

A30 Chiverton to Carland Cross TR010026

7.4.1 STATEMENT OF COMMON GROUND WITH CORNWALL COUNCIL

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 of this document

1.1.1 This document is a Statement of Common Ground (SoCG) between Highways England and Cornwall 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 Cornwall Council in the application, and sets out the consultation undertaken from 2016.
- 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 Cornwall 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.
- Appendix B includes Cornwall Council's response to statutory consultation.

1.3 Status of this SoCG

1.3.1 This SoCG is a reflection of the position of the parties as of Deadline 7.

1.3.2 The SoCG sets out the matters that have been agreed with Cornwall Council. A limited number of matters remain outstanding and the final position of Cornwall Council and Highways England is set out in section 5 of this SoCG.

1.3.3 This SoCG is now signed.

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 Cornwall Council

2.1.1 Cornwall Council is the local authority for the area in which the scheme is proposed.

2.1.2 Status in relation to the application –

- Host Local Authority (section 42(b) of the Planning Act 2008)

2.1.3 This SoCG has been shared for comment with Officers from the following departments:

- Transport and Infrastructure
- Development Management and Planning Policy
- Environmental Growth
- Environment Service – Landscape
- Environment Service – Ecology
- Economic Development and Culture – World Heritage Site (and Tourism)
- Economic Development and Culture – Tourism
- Economic Development and Culture – Socio Economics
- Public Protection – Air Quality
- Public Protection – Noise
- Public Protection – Contaminated Land
- Public Rights of Way and Countryside Rights of Way
- Transport and Infrastructure – Sustainable Drainage and Flood Risk
- Geology / Ground Conditions
- Historic Environment and Archaeology

2.2 Summary of consultation

2.2.1 Highways England has been in consultation with Cornwall Council since the inception of the scheme in 2015. The parties have continued communicating throughout the progression of the project.

2.2.2 A number of consultations are captured within **Table 2-1**, comprised of meetings, emails, and memos. A Steering Group was established at the inception of the scheme including representatives of both Cornwall Council and Highways England. Meetings of the Steering Group are set out in Table 2-1.

2.2.3 The consultation with Cornwall Council is set out below.

Table 2-1 Pre-Application Consultation

Date	Method	Topic	Consultation Details
22/07/2015	Workshop	Value Management	<p>Review outcome of the Options Assessment report and the Strategic Outline Business Case which led to the Stage 0 of the scheme</p> <p>Reviewed the resultant dual carriageway improvement scheme which is a mixture of off and on-line section, plus further off line sections</p> <p>Reviewed scheme objectives against performance criteria set out in Roads Investment Strategy</p>

Date	Method	Topic	Consultation Details
23/12/2015	Steering Group	Project Update	Cornwall Council is very supportive of the scheme and are able to offer resources to help deliver the scheme as quickly as possible Highways England and Cornwall Council agree to form a Steering Group to provide a strategic overview of the process and programme, and to facilitate scheme delivery. It was suggested that core group would be key members of Cornwall Council and Highways England. Terms of Reference to be prepared for agreement.
15/01/2016	Steering Group	Project Update	Agreed Terms of Reference for the Steering Group
11/02/2016	Workshop		A review of the impact of both on and off line options on side roads was undertaken. Traffic data to be provided when available (by end of March) to inform strategy
16/02/2016	Steering Group	Project Update	Defining the junction and side road strategy sufficiently to present at Public Consultation. The base scheme provides no junctions between Carland and Chiverton. Indicative modelling of 5 junction options has been completed and reviewed
23/03/2016	Steering Group	Project Update	Lessons learnt from A30 Temple to Higher Carblake scheme
13/07/2016	Steering Group	Project update	Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed: <ul style="list-style-type: none"> The need for a common position on local road issues Non-statutory consultation on alignment options in October 2016
30/08/2016	Steering Group	Project update	Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed: <ul style="list-style-type: none"> Non-statutory consultation on alignment options in October 2016
24/10/2016	Email	Landscape	Landscape Officer request for comments on the assessment methodology supporting Preferred Route Announcement (PRA)
01/11/2016	Email	Landscape	Landscape Officer received the landscape and visual receptors for the scheme at PCF Stage 2 and comments were requested regarding receptors identified
19/12/2016	Steering Group	Project update	Steering Group meeting held between Cornwall Council and Highways England. Cornwall Council's response to the non-statutory consultation was discussed: <ul style="list-style-type: none"> Cornwall Council's view that Chiverton junction should be a gyratory junction Cornwall Council's view that east facing slips should be included on Chybucca junction Cornwall Council's view that the capacity of the slip roads at Carland Cross should be reviewed to ensure they are sufficient for future demand Cornwall Council took note of the impact of the scheme on specific landowners, notably NCF, Pennycomequick residential property, Hill View Farm and Trevalso Farm Cornwall Council noted the requirement to have a common approach to de-trunking Cornwall Council confirmed their support for the off-line routes presented at the consultation, and confirmed that

Date	Method	Topic	Consultation Details
			they do not support any of the options discounted prior to the consultation, such as on line options
09/01/2017	Steering Group	Project update	Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed: <ul style="list-style-type: none"> • Updates on surveys taking place • Confirmation of targeted consultation in February 2017 regarding updated alignment through Marazanvose
13/02/2017	Steering Group	Project update	Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed: <ul style="list-style-type: none"> • Feedback from targeted consultation • Discussion regarding the need for a de-trunking strategy
21/02/2017	Meeting	De-trunking	Proposed design options (post consultation) and potential mitigation
20/03/2017	Steering Group	Project update	Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed: <ul style="list-style-type: none"> • Discussion regarding the production of a de-trunking strategy
15/05/2017	Steering Group	Project update	Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed: <ul style="list-style-type: none"> • Updates on surveys taking place
12/06/2017	Steering Group	Project update	Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed: <ul style="list-style-type: none"> • Scheduling of the Preferred Route Announcement • Confirmation of the preparation of an early draft Statement of Community Consultation (SoCC) to be presented after PRA
03/07/2017	Email	Landscape	Email to Landscape Officer providing a set of scheme drawings for information
12/07/2017	Steering Group	Project update	Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed: <ul style="list-style-type: none"> • General project update
31/07/2017	Meeting	De-trunking	Meeting to discuss approach to de-trunking
09/08/2017	Meeting	Landscape	Meeting with Landscape Officers to discuss: <ul style="list-style-type: none"> • Methodology • Viewpoints
18/09/2017	Steering Group	Project update	Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed: <ul style="list-style-type: none"> • Cornwall Council response to Scoping Report consultation by the Planning Inspectorate • Consultation on the draft Statement of Community Consultation (SoCC)
26/09/2017	Meeting	SoCC	Meeting to present the consultation strategy and proposed content of the SoCC to Cornwall Council project management team and Communications Department
02/10/2017	Meeting	SoCC	Meeting to discuss the contents of the SoCC with Cornwall Council Planning Department
09/10/2017	Steering Group	Project update	Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed: <ul style="list-style-type: none"> • Upcoming consultation with Cornwall Council on SoCC

Date	Method	Topic	Consultation Details
11/10/2017	Email	Materials	Email correspondence with Planning Officer regarding the planning application for Wheal Jane proposed construction and demolition waste facility (approved 27 November 2017).
12/10/2017	Email	Cumulative effects	Email from Planning Officer confirming list of major development applications
13/10/2017	Email	Noise and Vibration	Response from Environmental Health Officer received confirming that monitoring positions were acceptable
13/10/2017	Memo	Noise and Vibration	Consultation with Environmental Health Officer regarding approach to noise assessment
02/11/2017	Meeting	De-trunking	Meeting to discuss approach to de-trunking
02/11/2017	Meeting	De-trunking	De-trunking scope and associated local highways issues
09/11/2017	Meeting	SoCC	Meeting to discuss the contents of the SoCC and response to SoCC consultation with Cornwall Council Portfolio Holders for Transport and Planning
13/11/2017	Steering Group	Project update	Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed: <ul style="list-style-type: none"> • Approach to de-trunking in consultation materials • Design updates
13/11/2017	Letter	SoCC	Comments received from Cornwall Council on SoCC
09/12/2017	Meeting	SoCC	Meeting with Cornwall Council to respond to comments on the SoCC
11/12/2017	Steering Group	Project update	Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed: <ul style="list-style-type: none"> • Confirmed SoCC had been finalised for publication and consultation to be carried out
15/12/2017	Letter	SoCC	Letter from Highways England to Cornwall Council confirming actions/changes to the SoCC following Cornwall Council comments received 13/11/2017
03/01/2018	Meeting	De-trunking	De-trunking scope and associated local highways issues
05/01/2018	Email	Landscape	Issue of draft work in progress Landscape and Visual Impact Assessment (LVIA) documents; <ul style="list-style-type: none"> • Draft LVIA Chapter • Draft Figures • Draft Environmental Masterplans
24/01/2018	Email	Landscape	Email with detailed comments on draft work in progress Landscape and Visual Impact Assessment (LVIA) documents draft LVIA Chapter and draft Environmental Masterplans
29/01/2018	Email	Response to statutory consultation	Area of Outstanding Natural Beauty unit response to statutory consultation confirming no AONB's affected by the scheme
08/03/2018	Email	Response to statutory consultation	Drainage Officer response to statutory consultation
12/03/2018	Steering Group	Project update	Steering Group meeting held between Cornwall Council and Highways England (following statutory consultation period). The following matters were discussed: <ul style="list-style-type: none"> • Summary of responses to statutory consultation • Confirmation that Cornwall Council response to statutory consultation to be received following close of consultation

Date	Method	Topic	Consultation Details
12/03/2018	Letter	Response to statutory consultation	Cornwall Council response to statutory consultation
23/04/2018	Email	Cumulative effects	Email from Planning Officer confirming updated list of major development applications
26/04/2018	Email	Cultural Heritage – Trial Trenching	Email with Archaeological Projects Officer, Cornwall Council
30/4/2018	Steering Group	Project update	Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed: <ul style="list-style-type: none"> Lack of detailed Cornwall Council response to the PEIR Presentation of SoCG template Approach to SoCG
11/05/2018	Meeting	Countryside and Access	Meeting to discuss Highway England's approach to Public Rights of Way and local routes potentially affected by the proposed scheme, including discussion about a draft Management Plan and consideration of closures, diversions and new walking, cycling and horse-riding infrastructure. Discussion also helped to agree baseline and approach to assessment / methodology for the People and Communities chapter of the ES. The meeting included representation from Sustrans
11/05/2018	Meeting	Economic Development (Tourism and WHS)	Meeting to discuss Highway England's approach to tourism and recreational facilities and assets potentially affected by the proposed scheme. Discussion also helped to agree baseline and approach to assessment / methodology for the People and Communities chapter of the ES. The meeting included representation from Visit Cornwall
18/05/2018	Email	Economic Development (Tourism and WHS)	Issue of meeting minutes from meeting that took place on 11/05/2018
23/05/2018	Email	Economic Development (Tourism and WHS)	Email exchange between 23/05/2018 and 30/05/2018 to share and agree tourism and recreation data to help inform the baseline and assessment within ES Chapter 12
30/05/2018	Email	Countryside and Access	Submission to Cornwall Council of documents for comment and agreement including: <ul style="list-style-type: none"> Meeting minutes for meeting that took place on 11/05/2018 Draft ES Chapter 12 People and Communities; and PRoW Management Plan and associated drawings
05/06/2018	Meeting	SoCG workshop	A workshop led by Highways England with all relevant officers regarding the DCO process and SoCG
07/06/2018	Email	Countryside and Access	Email from PRoW Officer, Cornwall Council Response to draft ES Chapter 12 and PRoW Management Plan No comments were provided except to say when re-instating a Public Right of Way after disturbance caused by the road scheme it is essential that the new surfaces provided are in good condition and are easily maintainable in the future with minimal liabilities for the Council (i.e.as sustainable as possible) rather than just re-instating them to the condition that they are already in, which may be poor

Date	Method	Topic	Consultation Details
11/06/2018	Steering Group	Project update	Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed: <ul style="list-style-type: none"> Approach to SoCG Approach to de-trunking
13/06/2018	Email	Countryside and Access	Submission to Cornwall Council of draft documents for review and comment including: <ul style="list-style-type: none"> Draft ES Chapter 12 People and Communities; and PRoW Management Plan and associated drawings
22/06/2018	Email	Landscape	Issue by Highways England of draft ES Chapter on Landscape and supporting documents to Landscape Officer
04/07/2018	Email	Landscape	Detailed comments from Landscape Officer on draft ES Chapter on Landscape
13/07/2018	Email	Draft Environmental Statement	Issue of draft ES and Appendices to Cornwall Council Officers
18/07/2018	Email	Project wide	Issue of SoCG Draft 1 to Cornwall Council
23/07/2018	Email	Landscape	Detailed comments from Landscape Officer on Environmental Masterplans
23/07/2018	Email	Geology and Materials	Comments received from Planning Officer on respective draft ES Chapters for Geology and Soils, and Materials
24/07/2018	Meeting	Design	Meeting with Highways Officer to discuss side road designs included within the scheme boundary
25/07/2018	Meeting	SoCG	Workshop with Cornwall Council officers to discuss comments on SoCG Draft 1 and Draft ES
27/07/2018	Email	Ecology	Comments from Ecology Officer on draft SoCG, and draft ES Chapter for Ecology and Nature Conservation
27/07/2018	Email	SoCG and Environmental Growth	Comments from Environment Officer on the inclusion of Environmental Growth in the SoCG and observations/comments on the draft ES Chapter for Ecology and Nature Conservation
31/07/2018	Email	Materials	Comments from Soils and Materials Engineer received regarding draft ES Chapter for Materials
02/08/2018	Email	Drainage and Hydrology	Comments from Flood Risk officer on the SOCG discussed at the SoCG Workshop on 25 July with specific comments on Topic 14 Road Drainage and the Water Environment
02/08/2018	Email	Transport	Comments from Transport Officer on SoCG Draft 1 in respect of scheme design and highways issues
08/08/2018	Email	Ecology	Statement of Common Ground with Natural England issued to Ecology Officer for reference
08/08/2018	Email	Drainage and Hydrology	Comments from Sustainable Drainage Officer received on SoCG Draft 1 in respect of highway drainage
13/08/2018	Email	Transport	Comments from Transport Officer on SoCG Draft 1 in respect of the consideration of alternatives topic
17/08/2018	Email	Ecology	Response and clarification from Highways England on comments on draft ES Chapter for Ecology and Nature Conservation
21/08/2018	Email	SoCG	Issue of SoCG Draft 2 to Cornwall Council
22/10/2018	Steering Group	Project update	Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed:

Date	Method	Topic	Consultation Details
			<ul style="list-style-type: none"> Cornwall Council internal consultation on Statement of Common Ground Cornwall Council Local Impact Report
12/12/2018	Meeting	Member briefing	A presentation was offered to 123 Cornwall Councillors to provide an update on the scheme. 7 Councillors were in attendance
13/12/2018	Meeting	De-trunking	A meeting was held to progress the Statement of Common ground in relation to de-trunking of the existing A30
21/01/2019	Email	Project Description and de-trunking	Updated Statement of Common Ground received from Cornwall Council
23/01/2019	Email	Landscape	Comments on Chapter 7, Landscape of the Environmental Statement (Volume 6, Document Reference 6.2)
25/01/2019	Meeting	Drainage and de-trunking	Meeting with Cornwall Council regarding measures relating to de-trunking. Meeting with Drainage Officer regarding update to Statement of Common Ground.
04/02/2019	Meeting	De-trunking and SoCG	Meeting with Cornwall Council to discuss the draft SOCG for submission at Deadline 1 further.
15/04/2019	Meeting	Steering Group	Meeting to discuss matters arising from the hearings held in April.
08/05/2019	Meeting	De-trunking	Meeting to discuss measures proposed by Cornwall Council in relation to the de-trunking of the A30.
20/05/2019	Meeting	SoCG	A meeting to discuss the final SoCG.
7/06/2019	Email	De-trunking	Cornwall Council email including proposed de-trunking measures to be funded by Highways England
10/06/2019	Meeting	De-trunking	Meeting to discuss Cornwall Council's proposed de-trunking measures to be funded by Highways England
21/06/2019	Email	De-trunking	Highways England issue of proposed Heads of Terms for legal agreement
25/06/2019	Email	De-trunking	Cornwall Council response to proposed Heads of Terms for legal agreement
04/07/2019	Email	De trunking	Cornwall Council submit report outlining position on matters not agreed relating to funding for de trunking and Shortlanesend measures, with latest draft SoCG.

3 Topics covered in this SoCG

3.1.1 The following table is a summary of the topics which are considered within this SoCG.

Overarching topic	Topic number	Topic
Background	1.	Principle of Development
	2.	Project Description
	3.	Consultation
Relevant ES Chapter	4.	Consideration of Alternatives (Chapter 3 of the ES)
	5.	Approach to Environmental Impact Assessment (Chapter 4 of the ES)
	6.	Air Quality (Chapter 5 of the ES)
	7.	Cultural Heritage (Chapter 6 of the ES)
	8.	Landscape and Visual (Chapter 7 of the ES)
	9.	Ecology (Chapter 8 of the ES)
	10.	Geology and Soils (Chapter 9 of the ES)
	11.	Materials (Chapter 10 of the ES)
	12.	Noise and Vibration (Chapter 11 of the ES)
	13.	People and Communities – Tourism and Recreation (Chapter 12 of the ES)
	14.	People and Communities – Public Rights of Way (Chapter 12 of the ES)
	15.	Road Drainage and the Water Environment (Chapter 13 of the ES)
	16.	Consideration of Cumulative Effects (Chapter 15 of the ES)
	17.	Environmental Management (Chapter 16 of the ES)
Other topics	18.	Environmental Growth
	19.	De-trunking
	20.	Traffic and Transport
	21.	Draft Development Consent Order

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 Cornwall Council and Highway England

Reference	Matter which has been agreed	Date and method of agreement
1. Principle of Development		
1.1.	Cornwall Council support the scheme and its role as the main link between West Cornwall, the Isles of Scilly and the national motorway network	Response to statutory consultation 12/03/2018
1.2.	Cornwall Council support the scheme and its role in alleviating congestion, delays and rat running through local villages	Response to statutory consultation 12/03/2018
1.3.	Cornwall Council support the overarching objectives of the scheme, being to: reduce congestion; unlock economic growth; connect communities; improve safety, operation and efficiency; protect the environment; and minimise disruption during construction	Response to statutory consultation 12/03/2018
1.4.	Cornwall Council agree that the scheme is a Nationally Significant Infrastructure Project, being a Trunk Road managed by the Secretary of State and in line with the relevant thresholds in section 22 of the Planning Act 2008	Meeting 25/07/2018
1.5.	Cornwall Council agree that the scheme supports the delivery of Paragraph 2.2 of the National Policy Statement for National Networks (NPS NN) regarding addressing the critical need to improve national networks to address road congestion and provide safe, expeditious and resilient networks that better support social and economic activity	Meeting 25/07/2018
1.6.	Cornwall Council agree that the scheme supports the delivery of the Adopted Cornwall Local Plan Strategic Policies (2016), in particular policies 27 (transport and accessibility) and 28 (infrastructure) At the local level, the scheme has been considered against the following adopted policy documents: <ul style="list-style-type: none"> Cornwall Local Plan: Strategic Policies 2010-2030 (Cornwall Council, 2016) 	Meeting 25/07/2018

Reference	Matter which has been agreed	Date and method of agreement
	<ul style="list-style-type: none"> • Cornwall Local Plan: Strategic Policies 2010-2030, Community Network Areas (2016) • Connecting Cornwall: 2030 Strategy (Cornwall Council, 2016) • Truro and Kenwyn Local Neighbourhood Plan (Truro City and Kenwyn Parish Councils, 2016) • The Cornwall Local Flood Risk Management Strategy: Part 1 Strategic Vision (2014-2020) • Minerals Local Plan (1998) • Clean Air for Cornwall Strategy and Air Quality Action Plan (AQAP) <p>The scheme has considered the following emerging policy documents:</p> <ul style="list-style-type: none"> • Cornwall Site Allocations Development Plan Document (Allocations DPD) Regulation 19 Version (Cornwall Council, 2017) • Minerals Safeguarding Development Plan Document (2018) <p>The scheme has been considered against the following guidance documents:</p> <ul style="list-style-type: none"> • Cornwall Design Guide (2013) • Cornwall's Biodiversity Volume 1: Audits and Priorities (1996) • Cornwall's Biodiversity Volume 2: Action Plans (1996) • Cornwall's Biodiversity Volume 3: Action Plans (2004) • Biodiversity and Geological Conservation Planning Good Practice Guidance for Cornwall (2007) • Cornwall and Isles of Scilly Landscape and Character Study (2007) • British Native Trees and Shrubs and Their Status in Cornwall 	
1.7.	<p>Cornwall Council consider that for the following topics the issues and impacts have been satisfactorily addressed and proposed mitigation is adequate:</p> <ul style="list-style-type: none"> a) World Heritage Site b) Biodiversity c) Noise and Vibration d) Air Quality e) Contaminated land f) Geology, Soils and Agricultural land g) Socio-economic Impacts 	Paragraph 1.2 of the Highways England comments on the LIR (Doc Ref 8.1) [REP2-021]

Reference	Matter which has been agreed	Date and method of agreement
2. Project Description		
2.1.	Cornwall Council agree that the proposed scheme is the construction of a new A30 dual carriageway road approximately 14 kilometres in length	Response to statutory consultation 12/03/2018
2.2.	Cornwall Council note that the engineering design has reduced the height of the road at Marazanvose and Pennycomequick in response to the findings of the Preliminary Environmental Information Report (PEIR) and statutory consultation	Email 02/08/2018
2.3.	Cornwall Council note the design of the grade separated Chiverton junction, and agree with the use of a gyratory carriageway instead of the dumbbell arrangement proposed at the non-statutory consultation in October 2016	Response to statutory consultation 12/03/2018
2.4.	Subject to appropriate assessment Cornwall Council support the non-provision of street lights at Chiverton junction, and understand that ducting will be included in the construction of the junction to allow for any future provision, subject to the outcomes of a road safety audit	Response to statutory consultation 12/03/2018
2.5.	Cornwall Council agree that temporary traffic signals will not be provided at the Chiverton junction, and understand that signal ducting will be included in the construction of the junction to allow for any future provision by Cornwall Council	Response to statutory consultation 12/03/2018
2.6.	Cornwall Council agree in principle with the provision of a grade separated junction at Chybucca	Email 02/08/2018
2.7.	Cornwall Council accept in principle that the number of side road crossings of the new A30 and (where relevant) the existing A30 (at Tresawsen, Two Barrows, Trevalso Lane, and Pennycomequick Lane) is sufficient	Email 02/08/2018
2.8.	Cornwall Council accept in principle that the number of WCH crossings of the new A30 (at Chiverton junction, Marazanvose, Tolgroggan Farm and Church Lane) is sufficient	Email 02/08/2018
2.9.	Cornwall Council agree with the use of a two roundabout 'dumbbell' junction at Carland Cross and consider that the design is sufficient to manage future demand	Cornwall Council comments received 21/01/19; and meeting held 24/01/19

Reference	Matter which has been agreed	Date and method of agreement
2.10.	<p>Cornwall Council recognises that the proposed underpass at Chiverton for walkers, cyclists and horse riders (WCH) represents an improvement in WCH provision from that proposed at statutory consultation and would provide an adequate facility.</p> <p>As a separate project to the A30 scheme, Cornwall Council also supports the provision of a cycle/footbridge at the existing Chiverton roundabout to enhance the connection between the B3277 from St Agnes and the A390 and address the existing issues with the at-grade crossing at the roundabout</p>	Cornwall Council comments received 21/01/2019; and meeting held 24/01/2019
2.11.	Cornwall Council accept the analysis of Highways England in that the provision of east facing slips at Chybucca cannot be justified in terms of future traffic demand and associated costs, land take and environmental impact	Cornwall Council comments received 21/01/2019
3. Consultation		
3.1.	Cornwall Council was formally consulted on the SoCC for 28 days from 16 October to 13 November 2018	<p>Report to Portfolio Holder 08/11/17</p> <p>See Appendix C</p>
3.2.	<p>The consultation on the SoCC was adequate and Cornwall Council agree with the manner in which it was taken into account, principally:</p> <ul style="list-style-type: none"> • The updates to the draft SoCC following consultation with Council Officers and Members • The inclusion of an event at Victory Hall in Indian Queens 	<p>Meeting 09/11/2017</p> <p>Letter 15/12/2017</p>
3.3.	The Council has engaged positively with Highways England throughout development of the project	Paragraph 5.1.1 of the Highways England comments on the LIR (Doc Ref 8.1) [REP2-021]
4. Consideration of Alternatives		
4.1.	No matters identified	
5. Approach to Environmental Impact Assessment		
5.1.	Cornwall Council consider that the Preliminary Environmental Information Report presented at statutory consultation was a comprehensive document that was useful at the consultation events	Response to statutory

Reference	Matter which has been agreed	Date and method of agreement
		consultation 12/03/2018
6. Air Quality		
Baseline		
6.1.	Cornwall Council agree with the air quality assessment considering three main sub-topics: construction and dust; local air quality; and regional air quality	Meeting 25/07/2018
6.2.	The air quality assessment study area has been established in line with guidance contained in HA207/07 Design Manual for Roads and Bridges (DMRB) Volume 11, section 3, Part 1, May 2007 [1], and that this is the appropriate guidance to use	Meeting 25/07/2018
Assessment Methodology		
6.3.	The air quality assessment methodology set out in section 5.6 of Chapter 5 Air Quality (Volume 6, Document Reference 6.2) follows the guidance contained in HA207/07 Design Manual for Roads and Bridges (DMRB) Volume 11, section 3, Part 1, May 2007, and that this is the appropriate guidance to use	Meeting 25/07/2018
Design, mitigation and enhancement measures		
6.4.	Cornwall Council agree with the measures identified in section 5.10 of Chapter 5 Air Quality (Volume 6, Document Reference 6.2)	Meeting 25/07/2018
Assessment of effects		
6.5.	Cornwall Council agree that the assessment of effects of air quality set out in section 5.11 of Chapter 5 Air Quality (Volume 6, Document Reference 6.2) follows the guidance contained in HA207/07 Design Manual for Roads and Bridges (DMRB) Volume 11, section 3, Part 1, May 2007, and that this is the appropriate guidance to use.	Meeting 25/07/2018
6.6.	Cornwall Council agree that the effects of the scheme in terms of air quality, as identified in Table 5-14 in Chapter 5 Air Quality (Volume 6, Document Reference 6.2), are not significant assuming these are as predicted when this is built	Meeting 25/07/2018
7. Cultural Heritage		
7.1.	The assessment methodology set out in section 6.6 of Chapter 6 Cultural Heritage (Volume 6, Document Reference 6.2) follows DMRB guidance, and that this is the appropriate guidance to use	Meeting 25/07/2018
Assessment of effects		
7.2.	The effect on the significance of the Church of St Peter, schoolroom and vicarage (NHLE nos. 1141481, 1141482, and 1328719 respectively) is slight adverse from the construction of the scheme	Meeting 25/07/2018

Reference	Matter which has been agreed	Date and method of agreement
7.3.	The effect on the significance of Chyverton Park and Lodge (NHLE nos. 1000512 and 1136926 respectively) is moderate adverse on Chyverton Park and Large Adverse on the Lodge in terms of temporary setting impacts during construction. It is agreed that the impacts on the significance of the asset from the construction of the scheme will be neutral	Meeting 25/07/2018
7.4.	The effect on the significance of Nancarrow Farm House is moderate adverse from the construction of the scheme and slight adverse on the temporary setting from the scheme during construction	Meeting 25/07/2018
8. Landscape and Visual		
Baseline		
8.1.	Cornwall Council agree that the selection of representative viewpoints is appropriate	Meeting 09/08/2017
8.2.	Cornwall Council agree that the selection of viewpoints for photomontage visualisations is appropriate	Meeting 09/08/2017
8.3.	Cornwall Council agree that the approach to basing visualisations on winter photography in order to illustrate the worst-case scenario is adequate and robust	Meeting 09/08/2017
8.4.	Cornwall Council agree that the approach to selecting and assessing landscape receptors, including landscape elements, Landscape Character Areas and areas designated for landscape value is appropriate and robust	Meeting 09/08/2017
Assessment Methodology		
8.5.	Cornwall Council agree that the methodology for the landscape and visual assessment in accordance with DMRB guidance and informed by GLVIA 3 is adequate and robust	Email 09/08/2017
8.6.	Cornwall Council agree that the Environmental Masterplans Figure 7.6 of the Environmental Statement (Document Reference 6.3(A)) show contour lines	Meeting 04/02/2019
8.7.	Cornwall Council agree that a post and rail fence is appropriate at VP27, given the engineering constraints associated with the retaining wall required for the quarry pond and to avoid impacts on the bowl barrow 500m north-west of Higher Ennis Farm (NHLE no. 1017049)	Paragraph 12.1 of the Highways England comments on the LIR (Doc Ref 8.1) [REP2-021] Agreed at the meeting held 20/05/2019
9. Ecology		

Reference	Matter which has been agreed	Date and method of agreement
9.1.	The scope of the ecological assessments was appropriate	Email 27/07/2018
9.2.	The depth and extent of the surveys and methods applied were appropriate	Email 27/07/2018
9.3.	Matters relating to ecology are detailed in the Statement of Common Ground with Natural England, which has been issued to Cornwall Council by email on 08/08/2018	
10. Geology and Soils		
Baseline		
10.1.	The buffer zone established for the study area in section 9.4, Chapter 9 Geology and Soils (Volume 6, Document 6.2) is sufficient	Email 23/07/2018
10.2.	Cornwall Council note that the following emerging policy is relevant to the Chapter: <ul style="list-style-type: none"> Minerals Safeguarding Development Plan Document (adopted 4 December 2018) 	Email 23/07/2018 Meeting 04/02/2019
Assessment Methodology		
10.3.	Cornwall Council agree that the geology and soils methodology set out in section 9.6 of Chapter 9 Geology and Soils (Volume 6, Document 6.2) follows the guidance set out below, and that this is the appropriate guidance to use: <ul style="list-style-type: none"> Geotechnics and Drainage, Earthworks, Managing Geotechnical Risks DMRB Volume 4, section 1, Part 2 HD22/08 Assessment and Management of Environmental Effects, DMRB Volume 11, section 2, Part 5 Geology and Soils, Environmental Assessment, Environmental Assessment Techniques, Highways Agency, DMRB Volume 11, section 3, Part 11 	Email 23/07/2018
Design, mitigation and enhancement measures		
10.4.	Cornwall Council agree with the measures identified in section 9.10 of Chapter 9 Geology and Soils (Volume 6, Document 6.2)	Email 23/07/2018
Assessment of effects		
10.5.	The assessment of effects of the scheme on geology and soils set out in section 9.11 and 9.12 of Chapter 9 Geology and Soils (Volume 6, Document 6.2) is appropriate	Email 23/07/2018
10.6.	Cornwall Council agree that no effects of the scheme, as identified in table 9-31 Chapter 9 Geology and Soils (Volume 6, Document 6.2), are of more than moderate adverse significance	Email 23/07/2018
11. Materials		
Assessment Methodology		

Reference	Matter which has been agreed	Date and method of agreement
11.1.	Cornwall Council agree that the geology and soils methodology set out in section 10.5 Chapter 10 Materials (Volume 6, Document 6.2) follows the guidance set out in DMRB IAN 153/11, and that this is the appropriate guidance to use	Meeting 25/07/2018
Design, mitigation and enhancement measures		
11.2.	The measures identified in section 10.9 of Chapter 10 Materials (Volume 6, Document 6.2) are broadly sufficient, subject to the matters outstanding	Meeting 25/07/2018
Assessment of effects		
11.3.	Cornwall Council agree that the assessment of effects of the scheme on geology and soils set out in section 10.10 of Chapter 10 Materials (Volume 6, Document 6.2) is appropriate	Meeting 25/07/2018
11.4.	Cornwall Council agree that there are no significant effects from the scheme, as identified in table 10-16 Chapter 10 Materials (Volume 6, Document 6.2)	Meeting 25/07/2018
11.5.	It is agreed that use of top soil will be managed through Annex P Outline Soil Management Plan of the OCEMP, Appendix 16.1 of the Environmental Statement (Document Reference 6.4(A)) [REP3-014]	Meeting 04/02/2019
11.6.	It is agreed that the use of local aggregate will be used where possible, as stated in paragraph 2.1.4 of Annex C Outline Materials Management Plan of the OCEMP, Appendix 16.1 of the Environmental Statement (Document Reference 6.4(A)) [REP3-014]	Meeting 04/02/2019
12. Noise and Vibration		
Baseline		
12.1.	Cornwall Council agree with the noise monitoring locations which are outlined in section 11.5 Chapter 11 Noise and Vibration (Volume 6, Document Reference 6.2)	Email 13/10/2017
12.2.	Cornwall Council agree that survey locations have intended to obtain representative sample of noise sensitive locations across the scheme. Cornwall Council agree this matter with Highways England making use of local knowledge of the area. Most of these locations are attended locations following the CRTN shortened measurement procedure, and have been supplemented with logged surveys with instrumentation left in place for 3-5 days. Cornwall Council understand that some locations may have to be altered according to availability to private land	Email 13/10/2017
Assessment Methodology		
12.3.	The 'ABC method' used in the assessment in Chapter 11 Noise and Vibration of the Environmental Statement (Volume 6 Document Reference 6.2) as described in BS 5228-1 (i.e. construction noise assessment approach) to determine the potential for significant noise construction effects, is the appropriate method	Email 13/10/2017
12.4.	Cornwall Council agree the operational traffic noise assessment methodology described in Design Manual for Roads and Bridges document HD 213/11 Revision 1 has been used and that this is the correct methodology	Email 13/10/2017

Reference	Matter which has been agreed	Date and method of agreement
12.5.	Cornwall Council agree the established operational traffic noise assessment methodology described in Design Manual for Roads and Bridges document HD 213/11 Revision 1 has been used and Cornwall Council accept this as appropriate for this assessment	Email 13/10/2017
Mitigation		
12.6.	Cornwall Council would exercise influence over construction activities to seek to avoid adverse noise and vibration effects. For night-time works in particular Cornwall Council agree a section 61 application is the most appropriate mechanism to agree appropriate controls and protocols	Email 13/10/2017
12.7.	It is agreed that the measures contained in Annex K Outline Noise and Vibration Management Plan of the Outline CEMP, Appendix 16.1 of the Environmental Statement (Document Ref 6.4(A)) [REP3-014] are sufficient	Meeting 04/02/2019
12.8.	The measures outlined to mitigate adverse effects of noise during the operation of the scheme, as set out in section 11.10 of Chapter 11 Noise of the Environmental Statement (Document Ref 6.3) [APP-064], are sufficient. This is notwithstanding Cornwall Council's views regarding the use of noise attenuation fencing at Marazanvose, as stated in point 8.1 of section 5, Matters Outstanding, of this document.	Meeting 20/05/2019
13. People and Communities – Tourism and Recreation		
13.1.	Cornwall Council agree that all tourism and recreational assets potentially affected by the proposed scheme have been included within the baseline of the ES	Meeting 25/07/2018
13.2.	No additional services are needed or wanted as part of the scheme and that access to existing services will be sufficient for users of the road including visitors and tourists	Meeting 25/07/2018
13.3.	Cornwall Council note, subject to agreement on signage, that potential effects on the tourism and recreational assets during operation of the proposed development will be beneficial, with improved travel conditions for visitors and other users of the new and existing A30	Meeting 25/07/2018
13.4.	The signage strategy to be produced by Highways England as part of the legal agreement will include Cornwall Council's request for tourist signage to be erected where appropriate to strategic tourism and recreational assets, such as the World Heritage Site (subject to discussion and agreement with the relevant Cornwall Council Officers)	Meeting 04/02/2019
14. People and Communities - Public Rights of Way		
14.1.	Cornwall Council agree that all PRoW potentially affected by the proposed scheme have been included within the baseline of the ES	Meeting 11/05/2018
14.2.	Cornwall Council agree with the approach to defining sensitivity of the PRoW potentially affected	Meetings 11/05/2018 30/05/2018

Reference	Matter which has been agreed	Date and method of agreement
14.3.	<p>Signage will be erected at all points where PRow intersect or cross the proposed scheme in order to advise of planned works and dates of any closures. Signage will also include details of any alternative routes / diversions where necessary as detailed in section 3.2 of the PRow Management Plan (Volume 6, Document 6.4, Appendix 16.1)</p> <p>The location and details of the signage will be discussed and agreed with Cornwall Council</p>	<p>Meeting 11/05/2018 30/05/2018</p>
14.4.	<p>Highways England will undertake a condition survey of all PRow effected by the proposed scheme as stated at section 1.4 of the PRow Management Plan (Volume 6, Document 6.4, Appendix 16.1). This is to be shared and agreed with Cornwall Council with all PRow reinstated to an 'as is' state as a minimum. The proposed reinstatement will be discussed and agreed with Cornwall Council</p>	<p>Meetings 11/05/2018 30/05/2018</p>
14.5.	<p>Highways England agree to work with Cornwall Council to help ensure minimal impact on the PRow network, applying the following hierarchy of mitigation (discussed and agreed) and set out at section 3.3 of the PRow Management Plan (Volume 6, Document 6.4, Appendix 16.1):</p> <ul style="list-style-type: none"> • Use of signage where PRow can remain open but users need to be warned of the presence of construction vehicles (local management); • Implementation of short, temporary closures where local works might effect safety of users (local closures); • Closure of / extinguishment of a PRow following the early implementation of an alternative / new route (e.g. via a new overbridge / underpass) (early re-provision); • Closure of / extinguishment of a PRow without re-provision (e.g. where works sequencing will not provide a new crossing in advance of the carriageway works) (full closure); and • Provision of new crossings / routes as part of the scheme (new routes) 	<p>Meetings 11/05/2018 30/05/2018</p>
14.6.	<p>Highways England agree to remove all furniture associated with construction works (e.g. gates / segregation) put in place along the PRow network to manage potential construction effects.</p> <p>Where Highways England (or the respective landowner) wish to leave such furniture in place this is to be discussed and agreed with Cornwall Council in order to avoid unlawful furniture on the PRow network</p>	<p>Meetings 11/05/2018 30/05/2018</p>
14.7.	<p>Cornwall Council and Highways England agree with the contents and mitigation detailed within the PRow Management Plan as submitted (Volume 6, Document 6.4, Appendix 16.1)</p>	<p>Meeting 30/05/2018</p>
14.8.	<p>Cornwall Council and Highways England agree that potential effects on the PRow network during operation of the proposed development will be minimal, particularly given the context of the existing A30</p>	<p>Meetings 11/05/2018 30/05/2018</p>
14.9.	<p>Cornwall Council accept the following changes to Public Rights of Way:</p> <ul style="list-style-type: none"> • An additional length of path to join BOAT 209/25/7 on the north side of the bypass 	<p>Paragraph 12.1 of the Highways England</p>

Reference	Matter which has been agreed	Date and method of agreement
	<ul style="list-style-type: none"> Upgrading footpath PR5 to bridleway status Changing the private means of access (16) to a public bridleway and linked to existing bridleway JJ along the south side of the bypass Extending the footpath at U6083 over the existing A30 to provide a continuous link 	comments on the LIR (Doc Ref 8.1) [REP2-021]
14.10.	Cornwall Council agree with the amended position of Bridleway VV	Meeting 20/05/2019
15. Road Drainage and the Water Environment		
Baseline		
15.1.	Cornwall Council agree with the baseline conditions set out in section 13.7, Chapter 13 Road Drainage and the Water Environment (Volume 6, Document 6.2)	Email 02/08/2018
Assessment Methodology		
15.2.	The assessment methodology set out in section 13.6, Chapter 13 Road Drainage and the Water Environment (Volume 6, Document 6.2) follows the guidance set out in DMRB HD 45/09, and that this is the appropriate guidance to use at this stage. The CIRIA SuDS manual will be used for detailed design and methodology	Meeting with Cornwall Council Drainage Officer 25/01/2019
Design, mitigation and enhancement measures		
15.3.	The measures identified in section 13.10, Chapter 13 Road Drainage and the Water Environment (Volume 6, Document 6.2) are sufficient. Cornwall Council agree that the HAWRAT assessment has been completed and demonstrated that the current measures proposed are adequate	Meeting with Cornwall Council Drainage Officer 25/01/2019
15.4.	In the case of accidental spillage as a result of a road traffic accident, it is agreed that Highways England will install Penstocks within the forebays to allow polluted water to be contained, and that this is a sufficient measure to manage this risk. The attenuation and forebay ponds will be profiled to provide a defined flow path in the case of exceedance to ensure the overflow is channelled to the receiving watercourse and does not cause any localised flooding	Meeting with Cornwall Council Drainage Officer 25/01/2019
Assessment of effects		
15.5.	Cornwall Council agree that the assessment of effects of the scheme on the water environment out in section 13.11, Chapter 13 Road Drainage and the Water Environment (Volume 6, Document 6.2) is appropriate	Email 02/08/2018
Engineering design		

Reference	Matter which has been agreed	Date and method of agreement
15.6.	The provision of forebay ponds for attenuation ponds over 500 metres cubed is acceptable. An alternative hard engineered solution (e.g. stone filled Gabions as provided on the A30 Temple to Higher Carblake scheme) is acceptable for attenuation ponds less than 500 metre cubed	Meeting with Cornwall Council Drainage Officer 25/01/2019
15.7.	Cornwall Council agree that the drainage systems have been designed in accordance with C753 The SuDS Manual, and that they designed for the 1 in 100 year critical rainfall event plus a 40% allowance for climate change, and that this approach is good practice	Email 02/08/2018
15.8.	Cornwall Council agree that the 300mm freeboard provided at attenuation and forebay ponds and at culverts is good practice, however, the ponds will be profiled to provide a defined flow path in the case of exceedance to ensure the overflow is channelled to the receiving watercourse and does not cause any localised flooding	Meeting with Cornwall Council Drainage Officer 25/01/2019
15.9.	All attenuation and forebay ponds will be provided with a benched side profile as a working area for maintenance and gradients that facilitate easy egress for any unauthorised entries and fauna. No perimeter fencing to prevent unauthorised access will be provided around Cornwall Council attenuation ponds as requested by Cornwall Council	Meeting with Cornwall Council Drainage Officer 25/01/2019
15.10.	Cornwall Council agree that culverting of watercourses has only been considered where there is no other practicable solution	Meeting with Cornwall Council Drainage Officer 25/01/2019
15.11.	Highways England confirm that Cornwall Council would be consulted regarding drainage at the detailed design stage as per Requirement 12 (Detailed Design) and Requirement 13 (Surface and Foul Water Drainage) in Schedule 2 of the draft DCO (Document 3.1(D) [REP3-007]	Paragraph 14.2.2 of the Highways England comments on the LIR (Doc Ref 8.1) [REP2-021]
16. Consideration of Cumulative Effects		
16.1.	Cornwall Council agree with the conclusions of Highways England that there would not be any cumulative effects arising from major planning applications granted planning permission by Cornwall Council since the DCO was submitted in August 2018	Paragraph 8.2.18 of the Highways England comments on the LIR (Doc Ref 8.1) [REP2-021]

Reference	Matter which has been agreed	Date and method of agreement
17. Environmental Management		
17.1.	No matters identified	
18. Environmental Growth		
18.1.	Cornwall Council is satisfied that the proposed scheme is aligned with the principles set out in the Cornwall Environmental Growth Strategy	Email 27/07/2018
19. De-trunking		
19.1.	Cornwall Council will consider restricting vehicular access to access to Penstraze Lane other than for access to residential properties and walkers, cyclist and horse riders (WCH) users, subject to further assessment by Cornwall Council. Consultation with local residents as required, potential works to enable closure, and the statutory process to implement necessary measures for prohibiting vehicles will be funded by Highways England through a s278 agreement	Cornwall Council comments received 21/01/2019; meeting held 24/01/2019; meeting held 08/05/2019
19.2.	Highways England agree that Henvver lane should remain open until the opening of the scheme to facilitate construction. Cornwall Council will consider measures (such as closure or partial closure) subject to further assessment following the opening of the scheme. Consultation with local residents as required, traffic monitoring, potential works to enable closure, and the statutory process to implement necessary measures for prohibiting vehicles will be funded by Highways England through a s278 agreement	Cornwall Council comments received 21/01/2019; meeting held 24/01/2019; meeting held 08/05/2019
19.3.	Highways England will ensure the existing access to Chyverton Park will remain at the current location and any works to this access will be minimal. This will be carried out by Highways England as part of the construction of the scheme	Cornwall Council comments received 21/01/19; and meeting held 24/01/19
19.4.	Highways England have departed from DMRB standards for adoptable side roads along the scheme in order to match existing road widths, in line with Cornwall Council requests. Changes to these side roads will be carried out by Highways England as part of the construction of the scheme	De-trunking meeting 03/01/2018

Reference	Matter which has been agreed	Date and method of agreement
		Reviewed at De-trunking meeting 14/05/2018
19.5.	Highways England will fully fund removal and replacement of trunk road traffic signs on the existing A30 as part of the de trunking work to be undertaken by Cornwall Council.	
19.6.	Signage at the proposed Carland Cross from westbound approach will include a route to Perranporth incorporating using the existing A30. This will be carried out by Highways England as part of the construction of the scheme	De-trunking meeting 03/01/2018 Reviewed at De-trunking meeting 14/05/2018
19.7.	The standard and carriageway width of the existing A30 will be appropriate for use as a diversion route for the new A30 with a desirable minimum width of 6.8m but an absolute minimum width of 6.1m. Any future changes in road width will accommodate the diversion of abnormal loads for local access, and the final designs to be implemented by Cornwall Council will be developed and agreed in consultation with local stakeholders including the Highways England's Operations Team	De-trunking meeting 12/12/2018 Cornwall Council comments received 21/01/19; and meeting held 24/01/19
19.8.	Highways England will fund the reduction of the existing A30 width at Four Burrows and Pennycomequick (in relation to Penglaze) to a minimum of between 6.1m-6.8m in response requests from Historic England. Highways England will also fund localised new green coloured surfacing at Four Burrows as part of the scheme mitigation works subject to consultation with Historic England.	
19.9.	Highways England will agree the scope of a condition survey with Cornwall Council and subsequently provide Cornwall Council with a condition survey of the existing A30 prior to the de-trunking of the existing A30. This scope will include provision for the agreement of the works required as part of the de-trunking. Cornwall Council needs to specify the maintenance category and future road classification	Cornwall Council comments received 21/01/19; and meeting held 24/01/19

Reference	Matter which has been agreed	Date and method of agreement
19.10.	A lay-by strategy review will be undertaken by Cornwall Council to identify which laybys should be removed on the existing A30. The removal of lay-bys will aim to reduce negative behaviours associated with laybys by reducing stubs or gates access	Cornwall Council comments received 21/01/19; and meeting held 24/01/19
19.11.	Cornwall Council agree with the principle of providing the de-trunking works not identified as part of the DCO application through a Section 278 Agreement.	Cornwall Council comments received 21/01/19; and meeting held 24/01/19
19.12.	WCHs will be prohibited on the newly proposed A30 but will be able to use the existing A30.	Cornwall Council comments received 21/01/19; and meeting held 24/01/19
19.13.	Cornwall Council have requested monitoring of traffic using ANPR for a period capturing seasonal differences and neutral months. ANPR cameras will be installed by Highways England on the new A30 as part of the construction of the scheme. Following installation these will be maintained and operated as a Cornwall Council asset	Cornwall Council comments received 21/01/19; and meeting held 24/01/19
19.14.	Highways England will fund improvements to the C0089 illustrated on the plan appended at Appendix D	
20. Traffic and Transport		
20.1.	Cornwall Council agree that the traffic data used to inform the model development is sound and fit for purpose	De-trunking meeting 24/01/2019
20.2.	Cornwall Council accepts that the base year traffic model has been developed in accordance with WebTAG criteria	De-trunking meeting 24/01/2019

Reference	Matter which has been agreed	Date and method of agreement
20.3.	Cornwall Council accepts that the base year traffic model meets WebTAG calibration/validation criteria	De-trunking meeting 24/01/2019
20.4.	Cornwall Council accepts the development forecast used in the traffic modelling	De-trunking meeting 24/01/2019
20.5.	Cornwall Council agree with the forecast infrastructure included as do minimum and do something scenarios	De-trunking meeting 24/01/2019
20.6.	Cornwall Council accepts the forecast traffic models are in line with WebTAG criteria including the approach to variable demand modelling	De-trunking meeting 24/01/2019
20.7.	Cornwall Council agree with the operational assessment traffic modelling	De-trunking meeting 24/01/2019
20.8.	Cornwall Council agree with the findings and conclusions of the Transport Reports (Volume 7, Document Reference 7.5)	De-trunking meeting 24/01/2019
21. Draft Development Consent Order		
21.1.	The Secretary of State for Transport would be the discharging authority for any approval required by a requirement of the draft DCO as set out in Part 2 of Schedule 2 of the draft DCO. Cornwall Council would be the Enforcement Authority for the scheme	Paragraph 2.2.1 of the Highways England comments on the LIR (Doc Ref 8.1) [REP2-021]

5 Matters outstanding

5.1 Principal matters outstanding

5.1.1 The principal matters that are outstanding include:

- Points of detail regarding draft ES Chapters and Environmental Masterplans.
- De-trunking of the existing A30 and measures not funded by Highways England.
- Bilingual signage at Chiverton, Chybucca and Carland Cross.

5.1.2 Highways England will continue to review the matters detailed in the table below and the Local Impact Report to be submitted by Cornwall Council.

5.2 Specific matters outstanding

5.2.1 The table below sets out the matters which are outstanding between Highways England and Cornwall Council.

5.2.2 The table describes the matter being discussed and Cornwall 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.

Ref.	Matter	Cornwall Council position	Highways England position	Date of the position
1. Principle of Development				
1.1.	No matters identified			
2. Project Description				
2.1.	No Matters identified			
3. Consultation				
3.1.	No matters identified			
4. Consideration of alternatives				
4.1.	No matters identified			
5. Approach to Environmental Impact Assessment				

Ref.	Matter	Cornwall Council position	Highways England position	Date of the position
5.1.	No matters identified			
6. Air Quality				
6.1.	No Matters identified			Confirmed at meeting held 04/02/2019
7. Cultural Heritage				
7.1.	No matters identified			Confirmed at meeting held 04/02/2019
8. Landscape and Visual				
8.1.	Noise attenuation fencing at Nancarrow. A 2m high close boarded fence to the south of the scheme between Chainage +6,800 and +7,500 is proposed	<p>A Cornish hedge should be provided at this location to be more appropriate in terms of character and visual impact</p> <p>Whilst Cornwall Council accepts that a noise attenuation fence provides the noise mitigation required, it is noted that a Cornish hedge would be more appropriate in terms of character</p>	The proposed fencing is required to provide noise and visual screening at the top of the cutting slope for receptors to the south. Landscape mitigation of scrub and woodland planting to the north of this fence and woodland planting to the south would break up, filter and screen the views of the fence. While a Cornish hedge was considered, this was discounted following landowner engagement due to its related land take. Highways England considers a fence with landscape mitigation offers the best balance between aesthetics and mitigation function	Paragraph 9.12 of the Highways England comments on the LIR (Doc Ref 8.1) [REP2-021] Final position and will not change
8.2.	No further matters identified			Meeting 20/05/2019
9. Ecology				
9.1.	No matters identified			
10. Geology and Soils				

Ref.	Matter	Cornwall Council position	Highways England position	Date of the position
10.1.	No matters identified			Confirmed at meeting held 04/02/2019
11. Materials				
11.1.	No matters identified			Confirmed at meeting held 04/02/2019
12. Noise and Vibration				
12.1.	No matters identified			
13. People and Communities – Tourism and Recreation				
13.1.	Bilingual Signage	Junction names will be provided in the Cornish language on the junction map signs for the three major junctions on the new A30 at Carland Cross, Chybucca, and Chiverton roundabout	Highways England have discussed this with the Department for Transport (DfT). They have advised that this does not fall within Government Policy and they will not consider any authorisation requests for signs showing Cornish language	Highways England Response 30/01/2019 Final position and will not change
14. People and Communities – Public Rights of Way				
14.1.	No matters identified			
15. Road Drainage and the Water Environment				
15.1.	No matters identified			
16. Consideration of Cumulative effects				
16.1.	No matters identified			
17. Environmental Management				
17.1.	No matters identified			
18. Environmental Growth				
18.1.	No matters identified			
19. De-trunking				


Ref.	Matter	Cornwall Council position	Highways England position	Date of the position
19.1.	Boxheater junction reconfiguration	<p>Cornwall Council propose reconfiguration of Boxheater junction .</p> <p>Priorities need to be reconsidered based on predominant vehicle movements after the new scheme opens. This is in order to address potential safety issue for the operation of the junction, especially if Henver Lane is closed.</p> <p>Boxheater is considered a key junction in terms of detrunking. Cornwall Council have provided an estimate of the cost of their proposed junction improvement that, in their view, Highways England should be funding.</p>	<p>Improvements to Boxheater junction will not be carried out by Highways England as part of the construction of the scheme.</p> <p>Any works to Boxheater junction will be carried out by Cornwall Council.</p> <p>Highways England does not consider that funding of these improvement is required as there is no evidence from traffic modelling that the scheme will impact traffic movements or safety at Boxheater junction</p>	14/05/2018 De-trunking meeting Final position and will not change
19.2.	WCH provision on existing A30	<p>Cornwall Council have set out their future traffic management strategy for existing A30 which includes specific provision for WCH's along the entire length of the section of road to be detrunked. This includes changes to the layout and cross section to influence driver behaviour by changing nature of from former trunk road to part of the local road network that align with its future function..</p> <p>Highways England are funding the design of WCH measures on the existing A30 by Cornwall Council as part of Designated Funds</p> <p>These works will be funded by Highways England</p>	<p>Provision for WCHs on the existing A30 will not be funded by Highways England as part of the scheme. It is considered this funding is not necessary due to the reduction in traffic on the existing A30 as a result of the scheme, and the consequent benefit of this for WCH users as stated in paragraph 12.11.33 of Chapter 12 People and Communities of the Environmental Statement (Document Ref 6.2) [APP-065].</p> <p>Highways England are funding the design of WCH measures on the existing A30 by Cornwall Council as part of Designated Funds enhancements.</p> <p>No further funding for their implementation is secured at this time.</p>	

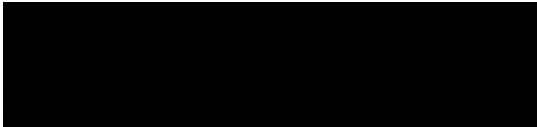
Ref.	Matter	Cornwall Council position	Highways England position	Date of the position
19.3.	Lay-bys on existing A30	A layby strategy will be undertaken by Cornwall Council. Any works to laybys will be funded by Highways England	A layby strategy and works to laybys will not be funded by Highways England	14/05/2018 De-trunking meeting Final position and will not change
19.4.	Shortlanesend	Traffic modelling predicts up to 74% increase in peak hour Traffic levels on the B3284 through Shortlanesend as a result of the scheme. The village already benefits from standard traffic management measures to address existing traffic issues. The Council is proposing the creation of a comprehensive low speed environment scheme to mitigate the impacts of the predicted traffic increase Cornwall Council do not accept the level of funding proposed by Highways England is sufficient to undertake the works required for measures proposed at Shortlanesend	Highways England do not consider that the measures outlined by Cornwall Council are necessary to construct and operate the scheme. A contribution of £10,000 towards traffic calming measures through Shortlanesend is proposed by Highways England	25/06/2019 Email from Cornwall Council Final position and will not change
19.5.	Signage	Highways England will fund removal and replacement of trunk road traffic signs on the existing A30 as part of the de trunking work to be undertaken by Cornwall Council. Cornwall Council do not accept the level of funding proposed by Highways England is sufficient to undertake the works required for signage on the existing A30	Funding of £80,000 for signage is proposed by Highways England.	25/06/2019 Email from Cornwall Council Final position and will not change
19.6.	Existing A30 width at Penglaze and Four Burrows	Cornwall Council do not accept the level of funding proposed by Highways England is sufficient to undertake the works required for these measures	Highways England have proposed £44,000 funding for these measures Other changes to the width of the existing A30 will not be funded by Highways England.	25/06/2019 Email from Cornwall Council Final position and will not change

Ref.	Matter	Cornwall Council position	Highways England position	Date of the position
20. Traffic and Transport				
20.1.	No matters identified			
21. Draft Development Consent Order				
21.1.	No matters identified			

Appendix A Signing Sheet

A.1

For signing	
Signed	
On Behalf of	Cornwall Council
Name	Nigel Blackler
Position	Service Director, Transport and Infrastructure
Date	15 July 2019

For signing	
Signed	
On Behalf of	Highways England
Name	Josh Hodder
Position	Project Manager
Date	20 May 2019

Appendix B Cornwall Council's response to statutory consultation

Josh Hodder
Project Manager
Major Projects South West
Highways England
Temple Quay House
2 The Square, Temple Quay
Bristol
BS1 6HA

**Your
ref:**

My ref:

Date: 12 March 2018



Dear Josh

Re: A30 Chiverton to Carland Cross consultation response

I have pleasure in submitting our response to the above consultation on behalf of Cornwall Council.

The Council welcomes this scheme as this section of the A30 is the main link between West Cornwall and the Isles of Scilly and the national motorway network. The route is particularly popular during the holidays when traffic flows are higher than average; the resulting congestion, delays and rat running through local villages is hazardous, and poses serious problems for the local community, tourists and businesses in the region.

The Council supports the overarching objectives of the scheme which are to: reduce congestion; unlock growth; connect communities; improve safety, operation and efficiency; protect the environment and minimise disruption during construction.

We welcome the opportunity to work with Highways England on making the de-trunking process a success but stress that sufficient time, resources and money will need to be dedicated to this work as the impact of the new A30 on the surrounding highway network is significant.

May I thank you, WSP/PB and Arup for getting this scheme to the consultation process so effectively and the way our respective staff have worked collaboratively together.

Our responses to the specific questions in the consultation document are attached.

Yours sincerely



Nigel Blackler

Service Director – Transport and Infrastructure

Jeremy Edwards

A30 Chiverton to Carland Cross Consultation response

- 1. Do you have any comments on our proposals for the Chiverton junction to Chybucca section of the scheme?**
 - We agree to the changes to Chiverton roundabout with the creation of a gyratory instead of a dumbbell arrangement.
 - We have concerns that the west-bound off-slip will be affected by traffic queueing on the A390 which may give rise to traffic queueing back onto the A30.
 - We remain to be convinced that eastbound traffic will not route through Chacewater.
 - We are not satisfied that there is adequate NMU provision at Chiverton and would like to see a NMU crossing following the alignment of the B3277 to St Agnes.
 - We would seek to minimise the intrusion of street lighting on this junction.
 - We would still like to see further work undertaken for the provision of a westbound off-slip from the A390 as currently exists.

- 2. Do you have any comments on our proposals for the Chybucca junction to Zelah section of the scheme?**
 - We welcome the provision of west facing slip roads.
 - We think it essential to address the concerns of residents and include east facing slip roads, especially the provision of a westbound off-slip.
 - We note that the B3284 to Shortlanesend is forecast to see considerable increase in traffic and measures will need to be introduced to deal effectively with this increase.

- 3. Do you have any comments on our proposals for the Zelah to Carland cross section of the scheme?**
 -

- 4. Do you have any comments on the Preliminary Environmental Information Report**
 - It is a comprehensive document and was useful at the consultation.

- 5. Do you have any comments on the mitigation that we are proposing, or any other suggestions for mitigation?**
 - We welcome the provision of the wildlife overbridge but would like to see it available for use by NMUs.
 - We are content that throughout the development of this scheme we have had the opportunity to influence the design of the scheme.

- Wherever possible we would like to see effective screening of the road either by earth bunding or other measures.
- Where accommodation tracks are provided for residents' use we would like to see these made publically accessible to NMUs and to link with public rights of way wherever possible.
- Wherever possible we would like to see the minimum use of streetlighting.

6. Do you have any comments on what will happen to the existing A30 after the new A30 is built?

- We welcome the opportunity to work with Highways England on making the de-trunking process a success.
- Sufficient time, resources and money will need to be dedicated to de-trunking to ensure its success.
- The impact of the new A30 on the surrounding highway network should not be underestimated.
- We would like to significantly reduce rat-running on the County road network.
- We see considerable issues to be resolved at Penstraze Lane and the access to Rosecarnick farm.
- We see considerable issues to be resolved at Herver Lane and the associated works at Boxheater Junction.
- At Boxheater Junction we would like to see further development work for the realignment of the junction.
- The design of the existing A30 will need to be carefully considered to ensure it is suitable for the reduced level of traffic, able to be used as a diversion route should the new road be closed, and be suitable for increased levels of use by NMU's.
- We note that the B3284 to Shortlanesend is forecast to see considerable increase in traffic and measures will need to be introduced to deal effectively with this increase.
- We note that Scotland Road and A3075 to Trevemper is forecast to see considerable increase in traffic and measures will need to be introduced to deal effectively with this increase.
- We would like to agree proposals for the reduction in the number of lay-bys on the existing A30.
- We would also like to minimise the number of 'dead' sections of highway.

7. Do you have any anything you think we will need to consider as we develop our construction plans further?

- We need to work collaboratively on the phasing of the works, on statutory undertaker's diversion works and minimise the impact of the works on the travelling public.

Appendix C Report to Portfolio Holder 8 November 2017: Cornwall Council Response to Statement of Community Consultation

Report to:	Portfolio Holder for Transport	
Date:	8 November 2017	
Title:	A30 Chiverton to Carland Cross Cornwall Council response to Statement of Community Consultation	
Portfolio Area:	Transportation and Planning <i>Note: if there is more than one Portfolio Area which may have significant involvement in the issue the quarterly meeting of Cabinet, Scrutiny Chairmen, CDT, Monitoring Officer and Chairman of the Council will discuss who leads</i>	
Divisions Affected:	All	
Relevant Scrutiny Committee: Economic Growth & Development		
Authors, Roles and Contact Details:	Nigel Blackler, Service Director, Transportation and Infrastructure, nblackler@cornwall.gov.uk 01872 323084 Jeremy Edwards, Environment Liaison and Events officer, jedwards@cornwall.gov.uk 01873 237878	
Approval and clearance obtained:	Y	
For Cabinet and delegated executive decisions only		
Key decision? (≥£500k in value or significant effect on communities in two or more electoral divisions)	N	
Published in advance on Cabinet Work Programme?	N	
Urgency Procedure(s) used if 'N' to Work Programme?	N	
Date next steps can be taken		

Recommendation:

1. That the proposed Statement of Community Consultation should be approved subject to amending the document included in Appendix 2:

Figure 1 – add in more background detail to the map.

Para 4.1.2 – amend paragraph to include the percentage of people supporting the scheme.

Para 6.1.1 – delete Truro Daily as no paper exists.

add in Cornwall Live, Newquay Voice and St Austell Voice.

include attendance at Cornwall Council on 21 Nov 2017.

attend a further briefing for Cornwall Council on 23 Jan 2018.

Para 8, table 1 – amend County hall opening times to Mon to Fri, 9am-5pm.

Para 8.1.3 – amend the cost of the PEIR to 'cost' instead of £500.

Para 9.1.2 – add an additional event in the Fraddon/Indian Queens area.

1. Executive Summary

The Council has now been formally consulted by Highways England over the draft Statement of Community Consultation (SoCC) for the A30 Chiverton to Carland Cross scheme and the proposed programme of consultation events. The Council is required to respond within 28 days from of the date of the formal notice and no later than 13 November 2017.

The purpose of the SoCC is to ensure that local communities, residents, landowners, local interest groups, businesses, visitors and road users, all have the opportunity to fully understand the scheme and comment on the proposals before Highways England submits its Development Consent Order application.

2. Purpose of Report

This report sets out the Council's proposed response to the draft Statement of Community Consultation for the A30 Chiverton to Carland Cross scheme and proposed programme of consultation events put forward by Highways England. The Council is required to respond within 28 days from of the date of the formal notice and no later than 13 November 2017.

2.1 Background

The A30 connects Penzance in west Cornwall with the M5 in Exeter. The section of the A30 between the Chiverton and Carland Cross is the last remaining single carriageway on the A30, between the M5 at Exeter and Camborne in Cornwall. The proposed scheme includes the construction of a new 12.7km, 70mph dual carriageway between Chiverton and Carland Cross. The existing A30 will be de-trunked and retained as a new local road.

The current road is associated with regular delays and congestion. As well as improving journey time and reliability on the strategic road network, the proposed scheme will provide new and improved connectivity for minor roads leading north to Newquay and south to Truro. This will create a consistent, high quality dual-carriageway between Camborne and the M5 at Exeter. The improvements delivered by the A30 Chiverton to Carland Cross scheme will support residents, businesses and visitors to Cornwall

Two rounds of consultation on the A30 Chiverton to Carland Cross scheme have already been undertaken.

In 2015, Cornwall Council, on behalf of Highways England, held public engagement events to gauge support and seek feedback on the need for improvements to the existing A30. The engagement showed overwhelming support for an improvement to this section of the A30, both locally and from across Cornwall.

In autumn 2016, Highways England held a consultation on options for improvements to the A30 between Chiverton and Carland Cross. The consultation provided local communities and stakeholders with the opportunity to view, discuss and help shape the proposals prior to the selection of a preferred route.

The Planning Act 2008 requires Highways England to make an application to the Secretary of State through the Planning Inspectorate for a Development Consent Order (DCO) to build the scheme. The Secretary of State's role is to consider whether authorisation should be given for major infrastructure projects like this scheme. Highways England anticipates that a DCO application for the scheme will be submitted in September 2018. The Planning Inspectorate will examine the DCO application and the Secretary of State will decide on whether the scheme should go ahead.

Government policy relating to the development of the national road network is set out in the National Networks National Policy Statement (NNNPS). This provides the policy framework for DCO applications to be considered against.

Highways England is developing the A30 Chiverton to Carland Cross scheme under the Planning Act 2008. It has published its draft Statement of Community Consultation, as required under Section 47 of that Act. It has consulted Cornwall Council, the local authority responsible for the area where the scheme will be built, about plans to consult the local community.

When Highways England submits its DCO application, Cornwall Council and the Secretary of State must consider whether the consultation has been adequate. Feedback on the draft outline for the A30 Chiverton to Carland Cross scheme Statement of Community Consultation (SoCC) took place with officers on 26 September 2017 and 2 October 2017.

The Council has now been formally consulted by Highways England over the draft Statement of Community Consultation for the A30 Chiverton to Carland Cross scheme about what is to be included in the SoCC prior to its publication along with publicity for the proposed programme of consultation events. The Council is required to respond within 28 days from the date of the formal notice and no later than 13 November 2017.

The purpose of the SoCC is to ensure that local communities, residents, landowners, local interest groups, businesses, visitors and road users, all have the opportunity to fully understand the scheme and comment on our proposals before we submit our DCO application.

Statutory consultation under section 47 of the Act will take place between January and March 2018 [dates to be confirmed]. This covers a period of six weeks (42 days). The minimum required under the Act is 28 days. This will be the final stage of consultation before the DCO application is made in September 2018.

During the consultation Highways England proposes to provide information on various topics including:

- the alignment of the main dual carriageway
- junction layouts and strategy
- works to the existing road ('de-trunking') and side roads
- environmental assessments and potential environmental impacts
- environmental mitigation measures
- arrangements for the construction stage of the scheme
- arrangements to mitigate the severance of any communities, farms, or businesses.

3. Benefits for Customers/Residents

Following completion of the A30 Temple to Higher Carblake improvement, this section of the A30 is the last remaining length of single carriageway between Camborne and the M5 motorway, and regularly experiences congestion and delays.

The A30 Chiverton to Carland Cross scheme will; reduce congestion; unlock growth; connect communities; improve safety, operation and efficiency and protect the environment.

4. Relevant Previous Decisions

This scheme has been considered by the Council's Local Transport Board at its meeting on 14 March 2017.

5. Consultation and Engagement

The Council has now been formally consulted by Highways England over the draft Statement of Community Consultation for the A30 Chiverton to Carland Cross scheme about what is to be included in the SoCC prior to its publication. The Council is required to respond within 28 days from the date of the formal notice and no later than 13 November 2017.

The purpose of the Statement of Community Consultation is to ensure that local communities, residents, landowners, local interest groups, businesses, visitors and road users, all have the opportunity to fully understand the scheme and comment on the proposals before Highways England submit its DCO application.

6. Financial Implications of the proposed course of action/decision

There are no direct financial implications arising from this report.

If the proposal to dual the A30 between Chiverton and Carland Cross is approved and goes ahead, it should be noted that the existing A30 will be de-

trunked, and become the responsibility of the Council, as the Highway Authority, to maintain. There will be costs involved in maintaining this road, and negotiations are ongoing with Highways England on the condition of the road at handover and what additional funding would be required to maintain it.

7. Legal/Governance Implications of the proposed course of action/decision

This report sets out that the Council has now been formally consulted by Highways England over the draft Statement of Community Consultation for the A30 Chiverton to Carland Cross scheme about what is to be included in the SoCC prior to its publication along with publicity for the proposed programme of consultation events. The Council is required to respond within 28 days from the date of the formal notice and no later than 13 November 2017.

8. Risk Implications of the proposed course of action/decision

There are no risk implications arising from this report.

9. Comprehensive Impact Assessment Implications

A comprehensive impact assessment is not considered necessary for this report.

10. Options available

A briefing session was held on 31 October 2017 with both portfolio holders, representatives of Highways England, its consultants Arup and Council officers.

That the proposed Statement of Community Consultation should be approved subject to amending the document included in Appendix 2:

Figure 1 – add in more background detail to the map.

Para 4.1.2 – amend paragraph to include the percentage of people supporting the scheme.

Para 6.1.1 – delete Truro Daily as no paper exists.

add in Cornwall Live, Newquay Voice and St Austell Voice.

include attendance at Cornwall Council on 21 Nov 2017.

attend a further briefing for Cornwall Council on 23 Jan 2018.

Para 8, table 1 – amend County hall opening times to Mon to Fri, 9am-5pm.

Para 8.1.3 – amend the cost of the PEIR to 'cost' instead of £500.

Para 9.1.2 – add an additional event in the Fraddon/Indian Queens area.

11. Supporting Information (Appendices)

Appendix 1 – letter dated 16 October 2017.

Appendix 2 – Draft Statement of Community Consultation.

12. Background Papers

None

13. Approval and clearance

All reports:

Final report sign offs	This report has been cleared by (or mark not required if appropriate)	Date
Governance/Legal (Required for all reports)	Vanessa Davis	9 November 2017
Finance (Required for all reports)	Leah Thomas	6 November 2017
Equality and Diversity (If required)		
Service Director (Required for all reports)	Nigel Blackler	10 November 2017
Strategic Director (If required)		

Draft reports process checklist for Cabinet/individual decision reports:

Complete the checklist below while you are drafting your Cabinet or individual decision report. It will be removed before publication.

Process checklist	Completed
Portfolio Holder briefed	Yes/No
Strategic Director briefed	Yes/No
Service Director sign off	Yes/No
Data protection issues considered	Yes/No
If exempt information, public (part 1) report also drafted. (Cabinet/Scrutiny)	Yes/No
If not on Cabinet Work Programme, Scrutiny offered the opportunity to consider the report	Yes/No

Appendix D Plan of improvements to C0089

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