMCE requested location, extent, special provisions and liabilities of all concerned regarding the scheduled monuments affected or adjacent to the Scheme to be included in the CEMP.</p> <p>Highways England agreed to update paragraph 16.8.10 of the <b>Outline CEMP</b> (Document Reference 6.4) [APP-375] to include the comments regarding training/site induction concerning the scheduled monuments. This was submitted to the ExA at Deadline 3 and stated that the contractor and its sub-contractors will establish a regime of toolbox talks such that every employee receives a health, safety &amp; environmental briefing as appropriate, with a target of a minimum of one toolbox talk on an environmental topic per month.</p> <p>Protection of scheduled monuments has been added as a topic for a toolbox talk for all site staff. Additional information is provided in Annex R: Scheduled Monument Protection Plan also submitted at Deadline 3 in the <b>Outline CEMP Annexes</b> (Document Reference 6.4(A)) [REP3-014].</p>	Meeting with HBMCE 29 April 2019
23.2	<p>HBMCE requested the methodology for the Outline Milestone Protection Management Plan to be agreed with the relevant Conservation Officer. Annex J of the <b>Outline CEMP Annexes</b> (Document Reference 6.4) [APP-376] states "1.3.1 A full detailed CEMP will be produced during the detailed design stage of the scheme and agreed with HBMCE and the Senior Development Officer (Historic Environment) at Cornwall Council prior to construction."</p>	Meeting with HBMCE 29 April 2019

Matter reference number	Matter which has been agreed	Date and method of agreement
23.3	<p>HBMCE considers the production of an integrated interpretation strategy to be an essential outcome of the Scheme if it is to be considered as a mitigating factor in their landscape. This strategy should incorporate on-site interpretation.</p> <p>Highways England agree that a high-level interpretation strategy will be included within the <b>Outline CEMP</b> (Document Reference 6.4(A)) [APP-375] and will be discussed with HBMCE. Highways England will update Annex F (Outline Written Scheme of Investigation) to HBMCE for review and comment, prior to submission of the updated Annex at Deadline 5 of the Examination.</p>	Meeting with HBMCE 29 April 2019

## 4 Matters outstanding

### 4.1 Principal matters outstanding

- 4.1.1 The table below sets out the matters which are outstanding between Highways England and HBMCE.
- 4.1.2 The table describes the matter being discussed and the HBMCE's position, Highways England's position, and any action which may be taken by Highways England in relation to the outstanding matter. The date the respective positions of the parties were reached is also presented.



**Table 4.1 Matters outstanding between HBMCE and Highways England**

Matter reference number	HBMCE's position	Highways England position	Date of the position
<p><b>22. Carland Cross</b></p> <ul style="list-style-type: none"> <li>The Carland Cross round barrow cemetery as a whole (Written Representation section 6.2)</li> <li>The scheduled monument Warrens Barrow (SM 29681; NHLE 1016888) (Written Representation section 6.3)</li> <li>The scheduled monument round barrow cemetery 420m north east of Higher Ennis Farm (SM 32903; NHLE 1020758) (Written Representation sections 6.4 and 7.4)</li> <li>The Scheduled Monument Two bowl barrows 290m and 375m north of Higher Ennis Farm (SM 32902; NHLE 1017050) (Written Representation section 6.5)</li> </ul>			
22.1	<p>The impact on the barrow cemetery as a whole, including the two bowl barrows 290m and 375m north of Higher Ennis Farm; the round barrow cemetery 420m north east of Higher Ennis Farm; and Warrens Barrow has the potential to result in harm.</p> <p>HBMCE's position on this is clearly stated in detail in their Written Representation and can be summarised:</p> <p>HBMCE require the scheme to be lowered in order to minimise the following impacts:</p> <ul style="list-style-type: none"> <li>loss of spatial references at the cemetery as a whole arising from the removal of its primary outlook, Warrens Barrow;</li> <li>Loss of distant, commanding views resulting in loss of significance derived from this aspect of the setting of the barrows.</li> </ul>	<p>Highways England has concluded that there is no viable solution for substantial reduction in impact to the setting, in particular Warrens Barrow, however, Highways England will continue to explore this issue further at detailed design. A 0.5m change in vertical alignment is within the limits of deviation for the scheme, however it is not considered that lowering the scheme by 0.5m would make any discernible difference.</p> <p>Following the meeting between HBMCE and Highways England on 11 February 2019 and in the response to the Relevant Representation, it was agreed that a photomontage of the scheme from the barrow cemetery will be provided to HBMCE during the Examination. The location of this photomontages was agreed in a meeting on 25 March 2019. During this meeting, a photomontage at Warrens Barrow was also provided for consideration by HBMCE.</p> <p>HBMCE and Highways England are exploring and continuing to discuss a range of environmental benefits that the scheme could deliver to offset the impacts of the junction design, in addition to benefits already embedded in the design. These include, but are not limited to:</p> <ul style="list-style-type: none"> <li>A viewing location adjacent to the new A30 carriageway replacing views from Warrens Barrow. Sheet 18 of the Environmental Masterplans will be updated to include this and will be provided to the</li> </ul>	<p>Meeting on 25 March 2019</p> <p>Photomontage issued on 18 April 2019</p>

Matter reference number	HBMCE's position	Highways England position	Date of the position
		<p>Examination at Deadline 4 (a draft will be provided to HBMCE once available).</p> <ul style="list-style-type: none"> <li>- A PRow is currently proposed between Warrens Barrow and the barrows to the south. It is proposed a further PRow is included to direct walkers, cyclists and horseriders to the proposed viewing location.</li> <li>- Interpretation boards will be installed in consultation with HBMCE.</li> <li>- Scrub clearance at Warren's Barrow during construction followed by barrow maintenance (to be explored by HBMCE) will allow the barrow to be removed from the Heritage At Risk register.</li> <li>- Continued consultation with HBMCE on the potential for the underpass to include archaeological interpretation to give further benefits.</li> </ul> <p>Highways England agreed to provide an additional viewpoint and photomontage at the proposed viewing location, this was agreed with HBMCE during the meeting on 25 March 2019. The viewpoint and photomontage has been provided to the examination and HBMCE for Deadline 3 in <b>Additional Photomontages</b> (Document Reference 8.16).</p> <p>Highways England will review and discuss any feedback provided by HBMCE on the Photomontages. Meeting scheduled with HBMCE for 29 April 2019.</p>	
<b>25. Development Consent Order (DCO) – Limits Of Deviation (Written Representation section 8.2.2)</b>			
25.1	HBMCE is concerned that the 0.5m vertical limit of deviation at Carland Cross may limit any alternative engineering options that would reduce the impact on Warren's Barrow scheduled monument through reduction of levels. In order to reduce the obstruction of views and subsequent impact upon Warren's Barrow and the round	<p>The scheme design cannot be changed beyond the limits of deviation expressed in Article 8 of the <b>draft DCO</b> (Document Reference 3.1(D)).</p> <p>As detailed in Highways England's response to the HBMCE Relevant Representation in Appendix B of the <b>Comments on Relevant Representations</b> (Document Reference 8.1) [REP1-004], the route is highly constrained horizontally and vertically in this area due to the abandoned quarry pond and bowl barrow (north of Higher Ennis Farm) to the west; the wind turbines and their exclusion zones and the Newlyn Downs European</p>	<p>24 March 2019</p> <p>Set out in Written Representation response 24/03/2019</p> <p>Meeting with HBMCE 29 April 2019</p>

Matter reference number	HBMCE's position	Highways England position	Date of the position
	<p>barrow cemetery scheduled men monuments it would be necessary to reduce the levels of the slip road and car carriageway. HBMCE are informed that in order for this to over 500mm. The scheme start point east of Carland Cross may need to move further east in order to accommodate this.</p>	<p>Designated Site (SAC) to the north; the tie-in to the existing A30 to the east; and, the tie-in to the existing Carland Cross roundabout to the south.</p> <p>Any lowering of the vertical alignment of the A30 and associated side roads at Carland Cross by anything more than 0.5m would result in a direct impact on the quarry pond and its water level; would require a change of form of retaining structure at the bowl barrow with an increased risk of impact on associated buried archaeology; would lead to encroachment into the wind turbine exclusion zones which is not permitted; and, would lead to increased programme and costs and health and safety risks with a longer length of tie-in works to the existing A30.</p>	

# Appendix A Signing Sheet

For signing	
Signed	
On Behalf of	Historic England (HBMCE)
Name	
Position	
Date	

For signing	
Signed	
On Behalf of	Highways England
Name	
Position	
Date	

# Appendix B Draft SoCG with St. Allen Parish Council



**European Union**

European Regional  
Development Fund



# **A30 Chiverton to Carland Cross**

## **Statement of Common Ground with St. Allen Parish Council**

**Draft**

**Issue to St. Allen Parish Council**

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# 1 Introduction

## 1.1 Purpose of this document

1.1.1 This document is a Statement of Common Ground (SoCG) between Highways England and St. Allen Parish Council in relation to the A30 Chiverton to Carland Cross scheme. It has been prepared in accordance with DCLG (now Ministry of Housing, Communities and Local Government) Guidance on the pre-application process<sup>1</sup>.

1.1.2 The document identifies the following between the two parties:

- Matters which have been agreed
- Matters currently outstanding (subject to negotiation or not agreed)

## 1.2 Structure of this SoCG

1.2.1 The SoCG is structured as follows:

- Section 2 states the role of St. Allen Parish Council in the application and sets out the consultation undertaken from 2015.
- Section 3 presents the topics covered in this SoCG.
- Section 4 lists those matters which have been agreed, including the date that this matter was agreed.
- Section 5 is a table of matters outstanding, incorporating a description of the matter, the position of St. Allen Parish Council, the position of Highways England and any actions taken to address the matter, and the date of the latest position including any further meetings planned regarding the matter.
- Appendix A includes the signing sheet.

## 1.3 Status of this SoCG

1.3.1 A draft of this document was issued to St. Allen Parish Council on 26 March 2019. This represents the position of both parties at Deadline 4 (1 May 2019).

1.3.2 This draft is 'not signed' by St. Allen Parish Council.

1.3.3 Both parties will continue to review the matters that are still subject to negotiation and clarification.

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<sup>1</sup> Department for Communities and Local Government. Planning Act 2008: Guidance for the examination of applications for development consent. (2015)



## 2 Consultation

### 2.1 Role of St. Allen Parish Council

- 2.1.1 St. Allen Parish Council is the governing body of the parish of St. Allen, for which the main settlement is Zelah. The proposed scheme would be within the boundary of St. Allen Parish Council.

#### **Status in relation to the application**

- 2.1.2 As set out in the Consultation Report (Document Reference 5.1) [APP-029], St. Allen Parish Council was consulted during the statutory pre-application consultation under section 42 (1)(a) of the Planning Act 2008, which requires that the applicant consults the persons prescribed in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (‘the APFP Regulations’).
- 2.1.3 Specifically, St. Allen Parish Council was identified by Highways England as a ‘relevant parish council’ in accordance with Schedule 1 of the APFP Regulations, by virtue of the scheme being partly sited within the parish boundaries.
- 2.1.4 St. Allen Parish Council submitted a response to the statutory consultation and subsequently registered with the Planning Inspectorate as an Interested Party in the scheme’s Examination. St. Allen Parish Council attended the Preliminary Meeting and draft DCO Issue Specific Hearing held on 6th February 2019. At the Preliminary Meeting, Highways England agreed to enter into a Statement of Common Ground with St. Allen Parish Council.
- 2.1.5 This SoCG has been shared for comment with Jonathan McCulloch, Chair of the Parish Council. The Parish Council Clerk, Janet Ritchie, has been copied into all communications. The content of the SoCG has been discussed in meetings of the Parish Council and updated from the minutes of these meetings.

### 2.2 Summary of consultation

- 2.2.1 Highways England has been in consultation with St. Allen Parish Council since the inception of the scheme in 2015. The parties have continued communicating throughout the progression of the project.
- 2.2.2 The consultation with St. Allen Parish Council is set out below within Table 2-1.

**Table 2-1 Consultation with St. Allen Parish Council**

Date	Method	Topic	Consultation Details
16/03/2015	Mail Out	Notification of non-statutory engagement exercise	St. Allen Parish Council were sent a letter with a leaflet, questionnaire and pre-paid envelope inviting them to participate in the non-statutory engagement exercise held by Highways England and Cornwall Council between 23 March and 8 May 2015.
15/09/2016	Email	Notification of non-statutory consultation	St. Allen Parish Council were emailed by Highways England inviting them to participate in the non-statutory consultation held between 15 October and 2 December 2016.
17/10/2016	Meeting	Non-statutory consultation	A meeting was held between Highways England and St. Allen Parish Council during the non-statutory consultation held between 15 October and 2 December 2016.
By 02/12/2016		Response to non-statutory consultation	St. Allen Parish Council provided a response to the non-statutory consultation, expressing support for the principle of the scheme while raising a number of concerns over local roads, severance and local connectivity. This is detailed in Appendix A of the Consultation Report (Document Reference 5.1) [APP-029].
21/08/2017	Meeting	Preferred route announcement	Highways England attended a meeting with St. Allen Parish Council in order to provide an update on the scheme following the Preferred Route Announcement made in July 2017.
29/11/2017	Meeting	Statutory consultation	Highways England attended a meeting with St. Allen Parish Council in order to provide an update on the statutory consultation being planned for early 2018.
29/01/2018	Letter	Notification of statutory consultation	St. Allen Parish Council were sent a letter and/or email by Highways England notifying them of statutory consultation and inviting them to comment on the proposals by the deadline of 23:59 on 12 March 2018.
19/02/2018	Meeting	Statutory consultation	Highways England attended a St. Allen Parish Council meeting to provide an update on the statutory consultation being undertaken between 29 January and 12 March 2018.
12/03/2018	Email	Response to statutory consultation	St. Allen Parish Council submitted their response to the statutory consultation, providing comment on multiple aspects of the scheme particularly in relation to local connectivity.
19/11/2018	Meeting	Submission of the DCO	Highways England attended a St. Allen Parish Council meeting to provide an update on the scheme following submission of the DCO to the Planning Inspectorate.
19/02/2019	Online submission	Written Representation	St. Allen Parish Council submitted a Written Representation to the Planning Inspectorate setting out their outstanding concerns and matters of interest in the scheme.
15/04/2019	Meeting	Statement of Common Ground	Highways England met with the Chair of St Allen Parish Council to discuss the outstanding matters in the Statement of Common Ground.
29/04/2019	Email	Parish Council Minutes	St Allen Parish Council issued the minutes of the Council's discussion of the Statement of Common Ground, including their final position.
01/05/2019	Email	Statement of Common Ground	Draft Statement of Common Ground to be submitted at Deadline 4 shared with St. Allen Parish Council.

### 3 Topics covered in this SoCG

3.1.1 The following table (Table 3-1) is a summary of the topics which are considered within this SoCG. The topics covered in section 4 of this SoCG broadly align with St. Allen Parish Council's Written Representation submitted to the Planning Inspectorate at Deadline 1.

**Table 3-1 Summary of topics within this SoCG**

Overarching topic	Topic number	Topic
Background	1	Principle of Development
Relevant ES Chapter	2	Noise and Vibration (Chapter 11 of the Environmental Statement)
	3	Landscape (Chapter 7 of the Environmental Statement)
Other topics	4	De-trunking of the existing A30
	5	Engineering design and Public Rights of Way

## 4 Matters agreed

4.1.1 The table below shows those matters which have been agreed by the parties, including that matters reference number, and the date and method by which it was agreed.

**Table 4.1 Matters agreed between St. Allen Parish Council and Highways England**

Reference	Matter which has been agreed	Date and method of agreement
1. Principle of Development		
1.1.	St. Allen Parish Council supports the construction of a new dual carriageway, rather than widening the current road.	St Allen Written Representation 19/02/2019
2. Noise and Vibration (Chapter 11 of the Environmental Statement)		
2.1.	The Parish Council supports noise mitigation through the use of a quiet road surface	St Allen Written Representation 19/02/2019
3. Landscape (Chapter 7 of the Environmental Statement)		
3.1.	The Parish Council supports the proposed visual mitigation for properties along the whole route, both during and after construction of the new road.	St Allen Written Representation 19/02/2019
4. De-trunking of the existing A30		
4.1.	The Parish Council considers that speed reduction measures on the existing A30 when it is de trunked would be desirable. It is acknowledged that this would not be delivered as part of the scheme.	St Allen Written Representation 19/02/2019
5. Engineering design and Public Rights of Way		
5.1.	The position of the laybys is agreed as there will be a restriction on refrigerated vehicles, with no overnight stopping allowed. This includes Highways England installing the appropriate signage. The Parish Council understands the lay-bys will be positioned in a deep cutting, which will mitigate any noise from the lay-bys going into the village.	St Allen meeting minutes 29/04/2019
5.2.	The Parish Council agrees with the design of the Trevalso Underpass on the basis that it is suitable for farm vehicles and HGVs.	St Allen meeting minutes 29/04/2019

Reference	Matter which has been agreed	Date and method of agreement
5.3.	The Parish Council agrees with the use of the Green Bridge for bats, access for farm vehicles at Nancarrow Farm, and for walkers, cyclists and horse riders. This has been agreed on the basis that improvements are made to Shortlanesend Road (C0089) to ensure that access by HGV is possible for Chynoweth Farm and other businesses located on the U6082, which will form part of the measures funded by Highways England through legal agreement with Cornwall Council.	St Allen meeting minutes 29/04/2019
5.4.	The Parish Council support the provision of a footpath on Henvver Lane in the location of Trevalso underpass.	St Allen meeting minutes 29/04/2019

## 5 Matters outstanding

### 5.1 Principal matters outstanding

5.1.1 The principal matters that are outstanding include:

- Route Selection
- Mitigation – Noise (Chapter 11 of the ES) and Landscape (Chapter 7 of the ES)
- De-trunking of the existing A30
- Engineering design and Public Rights of Way

5.1.2 Highways England will continue to review the matters detailed in the table below. Discussions will be aided by St. Allen Parish Council members being able to review the full suite of DCO application documents on the National Infrastructure Planning website (at the point of submission).

### 5.2 Specific matters outstanding

5.2.1 Table 5-1 below sets out the matters which are outstanding between Highways England and St. Allen Parish Council.

5.2.2 The table describes the matter being discussed and St. Allen Parish Council's position. Highways England's position, and any action which may be taken by Highways England in relation to the outstanding matter. The date the respective positions of the parties were reached is also presented.

**Table 5-1 Matters outstanding**

Ref.	St. Allen Parish Council position	Highways England position	Date of the position
<b>1. Route Selection</b>			
1.1.	St. Allen Parish Council believes that the process for design of the proposed route through Marazanvose was flawed. Furthermore, road levels are now not as per the original July 2017 proposal. The Parish Council believes the road level should be at the original height.	The purpose of the Preferred Route Announcement is to protect land required for the proposed route from development. The engineering design was carried out in more detail following this announcement and was subject to the statutory consultation from 29 January to 12 March 2018, as reported in the Consultation Report (Document Reference 5.1) [APP-029]. At the section of the scheme adjacent to Marazanvose, the level of the road was lowered by approximately 2m in response to comments at statutory consultation. The proposed road level allows an acceptable highway drainage solution for the new A30, taking into account the geotechnical constraints of high ground water levels, and the need for the outfall to the adjacent watercourse in this location. Lowering the road level any further would lead to groundwater problems with the earthworks and with the highway drainage pond number 10, as shown on Sheet 4 of the Works Plans (Document Reference 2.4(B)).	St Allen Written Representation 19/02/2019
<b>2. Mitigation – Noise (Chapter 11 of the ES) and Landscape (Chapter 7 of the ES)</b>			
2.1.	Taking the route through Marazanvose will affect local properties and businesses and so there should be considerable sound and visual mitigation in place both during and after construction, which should not just rely on trees growing.	<p>The combination of the 2m cutting, the 3m high close boarded noise barriers, and the oak rich woodland screen planting at the top of the cutting extends the visual and noise screening to a minimum total height of 5m. This is an equivalent height of screening to the vertical alignment which was discussed at Preferred Route Announcement. In terms of construction stage visual effects on the residents at Marazanvose, Table 7-11 in Chapter 7 Landscape of the Environmental Statement (Document Reference 6.2) [APP-060] states that these are predicted to be large adverse and significant.</p> <p>At Marazanvose, mitigation measures to avoid landscape and visual effects which are part of the scheme design comprise:</p>	St Allen Written Representation 19/02/2019

Ref.	St. Allen Parish Council position	Highways England position	Date of the position
		<ul style="list-style-type: none"> <li>• Engineering design of the alignment and cutting to retain existing Cornish hedgerow and vegetation on the Marazanvose side of the proposed A30. This design measure was included to retain visual screening and to better integrate the scheme into the landscape.</li> <li>• Deepening the cutting opposite Marazanvose to reduce the visual prominence of the scheme and vehicles using it.</li> </ul> <p>Effects on the visual amenity of the community at Marazanvose in the first operational year are predicted to be large, adverse and significant as stated in paragraph 7.11.27 of Chapter 7 Landscape of the Environmental Statement (Document Reference 6.2)[APP-060]. As a result of this, landscape mitigation measures were added to the scheme to reduce these effects as much as possible. These measures include:</p> <ul style="list-style-type: none"> <li>• 5 to 10m proposed oak rich woodland on the cutting slope (between the existing A30 and the proposed new A30). This mitigation planting was included to provide a robust visual screen in views from properties in Marazanvose.</li> <li>• Woodland and scrub planting on the north (cutting) side of the proposed 3m high close boarded timber fence opposite Marazanvose. As it matures this would screen the fence from view.</li> </ul> <p>As this mitigation establishes and grows over the first fifteen operational years, adverse residual visual effects would be reduced to a moderately significant level.</p> <p>In terms of noise, Chapter 11 Noise and Vibration of the Environmental Statement (Document Reference 6.2)</p>	



Ref.	St. Allen Parish Council position	Highways England position	Date of the position
		<p>[APP-064] concludes that properties at Marazanvose would experience a reduction in noise of 1-5dB(A) with the scheme, as a result of the new A30 being further from the properties, and because there would be substantially less traffic on the existing A30.</p> <p>The noise reductions at Marazanvose would occur within Noise Important Area 3291 (i.e. reductions within a residential area of currently high noise exposure) with some of the noise reductions assessed as significant beneficial effects.</p> <p>To minimise the noise impacts through this section during construction, Best Practicable Means (BPM) in respect to controlling noise and vibration is assumed as incorporated mitigation within Annex K Outline Noise and Vibration Management Plan of the Outline CEMP Annexes (Document Reference 6.4) [APP-376]. This would include selection of quiet equipment, review of programme and methodology to consider quieter methods, appropriate location of equipment on site, control of working hours and the provision of acoustic enclosure screening where practicable.</p>	
<b>3. De-trunking of the existing A30</b>			
3.1.	<p>The Parish Council considers Henvor Lane currently has too much traffic. It needs urgent works to stop it being used as a rat run through the village. If issues with the A30 further west and at Boxheater were addressed, then this would allow Henvor Lane to be used normally as a local road. Alternatively, the Parish Council requests the closure of Henvor Lane to vehicles.</p>	<p>Traffic modelling undertaken for the scheme shows a substantial decrease in traffic on the existing A30; two-way Annual Average Daily Traffic (AADT) on the existing A30 in 2038 would decrease from 27,849 vehicles (without the scheme) to 1,703 vehicles (with the scheme). This reduction in traffic would improve the ability of vehicles to join the existing A30 at the B3285/A30 junction at Boxheater and remove a significant amount of 'rat running' traffic on Henvor Lane.</p> <p>It is proposed that monitoring would be undertaken for a period preconstruction, during construction and a 12-month post construction period to capture seasonal variation of traffic flows and this would inform the Cornwall</p>	<p>St Allen Written Representation 19/02/2019</p>

Ref.	St. Allen Parish Council position	Highways England position	Date of the position
		Council decision on whether or not to close Herver Lane to through traffic.	
3.2.	Although not part of the application, the Parish Council also supports the improvement of the A3075 from Trevemper roundabout to Boxheater, as this will provide a link to the local road at Boxheater, which would take traffic away from Herver Lane and allow it to be kept open.	Existing issues at Trevemper Roundabout are not relevant to the scheme.	St Allen Written Representation 19/02/2019
<b>4. Engineering Design and Public Rights of Way</b>			
4.1.	Regarding the closure of the C0089 at St Freda's, the Parish Council agrees to disagree with Highways England. Plans to close off the section of road past St Freda's would, the Parish Council believes, make crossing the existing A30 too dangerous, as there are no visibility splays.	<p>As part of the Annex P Public Rights of Way Management Plan in the Outline CEMP Annexes (Document Reference 6.4) [APP-376] it is proposed that the National Cycle Network (NCN) continues to pass under the A30 via the Two Barrows underbridge. The route would then follow the realigned existing A30 west which would connect with the unnamed road C0364. The section of the unnamed road C0089 (Shortlanesend Road) to be closed would not be accessible from the realigned existing A30. The unnamed road C0089 would therefore only provide access to St Freda Nursery from the north via the unnamed road C0364.</p> <p>Access north-south for pedestrians, cyclists and horse riders would therefore not be available along the current C0089 (Shortlanesend Road) and instead users would follow the realigned NCN on the C0364.</p>	
4.2.	Regarding the crossing at Church Lane, the Parish Council agrees to disagree with Highways England. It does not support its decision not to fund a tunnel under the existing A30. It is important that Church Lane is accessed so that pedestrians, cyclists, horse riders, etc. have safe access through and do not have to cross over the road.	<p>Annex P Public Rights of Way Management Plan in the Outline CEMP Annexes (Document Reference 6.4) [APP-376] clarifies the underpass would be provided to link to the existing A30 crossing, to accommodate WCH movements.</p> <p>As set out on pages 87-88 of the Consultation Report (Document Reference 5.1)[APP-029], the Church Lane underpass is under the new A30 only. This would connect to the crossing of the existing A30, which would retain the</p>	

Ref.	St. Allen Parish Council position	Highways England position	Date of the position
		stepped access. It is considered that this existing crossing is acceptable due to the significantly reduced traffic volumes predicted on the existing A30. Paragraph 12.11.59 of Chapter 12 People and Communities the Environmental Statement (Document Reference 6.2) [APP-065] concludes that there would be benefits to north/south movements as a result of the scheme, especially given improved traffic conditions.	

# Appendix A      Signing Sheet

For signing	
Signed	
On Behalf of	St. Allen Parish Council
Name	
Position	
Date	

For signing	
Signed	
On Behalf of	Highways England
Name	
Position	
Date	

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

