

A30 Chiverton to Carland Cross TR010026

7.4.8 STATEMENT OF COMMON GROUND WITH ST. ALLEN PARISH

Planning Act 2008

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

Volume 7

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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 process¹.

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 This document was issued to St. Allen Parish Council for signing on 30 May 2019. This SoCG is now signed and represents the position of both parties at Deadline 5 (18 June 2019).

¹ 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
1.2.	St. Allen Parish Council believes that the process for design of the proposed route through Marazanvose was acceptable, and that the road cannot be lowered further at Marazanvose as this would cause groundwater problems in drainage pond 10.	St Allen Meeting Minutes 08/04/2019
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
3.2.	Parish Council will agree with Highways England – use of screen planting (wood and oak scrubland), engineering design of alignment & cutting to integrate the road into the landscape and reduce visual effects at Marazanvose.	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

Reference	Matter which has been agreed	Date and method of agreement
5. Engineering design and Public Rights of Way		
5.1.	The Parish Council agree with Highways England that the road cannot be lowered further at Marazanvose as this would cause groundwater problems in drainage Pond 10.	St Allen Meeting Minutes 08/04/2019
5.2.	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
5.3.	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
5.4.	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
5.5.	The Parish Council support the provision of a footpath on Herver 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
1. Route Selection			
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 Final position and will not change
2. Mitigation – Noise (Chapter 11 of the ES) and Landscape (Chapter 7 of the ES)			
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.	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. At Marazanvose, mitigation measures to avoid landscape and visual effects which are part of the scheme design comprise:	St Allen Written Representation 19/02/2019 Final position and will not change

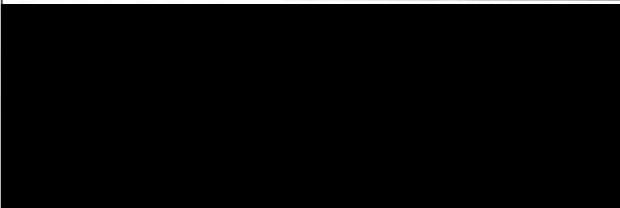

Ref.	St. Allen Parish Council position	Highways England position	Date of the position
		<ul style="list-style-type: none"> • Engineering design of the alignment and cutting to retain existing Cornish hedgerow and vegetation on the Marazanvose side of the proposed A30. This design measure was included to retain visual screening and to better integrate the scheme into the landscape. • Deepening the cutting opposite Marazanvose to reduce the visual prominence of the scheme and vehicles using it. <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"> • 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. • 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. <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>	
3. De-trunking of the existing A30			
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 Final position and will not change</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 Final position and will not change
4. Engineering Design and Public Rights of Way			
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.	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. 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.	St Allen meeting minutes 29/04/2019 Final position and will not change
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.	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. 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	St Allen meeting minutes 29/04/2019 Final position and will not change

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	CHAIRMAN
Date	31 st May 2019.

For signing	
Signed	
On Behalf of	Highways England
Name	Josh Hodder
Position	Project Manager
Date	17 May 2019

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

