

**A30 Chiverton to Carland Cross
TR010026**

**8.20 POST HEARING SUBMISSIONS
INCLUDING WRITTEN SUBMISSIONS
OF ORAL CASE - ISH 4 ON CHYBUCCA
JUNCTION**

Volume 8

June 2019

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1 Introduction

1.1 Purpose of this document

- 1.1.1 This document sets out the Highways England (the Applicant) written summary of oral submissions made at Issue Specific Hearing 4 on Chybucca junction for the A30 Chiverton to Carland Cross Development Consent Order scheme, which took place at The Atlantic Hotel in Newquay at 10am on Wednesday 12 June 2019.

2 Welcome, introductions and arrangements for this Issue Specific Hearing

- 2.1.1 Mr Julian Boswall of Burges Salmon LLP confirmed that he represents the Applicant. He also introduced: David Grattan, Michael Baker, Ross Cullen, Jessica Postance, Tom Metcalfe and Allan Pitt of Arup and Josh Hodder of Highways England.

3 Written Summary of Case

Table 3-1 Written summary of case

Agenda item no.	Agenda item or matter raised during the hearing	Summary of oral case
2	The proposal under the dDCO	<p>The existing Chybucca junction as it stands today:</p> <ul style="list-style-type: none"> • The existing Chybucca junction is an at grade staggered priority junction between the mainline A30 and the B3284 side road. • The main traffic movements through this junction are between West Cornwall on the A30 and Truro and between Perranporth and Truro on the B3284. <p>The Chybucca junction as proposed in the draft DCO:</p> <ul style="list-style-type: none"> • The proposed Chybucca junction as submitted is a restricted movement grade separated dumbbell junction between the new A30 dual carriageway, the B3284 and the retained existing A30 that would be detrunked and become part of the local road network. • The realigned B3284 would pass over the top of the new A30 mainline dual carriageway, with two roundabout junctions connecting to the new A30 dual carriageway west facing on and off slips and to the existing A30.
	ExA query on how traffic would access the proposed A30 at Chybucca under the proposed scheme, from both junctions	<p>Traffic from north of the Chybucca junction looking to route eastbound on the new A30 would either join the existing A30 at the Chybucca Junction and then route eastbound to join the new A30 at the Carland Cross junction, or would use the A3075 to route west to join the new A30 at Chiverton.</p> <p>Traffic from further north, at Perranporth, would use the existing B3285 and join the existing A30 at the Boxheater junction before routing eastbound to join the new A30 at the Carland Cross junction.</p> <p>Traffic from the south and Truro looking to route eastbound on the new A30 would either use the Shortlanesend Road to join the existing A30 at St Freda and then route eastbound to join the new A30 at the Carland Cross junction, or route to the Carland Cross junction and the new A30 via the A39.</p>

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	ExA query for clarification of traffic modelling undertaken for scheme in Shortlanesend under scenarios with and without east facing slips	<p>There would be an increase in traffic passing through Shortlanesend as a result of the scheme. This is due to the improved speeds and journey times on the A30, as well as that the Shortlanesend/B3284 route leads directly to the centre of Truro and various car parks. It is therefore an attractive, quick route for those travelling from the west of Cornwall into Truro.</p> <p>The impact of the east facing slips has been assessed using the traffic model. The modelling shows that there are significantly less vehicles using east facing slips than the west facing slips. The modelling shows that the impact of including east facing slips on Shortlanesend is limited with any increase being within the 10% daily variation [see tables in Agenda item 4 below].</p> <p>As well as an increase in traffic through Shortlanesend, Henver Lane sees an increase in traffic as a result of the scheme. This increase in traffic consists of trips routeing between the Newquay and Truro areas. This increase is due to the reduction in congestion on the existing A30 which reduces delays at the Henver Lane/A30 junction.</p>
	ExA query regarding reduced traffic on A39	The A30 Traffic Model forecasts a reduction in vehicle flows on the A39 with the scheme in place. Due to the improved journey times on the A30, there will be a reduction in traffic on the A39 as vehicles travelling west to Falmouth and the Lizard will remain on the A30 to Redruth, rather than travelling down the A39 and through Truro.
	Mr Toft and Mr Parker request for the additional traffic modelling that was undertaken based on de-trunking strategy set out by Cornwall Council in Local Impact Report	This information is provided in the Response to Hearing Action Points – ISH 4 on Chybucca Junction (Document Reference 8.23) submitted at Deadline 5.
3	Consultation	<p>It was submitted to the ExA that east facing slip roads have never been proposed as part of the scheme proposals, or in the consultation materials presented.</p> <p>As detailed in the Consultation Report (Document Reference 5.1) [APP-029], the provision of east facing slip roads was reviewed following non-statutory consultation in 2016 and it was considered their provision was not justified on the basis of traffic flows.</p> <p>There were a number of responses to statutory consultation in 2018 regarding east facing slip roads. Following statutory consultation, the decision not to provide east</p>

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		<p>facing slip roads was again reviewed, and it was again concluded that their provision was not justified.</p> <p>The proposals at Chybucca junction have been subject to review in order to take into account issues raised at non-statutory and statutory consultation. Following each of these reviews, the provision of east facing slips has not been justified.</p> <p>The Applicant offered to detail each stage of consultation and the relevant issues relating to Chybucca junction, if the ExA required. The ExA did not consider that was necessary.</p>
4.	Traffic Flows	<p>In response to the comments made by Mr Tofts and Mr Parker relating to their assessment of link flow traffic data, Highways England confirmed the following:</p> <ul style="list-style-type: none"> • Link flow data is collected automatically at fixed points using technology within the road surface to count the number of vehicles passing. • Link flow data does not provide any information with regard to turning movements at junctions, or the origins and destinations of vehicles using the links where the traffic volumes are collected. • Link flow traffic data should not be used to inform traffic flow estimates upstream or downstream from that given location other than on immediately adjoining links where it is possible to calculate the flows based on the information provided. i.e. if a junction turning count was also available. • However, as this is link count data it is not possible to determine the traffic volumes joining the existing A30 at the Allet, Marazonvose, St Freda, and Henvor Lane junctions. • Nor is it possible to calculate the number of vehicles routeing on upstream or downstream routes based on this data. <p>Therefore, based on this link count data alone, it is not possible to calculate how many of these vehicles would potentially use east facing slips at Chybucca, if they were to be provided.</p>
	ExA query on basis of traffic model	<p>The A30 Traffic Model has been used to assess the scheme, including the decision regarding the proposed partial junction at Chybucca.</p> <p>The A30 Traffic Model has been developed in accordance with the established Department for Transport WebTAG methodology which is standard practice for transport modelling in the UK.</p>

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		<p>The model development process was informed by a comprehensive data collection programme; including link counts, junction turning counts, journey time data, accident data and origin and destination surveys.</p> <p>The model has been calibrated and validated in line with WebTAG guidance. The model has also been reviewed by Cornwall Council and they are satisfied it meets with the WebTAG criteria, as detailed in the Statement of Common Ground. Based on this it is accepted that the A30 Traffic Model accurately reflects what is happening on the highway network in the study area.</p>
	Request from Mr Tofts and Mr Parker for model data and reports referenced in Transport Report that were not submitted to Examination	<p>The Applicant was surprised to receive a request from Mr Tofts and Mr Parker during the hearing, for the first time, for data underlying the Transport Report. The Applicant considers that this request has come at a very late stage in the examination process and it would have been prepared to provide this information to Mr Tofts and Mr Parker earlier in the process had they requested it. The Applicant noted that it has had extensive engagement with Cornwall Council on the Transport Report and traffic modelling and that the Council does not have any concerns.</p> <p>Despite having reservations about the purpose of a further review of the data, the Applicant confirmed that it was nonetheless prepared to share the information directly with Mr Tofts and Mr Parker and agreed to do so immediately after the hearing.</p>
	ExA query on whether traffic model provides information on scenario at Shortlanesend with east facing slips	<p>Forecast year traffic flows on key routes are shown in Section 7.3 of the Transport Report (Document Reference 7.5) [APP-049]. It should be noted the traffic flows shown are not based on the inclusion of east facing slips at the Chybucca junction.</p> <p>Forecast traffic flows through Shortlanesend with the inclusion of the east facing slips at Chybucca are as shown in the table below:</p>

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		<table border="1" data-bbox="1066 244 2009 558"> <thead> <tr> <th>Direction</th> <th>Peak</th> <th>DS 2023</th> <th>DS 2038</th> </tr> </thead> <tbody> <tr> <td rowspan="3">Northbound</td> <td>AM</td> <td>359</td> <td>434</td> </tr> <tr> <td>Inter</td> <td>519</td> <td>590</td> </tr> <tr> <td>PM</td> <td>635</td> <td>667</td> </tr> <tr> <td rowspan="3">Southbound</td> <td>AM</td> <td>705</td> <td>759</td> </tr> <tr> <td>Inter</td> <td>515</td> <td>558</td> </tr> <tr> <td>PM</td> <td>465</td> <td>510</td> </tr> </tbody> </table> <p data-bbox="1066 571 2029 635">The table below shows traffic flow through Shortlanesend with just west facing slips at Chybucca for 2023 and 2038:</p> <table border="1" data-bbox="1066 667 2013 991"> <thead> <tr> <th>Direction</th> <th>Peak</th> <th>DS 2023</th> <th>DS 2038</th> </tr> </thead> <tbody> <tr> <td rowspan="3">Northbound</td> <td>AM</td> <td>356</td> <td>455</td> </tr> <tr> <td>Inter</td> <td>518</td> <td>591</td> </tr> <tr> <td>PM</td> <td>636</td> <td>668</td> </tr> <tr> <td rowspan="3">Southbound</td> <td>AM</td> <td>708</td> <td>798</td> </tr> <tr> <td>Inter</td> <td>519</td> <td>569</td> </tr> <tr> <td>PM</td> <td>468</td> <td>515</td> </tr> </tbody> </table> <p data-bbox="1066 1026 2063 1185">The data shows that in 2023 the impact of including east facing slips in the scheme in terms of traffic flows through Shortlanesend is limited and within the 10% daily variation. For 2038 the impact is greater for the AM peak than the inter and PM peaks, but is again within 10% variation. Therefore, the impact of east facing slips through Shortlanesend is limited.</p>				Direction	Peak	DS 2023	DS 2038	Northbound	AM	359	434	Inter	519	590	PM	635	667	Southbound	AM	705	759	Inter	515	558	PM	465	510	Direction	Peak	DS 2023	DS 2038	Northbound	AM	356	455	Inter	518	591	PM	636	668	Southbound	AM	708	798	Inter	519	569	PM	468	515
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	<p data-bbox="327 1225 1014 1313">Journey time data for Callestick to Carland Cross under the 60mph and the detrunked speed limits set out by Cornwall Council in Local Impact Report</p>	<p data-bbox="1066 1225 2087 1345">The data shows that speed limits on the de-trunked A30 will increase journey times between Callestick and Carland Cross compared to the scenario when the national speed limit remains. However, journey times will still improve compared to the Do Minimum scenario.</p>																																																			

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		<p>Forecast year journey times from the Callestick area to north of the Carland Cross junction have been extracted from the Traffic Model.</p> <p>This journey time route has been selected as Callestick represents an area of the modelled network which could use east facing slips at Chybuca to access the A30 and is considered an appropriate route to demonstrate the impact on journey times east facing slips could provide. Callestick is also where Mr Parker’s business is located so the information presented allows for comparison of journey times to Carland Cross with and without the inclusion of east facing slips.</p> <p>The data in the table below shows that travelling westbound on the existing A30 in the AM peak between Carland Cross and Callestick will take 12 minutes 32 seconds in the 2023 forecast year do minimum scenario. In the do something scenario the forecast journey time will be 11 minutes 55 seconds.</p> <p>The data in the table below also shows that travelling eastbound on the existing A30 between Callestick and Carland Cross will take 16 minutes 40 seconds in the 2038 forecast year do minimum scenario. In the do something scenario the forecast journey time will be 12 minutes 23 seconds.</p> <table border="1" data-bbox="1061 906 2051 1286"> <thead> <tr> <th rowspan="2">Direction</th> <th rowspan="2">Peak</th> <th colspan="4">Journey Times (mm:ss)</th> </tr> <tr> <th>2023 DM</th> <th>2023 DS</th> <th>2038 DM</th> <th>2038 DS</th> </tr> </thead> <tbody> <tr> <td rowspan="3">Westbound</td> <td>AM</td> <td>12:32</td> <td>11:55</td> <td>15:06</td> <td>11:58</td> </tr> <tr> <td>Inter Peak</td> <td>11:56</td> <td>11:55</td> <td>13:47</td> <td>11:54</td> </tr> <tr> <td>PM</td> <td>12:39</td> <td>11:59</td> <td>15:05</td> <td>12:04</td> </tr> <tr> <td rowspan="3">Eastbound</td> <td>AM</td> <td>11:17</td> <td>11:54</td> <td>13:14</td> <td>12:02</td> </tr> <tr> <td>Inter Peak</td> <td>11:11</td> <td>11:54</td> <td>14:05</td> <td>11:58</td> </tr> <tr> <td>PM</td> <td>13:45</td> <td>11:58</td> <td>16:40</td> <td>12:23</td> </tr> </tbody> </table>	Direction	Peak	Journey Times (mm:ss)				2023 DM	2023 DS	2038 DM	2038 DS	Westbound	AM	12:32	11:55	15:06	11:58	Inter Peak	11:56	11:55	13:47	11:54	PM	12:39	11:59	15:05	12:04	Eastbound	AM	11:17	11:54	13:14	12:02	Inter Peak	11:11	11:54	14:05	11:58	PM	13:45	11:58	16:40	12:23
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5.	COST	
	ExA query about decisions and justification to not include east facing slips	<p>Highways England will only include an element in a scheme if there is sufficient justification for doing so, as schemes are funded using public money and there is a compelling public interest test that must be satisfied in respect of compulsory acquisition. These schemes are being brought forward in accordance with the NN NPS. In headline terms, as set out in the application and in various submissions during the examination, there has never been a justification in terms of predicted traffic flows for east facing slips. That has not been a borderline judgement. Adding a substantial element to the scheme such as east facing slips inevitably involves a financial cost and the acquisition of land. While there may be some willing land interests in this situation, there may be others that are not.</p> <p>The Applicant has no intention of withdrawing or amending the application in order to provide east facing slips, as it does not consider that sufficient justification exists.</p>
	Overview of costs	<p>To prepare a high-level construction cost estimate for the potential provision of the east facing slips at the Chybuca junction, we have reviewed the potential approaches described earlier with the costing team of the recently appointed contractor.</p> <p>The high-level costing of the approaches has been prepared based on:</p> <ul style="list-style-type: none"> • estimated earthworks and pavement volumes; and • unit rate percentages for the other construction elements, land costs and costs associated with Preliminaries, Fees and Risk. <p>For the approach with no changes to the associated mainline but an increase in the junction roundabouts and the inclusion of the slips (noting the resulting departures required from standards), the approximate construction cost would likely be over £2.5m.</p> <p>For the approach with the junction roundabouts increase, the additional slips and the mainline improved to full standard to avoid the departures from standards with a resulting higher embankment further east, the approximate construction cost would likely be over £3.5m.</p>

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		For the approach with the junction roundabouts increase, the additional slips and the mainline improved to full standard to avoid the departures from standards with a resulting deeper cutting, the approximate construction cost would likely be over £20m.
	Response to query by Mr Wright regarding turning ability of HGVs at the Chybucca junction as proposed in the scheme	The scheme and the associated new junctions has been developed in accordance with Highways England's national design standards, which includes manoeuvres through the junctions for maximum legal articulated vehicles.
	Response to Mr Toft query regarding costing for retrofitting.	<p>The figures above are presented on the hypothetical assumption that the east facing slips would be provided as part of the scheme. The Applicant has not considered the likely cost of retrofitting east facing slips.</p> <p>In response to the query raised by the ExA about whether retrofitting would be the responsibility of Cornwall Council or Highways England, the Applicant indicated that this would likely be the responsibility of Highways England depending on the trunk road limits, although any such decision would inevitably be made in consultation with Cornwall Council as local highway authority.</p> <p>The Applicant agreed with the ExA's suggestion that in order for east facing slips to be retrofitted in the future there would need to be sufficient proof that they were required. From the Applicant's perspective any such proof would be unexpected and the issues associated with the provision of east facing slips in this location, including gaining approval of departures from standards, would still have to be overcome.</p>
6.	Environmental Impacts	<p>Based on receipt of the agenda for this Hearing, a high-level desk-based assessment has been undertaken for all topics reported in the Environmental Statement.</p> <p>From the existing baseline information available Highways England has considered the potential approaches to providing east facing slips as previously described.</p> <p>It is considered that the topics that would have the potential to alter the level of change and the significance of effects reported in the ES include: landscape, noise, people and communities (in terms of impacts on agricultural land and businesses) and materials.</p>

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		<p>These topics would be influenced by the addition of the east facing slips, and any associated changes with the vertical level of the mainline and the junction. To understand the full impact further work would need to be undertaken, for example noise modelling and landscape viewpoints.</p> <p>It is not considered that the other topics assessed in the ES would be affected.</p>
	Response to Mr Tofts query regarding whether the environmental effects have been assessed for a scheme with and without east facing slips	The environmental assessment of the potential addition of the east facing slips was a high-level assessment that focused on the changes in vertical level of the mainline and the junction and the associated land take.
	ExA query whether environmental effects of a detrunked road has specifically been considered in the assessment	The emerging proposals for the de-trunking of the existing A30 (such as possible changes to speed limits) do not form part of the Scheme and therefore have not been specifically considered in the assessment. For the purposes of the assessment it has been assumed that the current speed limit will continue. The reason for this is that these are emerging proposals on a road that will be under the control of Cornwall Council and which could change at any time. It is a moving target that the Applicant cannot reasonably be expected to keep revisiting, and it is also in the context of a very substantial predicted reduction in traffic on the existing A30.
7.	<p>Business Impacts Methodology for assessment</p>	<p>Chapter 12 People and Communities of the Environmental Statement (Document Reference 6.2) [APP-065] separately considers commercial property and businesses and then tourism and recreation facilities – some of which operate as businesses.</p> <p>For direct impacts, the appropriate study area is considered to include facilities within the order limits (scheme footprint) and for indirect and amenity impacts, impacts are considered within 2km of the scheme centre line. All of the businesses potentially affected by the scheme would experience indirect impacts.</p> <p>As reported in paragraph 12.8.6 of the ES, a focused meeting was held to discuss the assessment of People and Communities on 11 May 2018 with representatives of Cornwall Council, Visit Cornwall and Cornwall Sustainable Tourism. Agreement was reached about the study area and approach to the assessment, including the likely effects on businesses including tourism impacts. The draft Statement of Common Ground with Cornwall Council (Document Reference 7.4(A)) [REP1-003] records this.</p>

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		<p>Figure 12.2 of the Environmental Statement (Document Reference 6.2) [APP-083/084] shows the commercial properties and businesses. Table 12-9 and 12-20 in Chapter 12 of the Environmental Statement identify and assess the businesses in the study area.</p> <p>Figure 12.5 of the Environmental Statement (Document Reference 6.2) [APP-093/094] shows the tourism and recreation facilities. Table 12-16 and 12-21 in Chapter 12 of the Environmental Statement identify and assess the tourism and recreation facilities in the study area.</p>
	Impacts on Businesses	<p>Chapter 12 People and Communities of the Environmental Statement (Document Reference 6.2) [APP-065] assesses the impacts on businesses both during construction and operation (once the scheme is in place).</p> <p>The assessment concludes that:</p> <ul style="list-style-type: none"> • During construction works, there could be short term and minor impacts as a result of disruption and diversions. Best practice construction techniques would be used to help reduce and avoid where practicable any likely adverse impacts. Overall it is considered there would be no more than temporary slight adverse effects. • The scheme once operational would bring either neutral or slight positive benefits (on average) to businesses and tourism facilities by virtue of improved journey times and resilience – as evidenced by traffic modelling [see <i>Agenda Item 4</i>]. Those benefits could be greater in summer months when there is generally more traffic and risk of delays. • The scheme as proposed would mean that accessibility and choice for visitors and servicing vehicles e.g. deliveries would be improved compared to the current situation. • The scheme with the addition of east facing slips would have a negligible impact on businesses and tourism facilities in light of traffic modelling evidence [see <i>Agenda Item 4</i>], which shows the benefits to journey times would be negligible with their additional provision.
	Impacts on Callestick Farm	Table 12-16 and Table 12-21 in Chapter 12 People and Communities of the Environmental Statement (Document Reference 6.2) [APP-065] report that:

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		<ul style="list-style-type: none"> • Callestick Farm Ice Cream and Tearoom is situated 1.5km north west of the existing A30 and is considered to be of a low sensitivity to change by virtue of its local scale and low or medium importance and rarity. • It would experience an indirect effect of a negligible magnitude. This is because the effect would be very minor and with no significant effects identified largely by virtue of its proximity to the A30. • During construction it is appreciated there would be likely slight adverse effects as a result of the likely disruption and diversions needed along the A30 and connecting roads, although these would be avoided or reduced where possible as explained in the Outline CEMP. • During operation, once the scheme is open, there would be slight beneficial results to both visitors and servicing vehicles e.g. deliveries. This is because of the improved journey times and resilience as has been evidenced by traffic modelling data presented under Agenda Item 4. • The scheme as is currently proposed means that visitors or delivery vehicles could travel along the new A30 via the Chiverton Junction from the A3075, or via the existing A30. They would have increased choice and benefit from increased network resilience as well as improved journey times with the scheme. • As presented under Agenda Item 4, Highways England has assessed journeys to and from Callestick Farm and has identified that they would be faster with the scheme in place when compared to the existing situation and the additional provision of east facing slips would have a negligible impact. • Any concerns over an adverse impact on fuel costs by trips being longer for some journeys when compared to a situation with east facing slips, would be offset by the scheme addressing stop-start travel conditions and improved journey times. • It should also be acknowledged that visitors to a tourist facility typically plan their journeys ahead and largely take infrequent trips – they do not typically experience loss of passing trade and visitors would not be put off by the absence of east facing slips, in fact there would be benefits realised with the scheme in place compared to the existing situation.
	Impacts of permanent loss of agricultural land	A review of the farm holdings, their plots and areas affected by the scheme either permanently and temporarily, has been assessed in Chapter 12 People and

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		<p>Communities of the Environmental Statement (Document Reference 6.2) [APP-065].</p> <p>To help understand the potential impact of the scheme on a farm holding, landowner discussions and consultation has facilitated the opportunity for concerns to be shared.</p> <p>The assessment has not taken into account the commercial operation or viability of agricultural businesses beyond where there is an impact on a tourism facility, in which case it has been assumed that Highways England would seek to discuss and agree mitigation through negotiation where a direct impact is unavoidable, in accordance with their relevant Compensation Code and discussions with the District Valuer. This is explained in paragraph 12.9.14 of the ES.</p> <p>In terms of assessing the quality of farmland, an independent review of Agricultural Land Classification (ALC) for the Order limits has been undertaken.</p> <p>The land around the Chybucca Junction that has been surveyed as land to be acquired temporarily or permanently (within the Order limits) comprises multiple plots and is largely best and most versatile land at Grade 2 and Grade 3A.</p> <p>The addition of east facing slips would lead to the further loss of agricultural land, likely to involve best and most versatile land. This would serve to exacerbate the significant adverse impact that the scheme would have in terms of loss of agricultural land.</p>
8	Any other matters	
	Response to Mr Tofts statement regarding east facing slips providing double the resilience of the scheme as currently proposed.	The design has been developed with ongoing engagement with the Highways England Maintenance and Operations team and emergency access points have been included as required to assist in managing the new A30 traffic during an incident. For westbound traffic in the section east of the Chybucca junction, there is an emergency access point proposed at the point of the existing Tresawsen Road, where westbound traffic could be taken off and re-routed to the existing A30.

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		<p>The Applicant does not say that providing east facing slips would offer no benefits whatsoever in terms of resilience. However, the Applicant has had to make an overall judgement as to whether the benefits that would be delivered are appropriate in relation to the demand and the wider considerations set out above. It has done so and stands very comfortably by that judgement.</p>
	<p>Clarification of Applicant's position regarding east facing slips</p>	<p>As a general point and for the avoidance of doubt, the Applicant is not in a position to accommodate the request that has been made to include east facing slips at this stage. It would involve substantial new land and the design and assessment work has not been done. The 'point of no return' was reached following the statutory consultation in 2018. It would not be possible procedurally to accommodate such a significant change at this stage and the Applicant has no intention of adding east facing slips for the reasons set out above.</p>
	<p>Updates to Statements of Common Ground</p>	<p>In total, Highways England has entered into 8 Statements of Common Ground (SoCGs) with Statutory Consultees and Interested Parties. The following update was provided on SoCGs:</p> <p><u>Statutory Consultees</u></p> <p><i>Cornwall Council:</i></p> <ul style="list-style-type: none"> • Highways England has continued to review the matters outstanding detailed in the SoCG with Cornwall Council. • Meetings held with Cornwall Council on 10 June to discuss draft Heads of Terms and Matters Outstanding / Responses to LIR. • Updated draft SoCG issued to Cornwall Council on 20 May 2019. • Both parties are aiming for Deadline 6 for a signed SoCG. <p><i>Natural England:</i></p> <ul style="list-style-type: none"> • SoCG signed, all matters agreed – submitted at Deadline 2. <p><i>Historic England:</i></p> <ul style="list-style-type: none"> • Draft SoCG was submitted at Deadline 4 with only one matter outstanding, which was relating to Carland Cross.

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		<ul style="list-style-type: none"> • To address this, information provided to Historic England on 17 May – included: <ul style="list-style-type: none"> - Updated Written Scheme of Investigation (Annex F of the Outline CEMP Annexes (Document reference 6.4 (A) [REP3-014]): with regards to the archaeological reporting and the integrated interpretation strategy. - Updated Scheduled Monument Protection Plan (Annex R of the Outline CEMP Annexes (Document reference 6.4 (A) [REP3-014]): updated in relation to comments provided by Mr Russell. - Sheet 18 of the Environmental Masterplans (Document Reference 6.3, Figure 7.6(B)) [REP4-003] to show a location for an elevated viewing point and the inclusion of a footpath link between the replacement open space land, the elevated viewing point and the existing CRoW land. • Both parties are aiming for a signed SoCG, with all matters agreed to be provided at Deadline 5 (post meeting note – this will now be Deadline 6). <p><i>Environment Agency</i></p> <ul style="list-style-type: none"> • SoCG signed, all matters agreed – submitted at Deadline 2. <p><u>Interested Parties</u></p> <p><i>Nancarrow Farm –</i></p> <ul style="list-style-type: none"> • An updated legal agreement was issued to Nancarrow on 2 April 2019 • A meeting was held on 11 June 2019 to discuss the draft SoCG and the draft legal agreement. • SoCG with Nancarrow Farm is to be updated and submitted at a future deadline. <p><i>Truro Cycling Campaign –</i></p> <ul style="list-style-type: none"> • SoCG signed, all matters agreed – submitted at Deadline 3. <p><i>National Farmers Union</i></p> <ul style="list-style-type: none"> • A draft SoCG with the NFU was submitted at Deadline 2.

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		<ul style="list-style-type: none"> • A number of matters in the SoCG were for further review and confirmation by NFU. • Highways England has continued to engage with and review the matters outstanding with the NFU as recently as 7 June – most matters outstanding moved to agreed. • Matters outstanding are: east facing slips and the temporary notice in draft DCO. • Final position of both parties and aiming for a signed SoCG to be submitted at Deadline 5 (post meeting note – this will now be Deadline 6). <p><i>St Allen Parish Council:</i></p> <ul style="list-style-type: none"> • The SoCG has now been signed by both parties and it will be submitted at Deadline 5.

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

