

From: [Russell, Nick](#)
To: [A30 Chiverton to Carland Cross](#)
Cc: [Klemperer, Bill](#); [Woodhouse, Helen](#); [David Grattan \(David.Grattan@arup.com\)](mailto:David.Grattan@arup.com)
Subject: Historic England"s update on the developing SoCG for deadline 4 (2nd may).
Date: 01 May 2019 22:20:43
Attachments: [image003.png](#)

Dear Sir/ Madam,

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

PINS Reference: TR010026

HBMCE Reference: 30CC-SP005

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

Highways England have submitted a working draft of the SoCG today for Deadline 4 (2nd May). HBMCE offer the following update on the draft Statement of Common Ground (SoCG), to assist the Examining Authority.

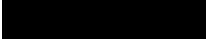
HBMCE and Highways England are in on-going discussion regarding the SoCG and are confident that a final draft will be ready for submission at Deadline 5. This will allow the amendments referred to in the draft SoCG to be made to be made to the DCO, ES, CEMP and, to allow the draft Scheduled Monument Protection Plan to be finalised and included in the CEMP.

We are content that the SoCG reflects the current developing discussions and is close to agreement. We expect that it will address the issues and comments on the draft DCO, the draft ES and, the draft CEMP raised in our original Written Representations, submitted at Deadline 1 (19 March). HBMCE make the following observations regarding the additional viewpoints 2 and 3.

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

Yours faithfully



Nick Russell
Assistant Inspector of Ancient Monuments
Historic England South West Office
Direct Dial 0117 975 0671
Mobile 



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