

A30 Chiverton to Carland Cross TR010026

7.4.3 STATEMENT OF COMMON GROUND WITH HISTORIC ENGLAND

Planning Act 2008

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

Volume 7

July 2019

Table of contents

	Pages
1 Introduction	i
1.1 Purpose of this document	i
1.2 Structure of this SoCG	i
1.3 Status of this SoCG	i
2 Consultation	ii
2.1 Role of Historic England	ii
2.2 Summary of consultation	ii
3 Matters agreed	viii
4 Matters outstanding	xi
4.1 Principal matters outstanding	xi
Appendix A Signing Sheet	xvii

Table of Tables

Table 2-1 Consultation with HBMCE	ii
Table 3.1 Matters agreed between Historic England (HBMCE) and Highways England	viii
Table 4.1 Matters outstanding between HBMCE and Highways England	xii

1 Introduction

1.1 Purpose of this document

1.1.1 This document is a Statement of Common Ground (SoCG) between Highways England and Historic England (HBMCE) 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 which have not been agreed

1.1.3 The SoCG will continue to evolve as the application for development consent progresses through the examination stage.

1.2 Structure of this SoCG

1.2.1 The SoCG is structured as follows:

- Section 2 states the role of HBMCE in the application and sets out the consultation undertaken from 2016.
- Section 3 lists those matters which have been agreed, including the date that this matter was agreed.
- Section 4 is a table of matters outstanding, incorporating a description of the matter, the position of HBMCE, the position of Highways England and any actions taken to address the matter, and the date of the latest position.
- Appendix A includes the signing sheet.

1.3 Status of this SoCG

1.3.1 This SoCG is a correct reflection of the position of the parties as of 26 July 2019. This SoCG is now signed and is the final position of both parties.

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 Historic England

2.1.1 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. HBMCE was established with effect from 1 April 1984 under Section 32 of the National Heritage Act 1983. The general duties of HBMCE under Section 33 are as follows:

i. “...so far as is practicable:

1. to secure the preservation of ancient monuments and historic buildings situated in England;

2. to promote the preservation and enhancement of the character and appearance of conservation areas situated in England; and

3. to promote the public’s enjoyment of, and advance their knowledge of, ancient monuments and historic buildings situated in England and their preservation”.

2.1.2 HBMCE is a statutory consultee providing advice to local planning authorities on certain categories of applications for planning permission and listed building consent, and is also a statutory consultee on all Nationally Significant Infrastructure Projects. Similarly, HBMCE advises the Secretary of State on those applications, subsequent appeals and on other matters generally affecting the historic environment. It is the lead body for the heritage sector and is the Government’s principal adviser on the historic environment.

2.1.3 Status in relation to the application –

- Statutory consultee under section 42(a) of the Planning Act 2008 (‘the Act’).

2.2 Summary of consultation

2.2.1 Highways England has been in consultation with HBMCE since late 2016. The parties have continued communicating throughout the progression of the project.

2.2.2 The consultation with HBMCE is set out below within Table 2-1, comprised of meetings and emails.

Table 2-1 Consultation with HBMCE

Date	Parties involved	Matters discussed
16/11/2016	WSP, HBMCE	Discussion on the implication of the scheme design on the Scheduled Monuments located adjacent to the Carland Cross roundabout junction and how the design could be improved to accommodate them. Discussion on impact on Listed milestone at Chybucca junction and that relocation to side road would be acceptable. Concerns over impact of Chiverton junction on St Peter’s Church. Discussion over impacts of alternatives at Marazavose on Chyverton Park and Nancarrow Farm.

Date	Parties involved	Matters discussed
<p>12/10/2016 non-statutory consultation Launch Event</p> <p>Non-statutory consultation, 15 October 2016 to 2 December 2016</p>	WSP, HBMCE	<p>As part of the scheme development, Highways England held a public consultation from 15 October 2016 to 2 December 2016.</p> <p>Consultation Report Appendices Part 1, Appendix B Report on Public Consultation (June 2017) including Addendum to Report on Public Consultation (Document Reference 5.2) [APP-030]</p> <p>https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010026/TR010026-000158-5.2%20CONSULTATION%20REPORT%20APPENDICES%20PART%201.pdf</p> <p>This section details the non-statutory consultation with consultees carried out between 15 October 2016 to 2 December 2016. Feedback from HBMCE is recorded under section 3.4.1 'Feedback from Section 42 consultee groups' as:</p> <p><i>"Historic England is interested in the effects of the scheme on the historic environment, such as scheduled monuments and listed buildings. It is recognised that a number of factors influence the choice of route location, including topography, settlements and environmental features. The proposals were not considered to contain any "showstoppers", however care is needed to minimise any harmful effects and opportunities to enhance the setting of historic assets should be considered. In particular, Historic England are keen to re-establish a connection between the barrows at Carland Cross by the removal of the section of the existing A30 between the existing junction and the heathland. Historic England would like to see the separation between the new A30 at Chybucca and the tumuli Scheduled Monument maximised as far as possible. Concerns were raised about the visual impact of the proposed junction at Chiverton on the Listed Church to the north. Potential impacts on the barrow group to the south of the existing Chiverton junction were of less concern but still need consideration. It was considered that the potential impacts on some of the historic assets is tolerable if a balance can be achieved with positive contributions elsewhere. It was seen as important to find the right long-term solution, so to avoid the need for further alterations in future years."</i></p>
20/01/17	WSP, HBMCE	Discussion on junction layout options for Carland Cross, impact of options on Nancarrow Farm and Chyverton Park at Marazanvose, and options for Chiverton junction.
18/5/2017	WSP, HBMCE	Discussion on the implication of the preferred scheme design on the Scheduled Monuments located adjacent to the Carland Cross roundabout junction and treatment of section of existing A30.
<p>Statutory consultation, 29 January 2018</p> <p>to</p> <p>12 March 2018</p>	HBMCE	<p>Section 42 Consultation in 2018</p> <p>The Preliminary Environmental Information Report (PEIR) was produced in consultation with key stakeholders.</p> <p>Consultation Report (Document Reference 5.1) [APP-029]</p> <p>https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010026/TR010026-000157-5.1%20CONSULTATION%20REPORT.pdf</p> <p>This details the statutory consultation with consultees carried out in accordance with section 42 of the Act between 29 January 2018 and</p>

Date	Parties involved	Matters discussed
		<p>12 March 2018. Feedback from Section 42 consultee groups is recorded in Table 8.1 'Summary of responses and regard had to response: section 42(1)(a)(b) prescribed consultees' of the Consultation Report.</p> <p>The matters raised by HBMCE and Highways England responses can be found on pages 81-85.</p>
15/01/2018	Arup, HBMCE	Discussion on the route being assessed, requirement for retaining structure to preserve scheduled barrow, summary of impacts at barrow cemetery at Carland Cross.
02/02/2018	Arup, Highways England, HBMCE	Discussion regarding options for lowering alignment to the north of Warrens Barrow at Carland Cross.
10/05/2018 12/06/2018	From Arup to HBMCE	<p>Email to HBMCE (twice) in advance of meeting, attached information requested by/promised to HBMCE. These were:</p> <ul style="list-style-type: none"> • Nanteague Farm and Carland Cross Options Report • Photomontage from the barrow south of the existing A30 at Carland Cross • Before and after view from Warrens Barrow, looking towards Newlyn Down • Retaining Wall options report
14/06/2019	From Arup to HBMCE	<p>Email to HBMCE attaching all ES Cultural Heritage appendices:</p> <ul style="list-style-type: none"> • Volume 6 Document Ref 6.4 ES Appendix 6.1 Heritage assets https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010026/TR010026-000436-6.4%20ENVIRONMENTAL%20STATEMENT%20APPENDIX%206.1%20HERITAGE%20ASSETS.pdf • Volume 6 Document Ref 6.4 ES Appendix 6.2 Cultural heritage desk-based assessment https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010026/TR010026-000437-6.4%20ENVIRONMENTAL%20STATEMENT%20APPENDIX%206.2%20HISTORIC%20ENVIRONMENT%20DESK%20BASED%20ASSESSMENT.pdf • Volume 6 Document Ref 6.4 ES Appendix 6.3 Geophysical report https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010026/TR010026-000438-6.4%20ENVIRONMENTAL%20STATEMENT%20APPENDIX%206.3%20GEOPHYSICAL%20REPORT.pdf • Volume 6 Document Ref 6.4 ES Appendix 6.4 Trial trenching report https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010026/TR010026-000439-6.4%20ENVIRONMENTAL%20STATEMENT%20APPENDIX%206.4%20TRIAL%20TRENCHING%20REPORT.pdf

Date	Parties involved	Matters discussed
14/06/2018	From Arup to HBMCE	Email to HBMCE attaching the general scheme arrangements
02/07/2018	Arup to HBMCE	<p>Email to HBMCE attaching the trial trenching report in advance of meeting.</p> <p>https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010026/TR010026-000439-6.4%20ENVIRONMENTAL%20STATEMENT%20APPENDIX%206.4%20TRIAL%20TRENCHING%20REPORT.pdf</p>
03/07/2018	Arup, Highways England, HBMCE	Meeting to discuss proposed trial trench to investigate Neolithic remains of possible national significance, Highways England approach to scheduling of remains on infrastructure schemes.
10/09/2018	Arup to HBMCE	Email to advise the A30 application has been submitted and is available on the PINS website
22/11/2018	HBMCE to PINS	Relevant Representation
01/02/2019	Arup to HBMCE	<p>Issue of Detailed Response to Relevant Representation</p> <p>https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010026/TR010026-000682-8.1%20Comments%20on%20Relevant%20Representations%20(deadline%201).pdf</p>
11/02/2019	Arup and HBMCE	Meeting to discuss Highways England Response to HBMCE Relevant Representation
19/02/2019	HBMCE to PINS	Written Representation
24/03/2019	Arup to HBMCE	<p>Issue of Detailed Response to Written Representation</p> <p>https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010026/TR010026-000720-8.6%20Comments%20on%20Written%20Representations%20(deadline%202).pdf</p>
25/03/2019	Arup and HBMCE	Meeting to discuss Highways England Response to HBMCE Written Representation and to further discuss matters outstanding
08/04/2019	Arup to HBMCE	Arup provided HBMCE with a draft SoCG for comment.
18/04/2019	Arup to HBMCE	<p>Additional photomontages issued to HBMCE for review and comment: Photomontage at Four Burrows; Photomontage at the southern Carland Cross barrow; and Photomontage at the proposed viewing location towards Newlyn Downs.</p> <p>https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010026/TR010026-000795-8.16%20Additional%20Photomontages%20(Deadline%203).pdf</p>

Date	Parties involved	Matters discussed
29/04/2019	Arup and HBMCE	Meeting to further review the draft Statement of Common Ground, the additional photomontages and the updates to the Outline CEMP submitted at Deadline 3.
01/05/2019	Arup to HBMCE	Updated draft SoCG for submission at Deadline 4.
17/05/2019	Arup to HBMCE	<p>Information provided to HBMCE:</p> <ul style="list-style-type: none"> Updated Written Scheme of Investigation (Annex F of the Outline CEMP): updated with regards to the archaeological reporting and the integrated interpretation strategy. https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010026/TR010026-000795-8.16%20Additional%20Photomontages%20(Deadline%203).pdf Updated Scheduled Monument Protection Plan (Annex R of the Outline CEMP): updated in relation to comments provided by HBCME at meeting on 29 April 2019. https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010026/TR010026-000795-8.16%20Additional%20Photomontages%20(Deadline%203).pdf Sheet 18 of the Environmental Masterplans: updated to show a location for an elevated viewing point and the inclusion of a footpath link between the replacement open space land, the elevated viewing point and the existing CRoW land. https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010026/TR010026-000875-6.3%20Figure%207.6(B)%20Environmental%20Masterplans%20(Deadline%205).pdf (Deadline 5 version)
12/06/2019	HBMCE to Arup	One comment from HBMCE that there needs to be something regarding removal of fencing and reinstatement of ground etc, within the Scheduled Monument Protection Plan (Annex R of the Outline CEMP).
12/06/2019	Arup to HBMCE	<p>Annex R - Scheduled Monument Protection Plan updated, specifically, Para 3.2.4 to state:</p> <p><i>“Exclusion fencing would remain in place until construction is completed. Once completed, the exclusion fencing would be removed, and the disturbed ground would be reinstated and made good.”</i></p>
12/06/2019	HBMCE to Arup	Confirmation that the proposed wording to be added Annex R - Scheduled Monument Protection Plan is acceptable.
18/06/2019	Arup to Planning Inspectorate	<p>Updated documents submitted at Deadline 5 to reflect the above:</p> <ul style="list-style-type: none"> Updated Written Scheme of Investigation (Annex F of the Outline CEMP) https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010026/TR010026-000879-6.4(B)%20Outline%20CEMP%20Annexes%20(Tracked)%20(Deadline%205).pdf

Date	Parties involved	Matters discussed
		<ul style="list-style-type: none"> Updated Scheduled Monument Protection Plan (Annex R of the Outline CEMP). https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010026/TR010026-000879-6.4(B)%20Outline%20CEMP%20Annexes%20(Tracked)%20(Deadline%205).pdf Updated Sheet 18 of the Environmental Masterplans. https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010026/TR010026-000875-6.3%20Figure%207.6(B)%20Environmental%20Masterplans%20(Deadline%205).pdf
02/07/2019	HBMCE to Arup	Concerns regarding lack of an archaeological framework strategy, human remains and environmental strategies, and scope of outline WSI.
08/07/2019	Arup and HBMCE	Meeting to discuss the response received from HBMCE received on 2 July 2019 and discussion regarding further updates to be made to the Outline WSI (Annex F of the Outline CEMP) and the content for an Outline Archaeological Framework Strategy (a new Annex to be added to the Outline CEMP) to be submitted at Deadline 7.
11/07/19	HBMCE to Arup	Recommendation that Outline WSI and Archaeological Framework should form one single document.
11/07/2019	Arup to HBMCE	Outline WSI (Annex F of the Outline CEMP); and Outline Archaeological Framework Strategy (a new Annex to be added to the Outline CEMP) provided in draft to HBMCE for review and comment.
11/07/19	HBMCE to Arup	Provided draft recommendations for a single Outline WSI and Archaeological Framework.
11/07/2019	HBMCE to Arup	Amendments made to the draft SoCG.
15/07/2019	Arup to HBMCE	Final SoCG for signing.
15/07/19	Arup to HBMCE	Copies of final Outline WSI and Archaeological framework submitted for Deadline 7.
15/07/2019	Arup/HBMCE to Planning Inspectorate	Final, unsigned SoCG for submission at Deadline 7.
26/07/2019	HBMCE to Arup	Final signed SoCG for submission to the ExA.

3 Matters agreed

- 3.1.1 The table below shows those matters which have been agreed by the parties, including a reference number for each matter, and the date and method by which it was agreed. Further details pertaining to the matters agreed can be found appended in the **Comments on Relevant Representations** (Annex B of Document Reference 8.1) [REP1-004] submitted at Deadline 1; and **Comments on Written Representations** (Appendix A of Document Reference 8.6) [REP2-022] submitted at Deadline 2.

Table 3.1 Matters agreed between Historic England (HBMCE) and Highways England

Matter reference number	Matter which has been agreed	Date and method of agreement
Pre-Examination		
1	The overall assessment of the level of impact for the World Heritage Site is correct	Written representation 21/11/18
2 we welcome the reduction in traffic that the new route will bring...	Extract from written representation 21/11/18
3	Warrens barrow (SM 29681; NHLE no. 1016888) and Round barrow cemetery 420m north-east of Higher Ennis Farm (SM 32903; NHLE no. 1020758). We welcome the removal of the existing A30 from between these two separately designated elements of the round barrow cemetery at Carland Cross. This will reinstate the overall connectivity of the cemetery and allow for an improved management regime for Warren's barrow.	Extract from written representation 21/11/18
Examination		
4. The Carland Cross round barrow cemetery as a whole (Written Representation section 6.2)		
4.1	HBMCE and Highways England agree with the description of the asset.	Written Representation 19/02/2019 Written Representation response 24/03/2019
4.2	HBMCE and Highways England broadly agree on the significance of the asset. Although we disagree on aspects of significance, set out in at 6.3.6. to 6.3.9. in our Written Representations this does not affect the outcome of the assessment and associated impact.	Written Representation 19/02/2019

Matter reference number	Matter which has been agreed	Date and method of agreement
		Written Representation response 24/03/2019
4.3	HBMCE and Highways England agree that the re-routing of the A30 would allow the link between Warrens Barrow and the round barrow cemetery 420m north east of Higher Ennis Farm to be re-established and appreciated.	Meeting with HBMCE 11/02/2019 Written Representation 19/02/2019 Written Representation response 24/03/2019
4.4	Highways England has agreed to investigate the potential for environmental gain for the whole of the Carland Cross barrow cemetery. [This is detailed further in Matters Outstanding. See Matter 22 Carland Cross in Table 4-1.]	Meeting with HBMCE 11/02/2019 Written Representation 19/02/2019 Written Representation response 24/03/2019
5. The scheduled monument Warren's Barrow (SM 29681; NHLE 1016888) (Written Representation sections 6.3 and 7.5)		
5.1	It is considered that the overall impact at Warrens Barrow should be considered Large Adverse impact rather than Moderate. An Addendum to the Environmental Statement will be produced by Highways England and will be submitted at a later deadline. Link provided to the ES Addendum submitted at Deadline 4: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010026/TR010026-000817-8.18%20Addendum%20to%20the%20Environmental%20Statement%20(Deadline%204).pdf	Meeting with HBMCE 11/02/2019
5.2	HBMCE and Highways England agree that the proposed embankment at Carland Cross would result in the loss of views from Warrens Barrow towards Newlyn Downs	Written Representation 19/02/2019 Written Representation response 24/03/2019
5.3	Highways England has agreed to clear the scrub present on Warrens Barrow during the construction phase. HBMCE has agreed to explore options for maintenance of the vegetation at Warrens Barrow to be implemented by Highways England. HBMCE have confirmed that any maintenance will need to be confirmed and implemented by Highways England. The CEMP needs to include details of clearance.	Meeting with HBMCE 11/02/2019

Matter reference number	Matter which has been agreed	Date and method of agreement
	<p>Section 2.4 of the Outline WSI in Annex R of the Outline CEMP includes a commitment by Highways England to clear the scrub at Warren's Barrow during construction to aid the barrow to be removed from the Heritage At Risk register.</p> <p>https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010026/TR010026-000879-6.4(B)%20Outline%20CEMP%20Annexes%20(Tracked)%20(Deadline%205).pdf</p>	
<p>6. The scheduled monument round barrow cemetery 420m north east of Higher Ennis Farm (SM 32903; NHLE 1020758) (Written Representation sections 6.4 and 7.4)</p>		
6.1	<p>HBMCE and Highways England agree that the asset will benefit from the removal of the current A30 which will allow for Warrens Barrow to be reunited with the cemetery as a whole.</p>	<p>Meeting with HBMCE 11/02/2019</p>
<p>7. The Scheduled Monument Two bowl barrows 290m and 375m north of Higher Ennis Farm (SM 32902; NHLE 1017050) (Written Representation sections 6.5 and 7.3)</p>		
7.1	<p>HBMCE and Highways England broadly agree with the description and significance of the asset.</p>	<p>Written Representation 19/02/2019 Written Representation response 24/03/2019</p>
7.2	<p>HBMCE and Highways England agree with the impact on the asset, particularly the impact to the northernmost of the two barrows which will be bounded by the new carriageway.</p> <p>Highways England agrees with and highlights HBMCE's statement in its Written Representation:</p> <p><i>'The Scheme will result in the outlook from this barrow being a view immediately across the new carriageway of the A30 in a cutting immediately below the barrow. Although there will be a greater visual impact than the current A30, which is also adjacent, the lower level will help to offset the increased width and HBMCE consider the harm to the significance of this barrow from the new Scheme to be towards the middle of the less than substantial range.'</i></p>	<p>Written Representation 19/02/2019 Written Representation response 24/03/2019</p>
7.3	<p>Following a request from HBMCE requesting an engineering solution be investigated to avoid harm to the setting of the northernmost barrow of NHLE 1017050, it has been agreed that a ground nail solution to the retained cut will avoid the need to encroach on the scheduled area. In addition, Highways England has agreed to carry out geophysical survey once scrub clearance has been carried out to fully define the area of the barrow</p>	<p>Meeting with HBMCE 11/02/2019 Written Representation 19/02/2019 Written Representation response 24/03/2019</p>

Matter reference number	Matter which has been agreed	Date and method of agreement
	<p>to avoid disturbance during construction. This has been added to Annex S and accompanying drawings submitted at Deadline 7.</p> <p>Highways England agree with the principle of a programme of environmental works to benefit the barrows and will continue to engage with HBMCE to achieve a satisfactory outcome.</p>	
8. The scheduled monument bowl barrow 500m north west of Higher Ennis Farm (SM 32901; NHLE 1017049) (Written Representation section 6.6)		
8.1	HBMCE and Highways England agree with the description, significance and impact of this asset	<p>Written Representation 19/02/2019</p> <p>Written Representation response 24/03/2019</p>
9. Prehistoric long barrow and four round barrows 580m and 750m south west of Mitchell Farm (SM 32907; NHLE 1017350) (Written Representation section 6.7)		
9.1	<p>HBMCE has noted that the asset will be enveloped within a construction compound and have requested the CEMP includes for the protection of scheduled monuments. Highways England has agreed that a draft Scheduled Monument Protection Plan will be produced for HBMCE review and comment, the implementation of which will be secured as an Annex of the Outline CEMP. This is submitted at Deadline 3 as Annex R Scheduled Monument Protection Plan of the Outline CEMP Annexes (Document Reference 6.4(A)).</p> <p>A link to the latest version of the Outline CEMP, see Annex R which details the Scheduled Monument Protection Plan:</p> <p>https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010026/TR010026-000784-6.4(A)%20Outline%20CEMP%20Annexes%20(Tracked)%20(Deadline%203).pdf</p>	<p>Written Representation 19/02/2019</p> <p>Written Representation response 24/03/2019</p>
10. The Four Burrows scheduled monument (SM 29602; NHLE 1016064) (Issue 8 Relevant Representation) (Written Representation sections 6.8, 7.2 and 7.8)		
10.1	HBMCE agree that the visual impact of the current A30 as it passes Four Burrows would be reduced if a reduction in the width of the carriageway at this point was implemented. The existing A30 will be detrunked, operated and maintained by Cornwall Council as part of the local road network (to be secured by a legal agreement), however, it forms part of the strategic diversion route for the new A30, during planned maintenance works and for emergency incident management. As part of this diversion route for the strategic traffic from the	Meeting with HBMCE 11/02/2019

Matter reference number	Matter which has been agreed	Date and method of agreement
	<p>new A30, there will be a minimum width requirement of 6.8m to allow two opposing Heavy Goods Vehicles to pass safely.</p> <p>This is a matter agreed in the Statement of Common Ground with Cornwall Council, see Appendix A of the Statements of Common Ground submitted at Deadline 6, specifically Reference 19.6:</p> <p>https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010026/TR010026-000914-7.4(F)%20Statements%20of%20Common%20Ground%20(Deadline%206).pdf</p> <p>This is a matter in the Heads of Terms for the s.278 Agreement with Cornwall Council.</p>	
10.2	<p>Highways England has reviewed this assessment and agree with HBMCE's position for this asset. The assessment in the Environmental Statement will be amended to reflect this and will be submitted at a later deadline.</p> <p>Please see the link below to the ES Addendum submitted at Deadline 4:</p> <p>https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010026/TR010026-000817-8.18%20Addendum%20to%20the%20Environmental%20Statement%20(Deadline%204).pdf</p>	Written Representation response 24/03/2019
11. The scheduled monument bowl barrow 100m south west of Callestick Vean (SM 29618; NHLE 1016103) (Written Representation section 6.9)		
11.1	HBMCE and Highways England agree with the description, significance and impact on the asset.	Written Representation 19/02/2019 Written Representation response 24/03/2019
12. The scheduled monument hill fort 250m south west of Tresawsen (SM 29671; NHLE 1016445) (Written Representation section 6.10)		
12.1	HBMCE and Highways England agree with the description, significance and impact on the asset.	Written Representation 19/02/2019 Written Representation response 24/03/2019
13. The scheduled monument bowl barrow 130m south east of Penglaze (SM 29680; NHLE 1016887) (Written Representation section 6.11)		
13.1	HBMCE and Highways England agree with the description, significance and impact on the asset.	Written Representation 19/02/2019

Matter reference number	Matter which has been agreed	Date and method of agreement
		Written Representation response 24/03/2019
13.2	<p>HBMCE agree that the visual impact of the current A30 as it passes the Bowl Barrow would be reduced if a reduction in the width of the carriageway at this point was implemented. The existing A30 will be detrunked and operated and maintained by Cornwall Council as part of the local road network (to be secured by a legal agreement), however, it forms part of the strategic diversion route for the new A30, during planned maintenance works and for emergency incident management. As part of this diversion route for the strategic traffic from the new A30, there will be a minimum width requirement of 6.8m to allow two opposing Heavy Goods Vehicles to pass safely. On this basis, Highways England and Cornwall Council can confirm that they will reduce the existing road width through this section adjacent to Bowl Barrow from its current width of 7.2m to the minimum requirement of 6.8m.</p> <p>This is a matter agreed in the Statement of Common Ground with Cornwall Council, see Appendix A of the Statements of Common Ground submitted at Deadline 6, specifically Reference 19.6:</p> <p>https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010026/TR010026-000914-7.4(F)%20Statements%20of%20Common%20Ground%20(Deadline%206).pdf</p> <p>This is a matter in the Heads of Terms for the s.278 Agreement with Cornwall Council.</p>	Meeting with HBMCE 11/02/2019
14. The Three Burrows scheduled monument (SM 29604; NHLE 1016056) (Written Representation section 6.12)		
14.1	HBMCE and Highways England agree with the description, significance and impact on the asset.	Written Representation 19/02/2019 Written Representation response 24/03/2019
15. Cornwall and West Devon Mining Landscape World Heritage Site (NHLE 1000105) (Written Representation section 6.13)		
15.1	HBMCE and Highways England agree with the assessment of the impact where it is anticipated that a slight beneficial effect will be experienced due to the loss of lighting at Chiverton Junction.	Written Representation 19/02/2019 Written Representation response 24/03/2019

Matter reference number	Matter which has been agreed	Date and method of agreement
16. Two individually listed Grade II Milestones (NHLE 1140923) and (NHLE 1394843) (Written Representation section 6.14)		
16.1	<p>Any assets, including milestones, removed and intended for re-setting should be subject to a detailed works management plan detailing removal, transport storage and reinstatement details with significant dates identified.</p> <p>HBMCE are content that <i>Annex J: Methodology for the Milestone Protection Management Plan</i> of the Outline CEMP Annexes (Document Reference 6.4(A)), provides a detailed methodology to protect the two historic carved milestones which would be affected by the A30 Chiverton to Carland Cross scheme, although final sign off for this shall be by the Cornwall Council SDOHE.</p>	<p>Meeting with HBMCE 11/02/2019</p> <p>Written Representation 19/02/2019</p> <p>Written Representation response 24/03/2019</p>
17. The Grade I Listed Building at Trerice (NHLE 1328731) (Written Representation section 6.16)		
17.1	<p>It was agreed that Highways England would undertake an assessment of the Grade I Listed Building at Trerice. This has now been completed, the assessment shows there is no impact to the asset. This will be included as an Addendum to the Environmental Statement and will be submitted at a later deadline.</p> <p>Please see the link below to the ES Addendum submitted at Deadline 4:</p> <p>https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010026/TR010026-000817-8.18%20Addendum%20to%20the%20Environmental%20Statement%20(Deadline%204).pdf</p>	<p>Meeting with HBMCE 11/02/2019</p> <p>Written Representation 19/02/2019</p> <p>Written Representation response 24/03/2019</p>
18. Mitigation Route Map (Written Representation section 7.9)		
18.1	<p>HBMCE and Highways England agree that the Written Scheme of Archaeological Investigation should cover:</p> <p><i>'.... archaeological monitoring of all excavation works as determined by the archaeological contractor who should be present during all relevant groundworks. An appropriate and proportionate response to the potential for archaeological remains should be identified as part of the WSI under the CEMP to be executed by a recognised professional and appropriately experienced archaeological team.'</i> (extract from HBMCE's Written Representation)</p> <p>The WSI will be produced by the appointed archaeological contractors and an updated version of the WSI will be produced. An outline document is contained at Annex F: Outline Written Scheme of Investigation of the Outline CEMP Annexes (Document Reference 6.4) [APP-376].</p> <p>The Outline WSI was considered by HBMCE as too brief to cover all requirements and is not informed by an Archaeological Framework as required by the DCO or a similar DAMS.</p>	<p>Written Representation 19/02/2019</p> <p>Written Representation response 24/03/2019</p> <p>26/7/19</p>

Matter reference number	Matter which has been agreed	Date and method of agreement
	<p>Further updates have been made to the Outline WSI (Annex F of the Outline CEMP) and a new Annex has been added to the Outline CEMP for an Outline Archaeological Framework Strategy to be submitted at Deadline 7 (working drafts shared with HBMCE). Although the OWSI has been revised and a new Annex submitted.</p> <p>HBMCE provided advice on the structure and content of these Annexes and how to improve the presentation of the required information in a single format, thus providing an easily accessible and coherent document. Although the information has been submitted in two separate documents; Annex F and, Annex S, we are content that between them they provide the required information to inform the production of detailed site specific WSI's. We are now content that the Framework embeds our further engagement in the process (CEMP Annex S, 1.3.3, Figure 1), and as such HBMCE accept the revised Outline WSI and Archaeological Framework documents subject to our final comments submitted on 31/7/19.</p>	31/7/19
18.2	<p>HBMCE agree that Requirement 9 of the draft DCO (Document Reference 3.1(D)) secures a scheme for the investigation and mitigation of areas of archaeological interest, reflecting the mitigation measures included in Chapter 6 Cultural Heritage of the Environmental Statement (Document Reference 6.2) [APP-059].</p> <p>A new Annex has been added to the Outline CEMP for an Outline Archaeological Framework Strategy which will be submitted at Deadline 7 (working draft shared with HBMCE). HBMCE recommend the merging of these two documents into one Outline WSI and Archaeological Framework.</p> <p>HBMCE provided advice on the structure and content of these Annexes and how to improve the presentation of the required information in a single format, thus providing an easily accessible and coherent document. Although the information has been submitted in two separate documents; Annex F and, Annex S, we are content that between them they provide the required information to inform the production of detailed site specific WSI's. We are now content that the Framework embeds our further engagement in the process (CEMP Annex S, 1.3.3, Figure 1), and as such HBMCE accept the revised Outline WSI and Archaeological Framework documents subject to our final comments submitted on 31/7/19.</p>	<p>Written Representation 19/02/2019</p> <p>Written Representation response 24/03/2019</p> <p>26/07/19</p> <p>31/7/19</p>
19. Development Consent Order (Written Representation section 8)		
19.1	<p>HBMCE are satisfied that their concerns regarding encroachment within the scheduled monuments are adequately addressed as shown on Sheets 3, 6, 7, and 8 of the Works Plans (Document Reference 2.4(C)). In addition, HBMCE are satisfied that the requested amendments to the Outline CEMP protect the scheduled</p>	<p>Written Representation 19/02/2019</p> <p>Written Representation response 24/03/2019</p>

Matter reference number	Matter which has been agreed	Date and method of agreement
	<p>monuments sufficiently. This was agreed in March but not included in the CEMP provided for comment at Deadline 6.</p> <p>This relates to the need to include a final clause securing the timely removal of all fencing and protection infrastructure and restoration of any ground disturbance. <u>The clause requested has been added to Annex R submitted at Deadline 7.</u></p>	Confirmed inclusion at Deadline 7 submission.
19.2	HBMCE and Highways England are in agreement that liaison with the local planning authority's archaeological advisor will be included within the Outline CEMP (Document Reference 6.4(A)).	Written Representation 19/02/2019 Written Representation response 24/03/2019
20. Methodology (Issue 1 and Issue 2 Relevant Representation)		
20.1	<p>Listing is a national designation, therefore Grade II Listed Buildings, which are considered to be of special architectural and historic interest, should be assessed alongside the other national designations and their significance not underplayed as regionally important.</p> <p>Highways England has followed the DMRB methodology with regard to the value of heritage assets.</p> <p>Highways England have agreed to review the assessment and produce a note to confirm that the significance of effect upon Grade II listed buildings would not differ if they were treated as high value.</p> <p>Link provided to the ES Addendum submitted at Deadline 4: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010026/TR010026-000817-8.18%20Addendum%20to%20the%20Environmental%20Statement%20(Deadline%204).pdf</p>	<p>Meeting with HBMCE 11/01/2019</p> <p>Although this has been included, and Highways England have produced notes confirming the potential impact, the table does demonstrate that the assessments are higher when Grade II Listed Buildings are assessed as being of high value. 26/7/19</p>

Matter reference number	Matter which has been agreed	Date and method of agreement
21. Nancarrow Farmhouse and attached wall LBII (NHLE no. 1136610) and Chyverton Park RPGII (NHLE no. 1000512) (Issue 9 Relevant Representation)		
21.1	<p>HBMCE remain unable to comment in detail on the relative historic environment impacts of the proposed route in relation to the above designated heritage assets since the previously requested options appraisal for the route between these designated heritage assets has not been supplied.</p> <p>However, it has been agreed that this is a matter for the Cornwall Council Historic Environment Team who are responsible for the management of Grade II Listed Buildings and Grade II Registered Parks and Gardens.</p>	Meeting with HBMCE 11/02/2019
22. The Grade II Listed Building: Church of St Peter at Chiverton, Grade II (NHLE no. 1141481) (Written Representation section 6.15)		
22.1	<p>The church tower is a prominent landmark in views from most directions. HBMCE expressed concerned that views from the A30 heading west from the general vicinity of the 'four burrows' scheduled monument will be obstructed by the proposed new junction. The significance of these views being that the church tower, the highest structure in the area at the time of construction, was a prominent focal point for the medieval congregation and an identifiable landmark for all.</p> <p>HBMCE requested that a viewpoint and visualisation was undertaken and prepared showing views from Four Burrows towards St Peters Church. Highways England agreed the viewpoint and the photograph to be used for the visualisation with HBMCE on 25 March 2019 and provided HBMCE with a copy of the viewpoint (VP1) on 18 April 2019 ahead of submitting it to the ExA at Deadline 3 in Additional Photomontages (Document Reference 8.16) [REP3-026].</p> <p>Upon review of the viewpoint (VP1), HBMCE is content that VP1 illustrates that the primacy of the church tower would not be significantly impacted upon by the proposed Chiverton junction.</p>	Meeting with HBMCE 29 April 2019
23. Construction Environmental Management Plan (CEMP) (Written Representation section 7.10)		
23.1	<p>HBMCE requested location, extent, special provisions and liabilities of all concerned regarding the scheduled monuments affected or adjacent to the Scheme to be included in the CEMP.</p> <p>Highways England agreed to update paragraph 16.8.10 of the Outline CEMP (Document Reference 6.4) [APP-375] to include the comments regarding training/site induction concerning the scheduled monuments. This was submitted to the ExA at Deadline 3 and stated that the contractor and its sub-contractors will establish a regime such that every employee receives a health, safety & environmental briefing as appropriate, with a target of a minimum of one toolbox talk on an environmental topic per month.</p>	Meeting with HBMCE 29 April 2019

Matter reference number	Matter which has been agreed	Date and method of agreement
	<p>Protection of scheduled monuments has been added as a topic for a toolbox talk for all site staff. Additional information is provided in Annex R: Scheduled Monument Protection Plan also submitted at Deadline 3 in the Outline CEMP Annexes (Document Reference 6.4(A)) [REP3-014].</p> <p>The principle proposed, of site induction talks is good, however, HBMCE would like to see the term 'toolbox talks' dropped and these referred to instead as induction briefings, this could potentially be referred to as 'historic environment and designated heritage asset awareness training/induction'.</p> <p>The term 'toolbox talks' has been replaced by 'induction briefings'. Historic environment and designated heritage asset awareness has been added as a topic for induction briefing.</p> <p>This has been updated in the Outline CEMP submitted at Deadline 7. 16.8.8. still refers to toolbox talks as a generic term, although the text at 16.8.10 clearly refers to Induction briefings.</p>	<p>HBMCE written responses; 19/04/19, 30/04/01</p> <p>03/07/19, 11/07/19</p> <p>26/7/19</p>
23.2	<p>HBMCE requested the methodology for the Outline Milestone Protection Management Plan to be agreed with the relevant Conservation Officer. Annex J of the Outline CEMP Annexes (Document Reference 6.4) [APP-376 states "1.3.1 A full detailed CEMP will be produced during the detailed design stage of the scheme and agreed with HBMCE and the Senior Development Officer (Historic Environment) at Cornwall Council prior to construction." The process for how the Conservation Officers acceptance will be confirmed would be detailed in the detailed CEMP.</p> <p>Annex J: Methodology for the Milestone Protection Management Plan</p> <p>Link to the Outline CEMP And CEMP Annexes:</p> <p>https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010026/TR010026-000910-6.4(C)%20Outline%20CEMP%20(Clean)%20(Deadline%206).pdf</p> <p>https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010026/TR010026-000912-6.4(C)%20Outline%20CEMP%20Annexes%20(Clean)%20(Deadline%206).pdf</p>	Meeting with HBMCE 29 April 2019
23.3	<p>HBMCE considers the production of an integrated interpretation strategy to be an essential outcome of the Scheme if it is to be considered as a mitigating factor in their landscape. This strategy should incorporate on-site interpretation.</p> <p>Highways England agree that a high-level interpretation strategy will be included within the Outline CEMP (Document Reference 6.4(A)) [APP-375] and will be discussed with HBMCE. Highways England will update Annex F (Outline Written Scheme of Investigation) to HBMCE for review and comment, prior to submission of the updated Annex at Deadline 5 of the Examination.</p>	Meeting with HBMCE 29 April 2019

Matter reference number	Matter which has been agreed	Date and method of agreement
	<p>Most recent CEMP And CEMP Annexes:</p> <p>https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010026/TR010026-000910-6.4(C)%20Outline%20CEMP%20(Clean)%20(Deadline%206).pdf</p> <p>https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010026/TR010026-000912-6.4(C)%20Outline%20CEMP%20Annexes%20(Clean)%20(Deadline%206).pdf</p> <p>A new Annex has been added to the Outline CEMP for an Outline Archaeological Framework.</p> <p>HBMCE provided advice on the structure and content of these Annexes and how to improve the presentation of the required information in a single format, thus providing an easily accessible and coherent document. Although the information has been submitted in two separate documents; Annex F and, Annex S, we are content that between them they provide the required information to inform the production of detailed site specific WSI's. We are now content that the Framework embeds our further engagement in the process (CEMP Annex S, 1.3.3, Figure 1), and as such HBMCE accept the revised Outline WSI and Archaeological Framework documents subject to our final comments submitted on 31/7/19.</p>	31/7/19
24. Carland Cross		
	<ul style="list-style-type: none"> • The Carland Cross round barrow cemetery as a whole (Written Representation section 6.2) • The scheduled monument Warrens Barrow (SM 29681; NHLE 1016888) (Written Representation section 6.3) • The scheduled monument round barrow cemetery 420m north east of Higher Ennis Farm (SM 32903; NHLE 1020758) (Written Representation sections 6.4 and 7.4) • The Scheduled Monument Two bowl barrows 290m and 375m north of Higher Ennis Farm (SM 32902; NHLE 1017050) (Written Representation section 6.5) 	
24.1	<p>HBMCE considered that the impact on the barrow cemetery as a whole, including the two bowl barrows 290m and 375m north of Higher Ennis Farm; the round barrow cemetery 420m north east of Higher Ennis Farm; and Warrens Barrow has the potential to result in harm.</p> <p>HMBCE's position on this is clearly stated in detail in their Written Representation and can be summarised:</p>	<p>Email from HBMCE 12 June 2019</p> <p>Submission of Deadline 5 documents 18 June 2019</p>

Matter reference number	Matter which has been agreed	Date and method of agreement
	<p>HBMCE require the scheme to be lowered in order to minimise the following impacts:</p> <ul style="list-style-type: none"> - loss of spatial references at the cemetery as a whole arising from the removal of its primary outlook, Warrens Barrow; - Loss of distant, commanding views resulting in loss of significance derived from this aspect of the setting of the barrows. <p>Following a meeting between HBMCE and Highways England on 11 February 2019 and in the response to the Relevant Representation, it was agreed that a photomontage of the scheme from the barrow cemetery would be provided to HBMCE during the Examination. The location of this photomontages was agreed in a meeting on 25 March 2019. During this meeting, a photomontage at Warrens Barrow was also provided for consideration by HBMCE.</p> <p>Highways England submitted the following amends/updated documents at Deadline 5:</p> <ul style="list-style-type: none"> - An elevated viewing location adjacent to the new A30 carriageway replacing views from Warrens Barrow. Sheet 18 of the Environmental Masterplans has been updated to include this. <p>Most recent Environmental Masterplans:</p> <p>https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010026/TR010026-000909-6.3%20Figure%207.6(C)%20Environmental%20Master%20Plans%20(Deadline%206).pdf</p> <ul style="list-style-type: none"> - A PRoW is currently proposed between Warrens Barrow and the barrows to the south. It is proposed a further PRoW is included to direct walkers, cyclists and horse riders to the proposed viewing location. This is shown on Sheet 18 of the Environmental Masterplans and Sheet 8 of the Rights of Way and Access Plans. <p>Most recent Rights of Way and Access Plans:</p> <p>https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010026/TR010026-000906-2.5(E)%20Rights%20of%20Way%20and%20Access%20Plans%20(Deadline%206).pdf</p> <ul style="list-style-type: none"> - Interpretation boards would be installed in consultation with HBMCE. This is secured in the Outline Written Scheme of Investigation (Annex F of the Outline CEMP). <p>Most recent CEMP And CEMP Annexes:</p> <p>https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010026/TR010026-000910-6.4(C)%20Outline%20CEMP%20(Clean)%20(Deadline%206).pdf</p>	

Matter reference number	Matter which has been agreed	Date and method of agreement
	<p>https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010026/TR010026-000912-6.4(C)%20Outline%20CEMP%20Annexes%20(Clean)%20(Deadline%206).pdf</p> <ul style="list-style-type: none"> - Scrub clearance at Warren's Barrow during construction followed by barrow maintenance will allow the barrow to be removed from the Heritage At Risk register. This is included in the Outline Written Scheme of Investigation (Annex F of the Outline CEMP). This is included at paragraph 2.6.1 of Annex F submitted at Deadline 7. <p>Most recent CEMP And CEMP Annexes:</p> <p>https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010026/TR010026-000910-6.4(C)%20Outline%20CEMP%20(Clean)%20(Deadline%206).pdf</p> <p>https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010026/TR010026-000912-6.4(C)%20Outline%20CEMP%20Annexes%20(Clean)%20(Deadline%206).pdf</p> <p>Highways England has taken on board feedback provided by HBMCE on the documents above.</p>	

4 Matters outstanding

4.1 Principal matters outstanding


- 4.1.1 The table below sets out the matters which are outstanding between Highways England and HBMCE.
- 4.1.2 The table describes the matter being discussed and the HBMCE's position, Highways England's position, and any action which may be taken by Highways England in relation to the outstanding matter. The date the respective positions of the parties were reached is also presented.


Table 4.1 Matters outstanding between HBMCE and Highways England

Matter reference number	HBMCE's position	Highways England position	Date of the position
25. Development Consent Order (DCO) – Limits Of Deviation (Written Representation section 8.2.2)			
25.1	<p>HBMCE is concerned that the 0.5m vertical limit of deviation at Carland Cross may limit any alternative engineering options that would reduce the impact on Warren's Barrow scheduled monument through reduction of levels. In order to reduce the obstruction of views and subsequent impact up upon Warren's Barrow and the round barrow cemetery scheduled men monuments it would be necessary to reduce the levels of the slip road and car carriageway. HBMCE are informed that in order for this to over 500mm. The scheme start point east of Carland Cross may need to move further east in order to accommodate this.</p>	<p>The scheme design cannot be changed beyond the limits of deviation expressed in Article 8 of the draft DCO (Document Reference 3.1(D)).</p> <p>As detailed in Highways England's response to the HBMCE Relevant Representation in Appendix B of the Comments on Relevant Representations (Document Reference 8.1) [REP1-004], the route is highly constrained horizontally and vertically in this area due to the abandoned quarry pond and bowl barrow (north of Higher Ennis Farm) to the west; the wind turbines and their exclusion zones and the Newlyn Downs European Designated Site (SAC) to the north; the tie-in to the existing A30 to the east; and, the tie-in to the existing Carland Cross roundabout to the south.</p> <p>Any lowering of the vertical alignment of the A30 and associated side roads at Carland Cross by anything more than 0.5m would result in a direct impact on the quarry pond and its water level; would require a change of form of retaining structure at the bowl barrow with an increased risk of impact on associated buried archaeology; would lead to encroachment into the wind turbine exclusion zones which is not permitted; and, would lead to increased programme and costs and health and safety risks with a longer length of tie-in works to the existing A30.</p> <p>Highways England has discussed with HBMCE that although the maximum allowable 0.5m lowering of the new A30 vertical alignment through the Carland Cross junction could have visible benefits, this would not change the assessment as reported in Chapter 6 Cultural Heritage of the Environmental Statement (Document Reference 6.4) [APP-059] and so would not be committed to at this stage.</p>	<p>24 March 2019</p> <p>Set out in Written Representation response 24/03/2019</p> <p>Meeting with HBMCE 29 April 2019</p> <p>This is the final position of both parties and will not change – 24 June 2019</p>
25.2	<p>A range of environmental works designed to address the loss of the principle part of the environmental gain associated with the re-location of the existing A30 and re-unification</p>	<p>The Highways England Designated Funds programme is for enhancements or legacy projects which Cornwall Council intends to deliver, outside of the draft DCO and its Order limits.</p>	<p>This is the final position of both parties 11 July 2019</p>

Matter reference number	HBMCE's position	Highways England position	Date of the position
	<p>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.</p>	<p>Some of the environmental benefits originally proposed for this scheme were dropped when the red line area at Carland Cross was redrawn. These aspects of the original package are proposed to be provided through Highways England's Environmental Designated Funds Project, with which HBMCE are fully engaged, however, implementation of these elements cannot be guaranteed and are therefore outside the scope of this scheme.</p> <p>This is a separate scheme that is not required in order to mitigate impacts associated with the scheme and it has not been relied upon in the assessment in the Environmental Statement nor any supporting documents in the application.</p>	

Appendix A Signing Sheet

For signing	
Signed	
On Behalf of	Historic England (HBMCE)
Name	Nick Russell
Position	Assistant Inspector of Ancient Monuments
Date	31/7/19

For signing	
Signed	
On Behalf of	Highways England
Name	Josh Hodder
Position	Project Manager
Date	15/07/19

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

