


From: [Russell, Nick](#)
To: [A30 Chiverton to Carland Cross](#)
Cc: [David Grattan \(David.Grattan@arup.com\)](#); [Woodhouse, Helen](#); [Harries, Beth](#)
Subject: A30 Carland Cross to Chiverton cross. HBMCE position regarding the draft SoCG for Deadline 6
Date: 04 July 2019 17:48:13
Attachments: 

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.

In relation to the submissions for Deadline 6 (4th July) HBMCE offer the following Position Statement regarding the draft Statement of Common Ground (SoCG), to assist the Examining Authority.

HBMCE are content that the SoCG is close to agreement and that it will address most of 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). It has not, however, been possible to sign the final document as planned. This is primarily because the links provided to HBMCE for the updated documents that support the SoCG refer to the wrong documents. We have therefore been unable to verify that the required updates have been included on final document versions.

HBMCE therefore, intend the following statement to stand as our position at Deadline 6 and pending the provision of updated supporting documents by highways England. HBMCE are meeting with Highways England on Monday 8th July in order to address these issues regarding documentation and also items 25.2, 25.3, and 25.4 with a view to providing an update for Deadline 7 (15th July).

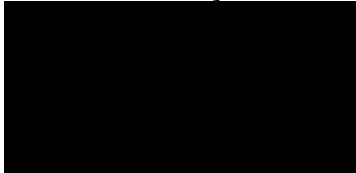
HBMCE position regarding the draft SoCG.

Matters outstanding.

25.1 Warrens Barrow and Carland Cross barrow cemetery. The draft SoCG correctly identifies that HBMCE and Highways England have both recorded their final position in relation to this point. HBMCE consider the lowering of levels by the maximum permitted limit of deviation to be justified in order that the subsequent improvements to views from Warrens Barrow and the wider Carland Cross barrow cemetery may be secured.

- Highways England are unable to commit to this at this stage.
- 25.2** A range of environmental works designed to address the loss of a major part of the environmental gain associated with the re-location of the existing A30 and re-unification of Warren's Barrow and the wider Carland Cross barrow cemetery, through the removal of the primary barrows group from the red line area, is proposed by Highways England as part of their Environmental Designated Funds scheme. Whilst this is welcomed, it is not linked to this scheme and has no guaranteed outcomes, therefore we have not commented on those benefits in this document.
- 25.3** The DCO requires an Archaeological Framework, which informs subsequent archaeological mitigation. This document has yet to be produced.
- 25.4** The WSI provided is inadequate and lacking in required detail. It is important that the outline WSI is produced in accordance with the research, sampling and mitigation strategies outlined in the missing Archaeological Framework. It is also essential that it is comprehensive in order that any subsequent detailed WSI's are covered by any approved DCO/CEMP.

Yours sincerely



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