

From: [Dale, Louise Miss \(DIO Estates-SafegdgMgr2\)](#)
To: [A30 Chiverton to Carland Cross](#)
Subject: 201900801 A30 Chiverton to Carland Cross Defence Infrastructure Organisation (DIO) Safeguarding Response
Date: 01 August 2019 13:01:29
Attachments: [20190801 A30 Chiverton TR010026 DCO DIO Response.pdf](#)

Sir/Madam

TRO10026

Please find attached Defence Infrastructure Organisation Safeguarding comments with regards to the above referenced DCO consultation.

Kind Regards

Louise Dale

Safeguarding Officer
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 Defence Infrastructure Organisation



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1st August 2019

Dear Sir/Madam

Highways England A30 Chiverton to Carland Cross (DCO application) TR010026

I am writing to provide Defence Infrastructure Organisation comments on behalf of the Ministry of Defence (MOD) on the Applicants proposed A30 Chiverton to Carland Cross DCO application.

The application is for the upgrade of the A30 from a single to dual carriageway including construction of 12.5km new off-line section, and new grade separated junctions at Chiverton and Carland Cross and Chybucca. The majority of the existing A30 will be retained as a local route.

Safeguarding Context

The route of the proposed road scheme falls within a technical safeguarding zone surrounding RAF Portreath which is located approximately 7.9km to the east. The radar at RAF Portreath is an Air Defence radar, the primary function of this type of radar is the air defence of the United Kingdom.

Where an application site falls within an area designated on a safeguarding plan, a Local Authority is required, by Circular 01/2003, to consult either the Civil Aviation Authority and/or the Secretary of State for Defence as appropriate. This ensures that development can be assessed for compliance with the provisions of paragraph 95 of the National Planning Policy Framework which requires that new development does not adversely affect operational sites.

In order to avoid any degradation in the performance of this radar that would reduce the RAF's ability to detect and deter aircraft in the United Kingdom's sovereign airspace the MOD would need to review the details of any tall equipment used in the construction of the road to ensure the works do not interfere with the performance of this technical asset.

The MOD have identified that within phase one of the development at the new Chiverton junction, three underpass structures will need cranes during construction. At the existing Chiverton and Carland Cross roundabouts lighting columns and signs are to be removed, the MOD anticipate a crane will be required on site to carry out these works. The above locations occupy the 15.2m technical safeguarding zone surrounding RAF Portreath, it is requested that DIO Safeguarding are added to any list of consultees whose approval would be required when a construction management plan is assessed through any relevant Requirements.

It is noted that information regarding plant equipment required to complete the works is not yet available. As previously mentioned, sections of the A30 occupy the technical safeguarding zone surrounding RAF Portreath where development cannot exceed 15.2m in height. Therefore, it is requested that DIO Safeguarding are added to any list of

consultees whose approval would be required when detailed design is assessed through any relevant Requirements.

In summary, DIO Safeguarding have no objection to the development in principle on the basis that we are consulted at the detailed design stage for plant equipment and the construction management in particular the use of cranes.

I trust this is clear however should you have any questions please do not hesitate to contact me.

Yours sincerely

Louise Dale
DIO Safeguarding Officer
DIO Estates