

A30 Chiverton to Carland Cross TR010026

7.1 PLANNING STATEMENT

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Procedure) Regulations 2009**

**A30 Chiverton to Carland Cross
Development Consent Order 201[x]**

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Executive Summary

This Planning Statement has been prepared to accompany an application by Highways England (the Applicant) for a Development Consent Order (DCO) under section 37 of the Planning Act 2008 (the Act) for the construction of an 8.7-mile dual carriageway between Chiverton and Carland Cross in Cornwall; this is known as the A30 Chiverton to Carland Cross (the scheme). The scheme falls wholly within the administrative boundary of Cornwall Council.

As the only remaining stretch of single carriageway on the A30 between Camborne and the M5 at Exeter, journeys are regularly delayed and congestion often brings traffic to a standstill. This is a barrier to the Cornish economy.

The scheme is required to provide a new section of modern dual carriageway whilst retaining the existing A30 for local traffic. This will increase safety and reliability for its regular users and offer a boost to the tourism industry and local businesses in Cornwall, as well as the wider regional economy.

This Planning Statement considers the compliance of the scheme with the requirements of relevant planning policy at the national and local scale.

The National Policy Statement for National Networks (NPSNN), National Infrastructure Delivery Plan (NIDP) and the Road Investment Strategy (RIS1) set out a strong position of support in delivering national networks that meet the country's long-term needs, whilst supporting a prosperous and competitive economy and improving the quality of life for all.

This Planning Statement demonstrates that the need for the scheme is supported in principle and when considered against the 'assessment principles' and 'generic impacts' required by the NPSNN. It is the conclusion of this document that the scheme is in accordance with the NPSNN and provides significant benefits of maintaining the smooth flow of traffic, making the road network safer and supporting economic growth.

Recognising that local planning policy may be a material consideration in the determination of applications for development consent, it is clear that (although there are no explicit policies which reference the scheme) the A30 Chiverton to Carland Cross scheme is broadly consistent with the objectives of local plan policies. In particular, the objective of the local plan to support the economy by removing unnecessary barriers to jobs, business and investment. The desire for improvements to this route is strongly supported by local and regional strategies from Cornwall Council, the Cornwall and Isles of Scilly Local Enterprise Partnership, businesses and local stakeholders.

The Act requires that this application for development consent must be decided in accordance with NPSNN, unless the adverse impact of the scheme would outweigh its benefits. Taking into account the conclusions of the Environmental Statement, the principal residual effects relate to cultural heritage, landscape and noise. Mitigation has been designed to address these effects where possible. The mitigation that has been designed into the scheme is considered to be proportionate and appropriate to the level and range of environmental effects predicted.

It is not considered that there are any adverse effects which would outweigh the benefits of the scheme. Overall, it is concluded in this Planning Statement that the planning balance lies strongly in favour of the grant of development consent for the scheme.

1 Introduction

1.1 Overview and context

- 1.1.1 This Planning Statement has been prepared to accompany an application by Highways England for a Development Consent Order (DCO) under section 37 of the Planning Act 2008 (the Act) for the construction of an 8.7-mile dual carriageway between Chiverton and Carland Cross in Cornwall; this is known as the A30 Chiverton to Carland Cross (the scheme). The scheme falls wholly within the administrative boundary of Cornwall Council.
- 1.1.2 This Planning Statement has been prepared in accordance with the requirements of Regulation 5(2)(q) of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (the Regulations) and in accordance with the Department for Communities and Local Government (DCLG) guidance 'Planning Act 2008: Application Form Guidance'¹ and Planning Inspectorate Advice Note 6² Preparation and Submission of Application Documents.
- 1.1.3 The APFP Regulations do not specifically require a Planning Statement to accompany a DCO. However, Highways England considers that a Planning Statement would assist the Planning Inspectorate (PINS) in examining the DCO application, and the Secretary of State (SoS) with the determination of the DCO application, if relevant policies and their requirements were brought together in one statement.
- 1.1.4 The Planning Statement seeks to assist PINS and the SoS in applying provisions of the Act that require an application for development consent to be decided in accordance with relevant National Policy Statement (section 104(3)) except to the extent that the adverse impact of the scheme would outweigh its benefits (section 104(7)). The other exceptions in subsections (4) to (8) of section 104 are not considered to be relevant in this case.

1.2 Purpose and structure

- 1.2.1 The purpose of this Planning Statement is to consider the compliance of the scheme as a whole with the requirements of relevant planning policy.
- 1.2.2 This Planning Statement describes the planning policy context for the scheme and reviews the planning issues it raises in light of the National Policy Statement for National Networks³ (NPSNN) and other relevant planning policy.
- 1.2.3 This Planning Statement draws upon the conclusions of many of the application documents supporting the DCO and interprets them against relevant planning policy considerations. This statement should therefore be read alongside the following documents within the DCO application: **Draft**

1 Department for Communities and Local Government. Planning Act 2008: Application Form Guidance. London: The Stationery Office, 2013

2 The Planning Inspectorate. Advice note six: Preparation and submission of application documents. Bristol: The Planning Inspectorate, 2016

3 Department for Transport. National Policy Statement for National Networks. London: The Stationery Office, 2014

Development Consent Order (Volume 3); **Environmental Information** (Volume 6); and **Other Reports** (Volume 7).

1.2.4 This Planning Statement is structured as follows:

- Chapter 2: Background – details the requirement for development consent; the scheme location; existing land use and character; a high level description of the scheme; the Order Limits and Limits of Deviation; the affected local planning authorities; and a summary of planning obligations relating to the scheme.
- Chapter 3: Need for the scheme and scheme development – sets out the scheme history, the policy and strategy which sets out the need for the scheme; the scheme objectives; and the evolution of the scheme design, including consultation prior to the application for development consent.
- Chapter 4: Economic Case – outlines the economic assessment of the scheme; it presents the anticipated benefits and dis-benefits associated with the scheme; and the scheme's overall value for money, expressed as a benefit cost ratio.
- Chapter 5: National Planning Policy Context – provides the context of the national planning policy relevant to the scheme including the National Policy Statement for National Networks (NPSNN), National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG).
- Chapter 6: National Planning Policy Assessment – sets out how the scheme meets the requirements of the NPSNN and relevant considerations of the NPPF.
- Chapter 7: Local Planning Policy Context – provides a summary of the local planning policy relevant to the scheme.
- Chapter 8: Conclusion – summarises the assessment carried out in the Planning Statement and overall compliance with national and local policy.
- Appendix A: National Policy Statement for National Networks Accordance Table – sets out where in the DCO application the requirements of the NPSNN are met.
- Appendix B: Local Planning Policy Assessment – provides an assessment of the scheme against relevant local planning policies.

2 Background

2.1 Requirement for development consent

- 2.1.1 The scheme is a nationally significant infrastructure project (NSIP) within sections 14(1)(h) and 22(1)(a) of the Planning Act 2008 (the Act).
- 2.1.2 Section 14(1)(h) of the Act defines an NSIP as highway-related development subject to falling within the criteria set out in section 22 of the Act.
- 2.1.3 Section 22(1) states that highway-related development is an NSIP only if it is within one of three specified categories, namely construction, improvement or alteration of a highway.
- 2.1.4 The scheme constitutes the “construction” of a highway within the meaning of section 22(1)(a) and meets the requirements of this definition under section (22)(2). A detailed description of how the scheme qualifies as an NSIP is provided in the **Explanatory Memorandum** (Volume 3, Document Reference 3.2).
- 2.1.5 As the scheme is an NSIP, development consent must be obtained from the Secretary of State to authorise it, and an application for a development consent order must be made to the Secretary of State, care of the Planning Inspectorate (PINS), under section 37 of the 2008 Act.

2.2 Scheme location

- 2.2.1 The A30 is a main route from London to Land’s End and is particularly important as one of two trunk roads connecting Devon and Cornwall, past numerous other settlements including Okehampton, Launceston, Bodmin, Redruth and Hayle. The A30 Chiverton to Carland Cross section lies north west of Truro and provides businesses and residents in this corridor with access to the wider Strategic Road Network (SRN), predominantly the M5 and A38.
- 2.2.2 The location of the A30 Chiverton to Carland Cross is shown in **Figure 2-1** (full size version available in Volume 6, Document Reference 6.3, ES Figure 1.1 Location Plan).

2.3 Existing land use and character

2.3.1 At the western extent of the scheme, Chiverton Cross connects the existing A30 to the A390 from Truro, the A3075 from Newquay and the B3277 from St Agnes. At the eastern extent of the scheme, Carland Cross connects the A39 from Truro to the existing A30 in addition to the local road network.

2.3.2 The route is flanked by residential dwellings, farms and other business, structures and renewable energy installations.

Settlements

2.3.3 The existing A30 between Chiverton and Carland Cross serves low numbers of residential properties and businesses at and around Chiverton, Marazanvose, Zelah and Carland Cross in a predominantly rural location.

2.3.4 Blackwater is the largest of the settlements in the vicinity, situated around 1.5km to the south west of Chiverton. It is identified as a Category E Settlement⁴, important to the immediate local area in terms of services and facilities it provides. These include a nursery, primary school, sports facilities and a number of public houses.

2.3.5 Zelah is located within the centre of the proposed scheme and is served by an existing bypass. As a Category F Settlement, Zelah has a limited number of services and facilities, such as a recreation ground, farm shop, a doctor's surgery and public house.

2.3.6 Mitchell is a village located north east of Carland Cross Roundabout and south of the existing A30 bypass. Mitchell is also a Category F Settlement with a small number of business and services including a pub, playground farm shop and hotel.

2.3.7 Further afield are the larger settlements of St Agnes (6km to the north), Truro (9km to the south east) and Redruth (9km to the south west).

Categories of farm land

2.3.8 The route corridor of the scheme is mainly arable and pastoral farmland. Agricultural land quality in the area is most affected by soil wetness and workability as influenced by the very wet climate. There are a number of areas of farmland and farm business developments surrounding the existing and proposed A30.

2.3.9 Further details on the categories of farm land is include within Section 12.6 in Chapter 12 People and Communities of the **Environmental Statement** (Volume 6, Document Reference 6.2).

Natural features

2.3.10 There are a number of natural features including eighteen watercourses connecting to the River Allen, Kenwyn, Tresillian, and Tinney and

⁴ Settlement categories as defined in the Cornwall Council Settlement Strategy Update (January 2013): <https://www.cornwall.gov.uk/media/3640460/Settlement-Strategy-Update-Final.pdf>

surrounding catchment; there are a number of still water ponds within fields along the scheme.

- 2.3.11 The Newlyn Downs Special Area of Conservation (SAC)⁵ is located north west of Carland Cross. This area is also designated as the Newlyn Downs Cornwall Wildlife Trust (CWT) Reserve.
- 2.3.12 In addition, the Chyverton Reserve CWT, Ventongimps Moor CWT and Park Hoskyn - The Hayman Reserve CWT are located north of the existing A30. The Allet Gog CWT, Two Burrows Reserve CWT and Five Acres Reserve CWT are located south of the existing A30.
- 2.3.13 A Tree Preservation Order Area is located immediately south of the existing A30 and west of Garvinack Solar Farm. There are a number of County Wildlife Sites (CWS) in the surrounding area.
- 2.3.14 There are four nationally designated SSSIs within the surrounding area. These are the Newlyn Downs SSSI (138 metres from the scheme), Carnkief Heath (385 metres from scheme), Carnkief Pond SSSI (1.8 kilometres from scheme) and Ventongimps SSSI (1.4 kilometres from scheme). All are considered to be of national value.
- 2.3.15 Further details on the environmental and natural features are described in the **Environmental Statement** (Volume 6, Document Reference 6.2) and shown on the **Environmental Features Statutory or Non-Statutory Sites or Features of Nature Conservation** (Volume 2, Document Reference 2.9).

Special category land (open space)

- 2.3.16 An area of special category land has been identified in the area of the heathland which lies immediately adjacent and to the south of the existing A30 (approximately 250m west of the Carland Cross junction). Applying a precautionary approach, the Applicant is treating this land as open space, due to its designation as open access land under the Countryside Rights of Way Act 2000 (CRoW Act). Further details are shown on the **Special Category Land Plan** (Volume 2, Document Reference 2.3) and detailed in the **Statement of Reasons** (Volume 4, Document Reference 4.1).

Commercial Property / Business

- 2.3.17 There are 26 commercial properties/businesses located along the existing A30, as well as four solar farms and four wind farms. The effect of the scheme on local businesses is assessed in Chapter 12 People and Communities of the **Environmental Statement** (Volume 6, Document Reference 6.2).

Heritage Assets

- 2.3.18 There are a number of heritage assets in the surrounding area including:

⁵ <http://jncc.defra.gov.uk/protectedsites/sacselection/sac.asp?EUCode=UK0030065>

- Cornwall and West Devon Mining World Heritage Site⁶
- Chyverton Park – Grade II Registered Park and Garden located north of the existing A30 and south west of Zelah⁷
- Scheduled Monument – Four Burrows Barrow Cemetery
- Scheduled Monument – Bowl Barrow
- Listed Building – Nancarrow Farmhouse and attached wall (Grade II)
- Listed Building – Lodge and associated walls and gate posts at entrance to Chyverton House, Registered Park and Garden (Grade II)
- Scheduled Monument – Barrow Cemetery at Carland Cross
- St Agnes Heritage Coast

2.3.19 Further details on heritage features are described in Chapter 6 Cultural Heritage of the **Environmental Statement** (Volume 6, Document Reference 6.2) and shown on the **Heritage Designation Plans** (Volume 2, Document Reference 2.12).

Public Rights of Way

- 2.3.20 The existing A30 carriageway has a grass verge without any footway provision. It is generally an unwelcoming environment for pedestrians due to the volume and speed of traffic. A 500m length of footway is available between Zelah and Mount Pleasant and pedestrian road crossings are provided at Chiverton Cross, Church Lane in Zelah, and Carland Cross. There are no dedicated facilities for cyclists along the A30 although the junctions at Chiverton Cross and Carland Cross provide some off-road links.
- 2.3.21 There are 17 PRoW in the surrounding area; six are Byways Open to All Traffic (BOAT), six are Bridleways and five are footpaths. In addition to this, there are a number of other routes known to be used by walkers, cyclists and horse-riders, including four Quiet Lanes and two National Cycle Network Routes.
- 2.3.22 Chapter 12 People and Communities of the **Environmental Statement** (Volume 6, Document Reference 6.2) includes a detailed description of the baseline for Public Rights of Way.

2.4 Description of the scheme

- 2.4.1 The scheme comprises the following main features:
- An 8.7 mile (14km), high quality 70mph dual carriageway, connecting to the existing A30 dual carriageway at either end
 - The replacement of Chiverton Cross roundabout with a new, 2 level motorway style roundabout
 - A new, 2 level partial junction at Chybucca, with west facing slip road connecting to the new dual carriageway
 - Replacement of the existing roundabout at Carland Cross with a 2 level motorway style junction
 - New bridges and accesses across the new road and the old road

6 <https://whc.unesco.org/en/list/1215/documents/>

7 <https://historicengland.org.uk/listing/the-list/list-entry/1000512>

- Retention of the existing A30 including the construction of further local roads to maintain connectivity

2.4.2 A detailed description of the scheme is provided in Chapter 2 The Project of the **Environmental Statement** (Volume 6, Document Reference 6.2), and Schedule 1 (Authorised Development) of the **Draft Development Consent Order** (Volume 3, Document Reference 3.1).

2.5 Order Limits and Limits of Deviation

- 2.5.1 The Order Limits represents the anticipated maximum extent of land in which the scheme would take place which is ca. 212 hectares. This is shown on the **Works Plans** (Volume 2, Document Reference 2.4) and on the **Land Plans** (Volume 2, Document Reference 2.2).
- 2.5.2 A breakdown of the land to be acquired permanently, land to be acquired temporarily with rights and land to be acquired temporarily is detailed in Appendix A of the **Statement of Reasons** (Volume 4, Document Reference 4.1). This also details the reason(s), on a plot by plot basis, for which the land to be taken is required in order to construct the scheme.
- 2.5.3 If approved, the DCO would provide consent for the scheme to take place within the Order Limits (subject to DCO Requirements) including all the temporary construction works.
- 2.5.4 The Limits of Deviation (LoD) whilst within the Order Limits, represent a reasonable area of land that may be used for the siting of infrastructure subject to detailed design. As recognised in guidance provided by the Planning Inspectorate⁸: *“a necessary and proportionate degree of flexibility often needs to be incorporated into the design of proposed development so that unforeseen issues, that are encountered after a development has been consented, can be dealt with”*. For example, previously unidentified poor ground conditions may require an aspect of the proposed scheme to be re-sited slightly for geotechnical reasons.
- 2.5.5 The LoD set out in Article 8 of the **draft DCO** (Volume 3, Document Reference 3.1) identify a maximum distance or measurement of variation within which the works must be constructed by reference to their position shown on the **Works Plans** (Volume 2, Document Reference 2.4) and **General Arrangement and Section Plans** (Volume 2, Document Reference 2.6).

2.6 Affected local planning authorities

- 2.6.1 The extents of the scheme are contained entirely within the boundary of Cornwall Council, a unitary authority.
- 2.6.2 The following local authorities share boundaries with Cornwall Council:
- Torridge District Council
 - West Devon Borough Council

⁸ The Planning Inspectorate, Advice Note Nine: Rochdale Envelope. 2018.

- City of Plymouth Council
- South Hams District Council
- Devon County Council

2.6.3 Chapter 7 of this Planning Statement provides details of the local planning policies relevant to the scheme. An assessment of the scheme against these policies is provided in **Appendix B** of this Statement.

2.7 Obligations

- 2.7.1 It is envisaged that the DCO will be accompanied by planning obligations, secured by a legal agreement (s.106 or s.278 Agreement) with Cornwall Council, as an established mechanism for securing planning matters arising from a development proposal, such as the A30 scheme.
- 2.7.2 Negotiation on planning obligations will be subject to legal tests as set out in regulation 122 and 123 of the Community Infrastructure Levy Regulations 2010 (as amended) and paragraph 4.10 of the NPSNN, namely:
- necessary to make the development acceptable in planning terms;
 - directly related to the development; and
 - fairly and reasonably related in scale and kind to the development.
- 2.7.3 Initial heads of terms for a legal agreement are being discussed with Cornwall Council, particularly regarding measures relating to the de-trunking of the existing A30.

3 Need for the Scheme and Scheme Development

3.1 Background and overview of the need for the scheme

Previous schemes

- 3.1.1 Cornwall Council (formerly Cornwall County Council) considered improvements between Chiverton and Carland Cross during 1989 - 1991. The scheme was originally considered as two separate sections:
- Carland Cross to Zelah, was included in Government White Paper 'Roads for Prosperity' in 1989, however, this scheme was not implemented.
 - Zelah to Chiverton Cross Roundabout, for which the Zelah bypass was constructed in 1991 to alleviate narrow roads of Zelah village from increasing volumes of traffic.
- 3.1.2 Highways England (formerly Highways Agency) reviewed options and a scheme to improve this section of road was presented for consultation in 2004. The Secretary of State for Transport (SoS) announced the preferred route in March 2005.
- 3.1.3 The preferred route as presented in 2005 used part of the existing road at Chybucca and Zelah, following an assessment of 27 online and offline options that were identified. The 2005 route included:
- A two roundabout junction at Carland Cross.
 - An improved Boxheater junction.
 - A grade separated junction to the west of Zelah, utilising the existing structures.
 - A two roundabout junction at Chybucca.
 - A large roundabout spanning over the dual carriageway at Chiverton Cross.
- 3.1.4 The scheme did not progress beyond preferred route announcement as it was categorised as a 'longer term project' by the South West Regional Assembly (SWRA), taking into account other priorities in the region. In July 2006 the Secretary of State for Transport accepted SWRA's advice and indicated that funding was unlikely before 2016 at the earliest.
- 3.1.5 Following the SWRA recommendation, Highways England commissioned a safety improvement scheme and an initial Scheme Assessment Report was produced, which described the options considered and their impacts, alongside a strategy for improving this section of the A30 prior to 2016.

Need for investment in the Strategic Road Network

- 3.1.6 In June 2013, the 'Investing in Britain's Future' strategy⁹ was published by the HM Treasury. It recognised the need for continued investment in infrastructure as means to underpinning a strong UK economy and established a vision for the future of British infrastructure. The document established Central Government's wider intentions to invest over £28bn in enhancements and maintenance of national and local roads to identify and fund solutions to tackle notorious and long-standing road hotspots in the country.
- 3.1.7 Within this strategy, the wider A303/A30/A358 Corridor was identified as the subject of a feasibility study.
- 3.1.8 The 'Action for Roads: A network for the 21st Century' paper¹⁰ was published in July 2013, by the Department for Transport (DfT). It established the Government's wider plans for upgrading the UK's strategic road network, stating that: *'better connections support individual towns and cities and strengthen the country as a whole. Failures of the road network increase costs, stifle employment opportunities and make it harder to do business in the UK'.*
- 3.1.9 The Action for Roads report identified the A30 west into Cornwall as a major A road with an important role within the economy, especially for freight. The strategy identified that these routes needed as much attention as motorways within the country.
- 3.1.10 The aspiration for these routes are:
- 'Expected to meet a minimum standard', that is a dual carriageway which is safe, well-built and resilient to delay.
 - 'Subject to much clearer expectations over performance', that is, Highways England will be held to account for the movement of traffic on these routes. In these locations, a consistent standard of journey will be expected.
- 3.1.11 In April 2014, Highways England published the South West Peninsula Strategy Evidence Report¹¹, which highlighted concerns that, following the delivery of the A30 Temple to Higher Carblake dualling scheme, congestion would continue to move westwards to the unimproved section of the A30 between Chiverton and Carland Cross, which would be the only remaining section of single carriageway trunk road between Camborne and Exeter.
- 3.1.12 The South West Peninsula Strategy Evidence Report identified the following problems with the route between Chiverton and Carland Cross:

⁹ HM Treasury. Investing in Britain's Future. 2013. Available from: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/209279/PU1524_IUK_new_template.pdf

¹⁰ Department for Transport. Action for Roads: A network for the 21st Century. 2013. Available from: <https://www.gov.uk/government/publications/action-for-roads-a-network-for-the-21st-century>

¹¹ Highways England. South West Peninsula Strategy Evidence Report. 2014. Available from: <http://assets.highways.gov.uk/our-road-network/route-strategies/South%20West%20Peninsula.pdf>

- A journey time reliability of 41% westbound and 52% eastbound in the summer months (worse than the national average of 61%).
- Capacity issues at Chiverton, Chybucca and Carland Cross.
- Parts of the route will reach their design life by 2021.
- Limited use of technology.
- Vulnerable road users use the route e.g. National Cycle Route 32 crosses the A30 west of Carland Cross and the A30 is part of the Land's End to John O'Groats route.
- 22,716 new dwellings and 11,241 new jobs are planned for Cornwall by 2031, including locally in Truro and Threemilestone.

3.1.13 This evidence informed the announcement of the scheme as part of the Government's first Road Investment Strategy in December 2014.

Road Investment Strategy 2015 – 2020 (December 2014)

3.1.14 The first 'Road Investment Strategy' (RIS1) outlines a long-term programme for major roads across England. It comprises of a long-term vision for England's major roads, a multi-year investment plan worth £15 billion and high-level objectives for the first roads in 2015-2020. RIS1 establishes how the Strategic Road Network (SRN) requires upgrading and improving to ensure that it can deliver the performance needed to improve connectivity, environmental impacts and efficiency.

3.1.15 RIS1 sets out four strategic goals, which align with the National Policy Statement for National Networks (NPSNN) to deliver improvements to the SRN:

- Providing capacity and connectivity to support national and local economic activity
- Supporting and improving journey quality, reliability and safety
- Joining our communities and linking effectively to each other
- Supporting delivery of environmental goals and the move to a low carbon economy

3.1.16 Without sustained investment in the SRN, RIS1 highlights how congestion will become a serious problem for many routes. Failing to invest could result in impeded travel between regions and economic growth, longer travel times which constrain employment opportunities, and safety and environmental concerns arising from congestion.

3.1.17 The A30 Chiverton to Carland Cross is identified as a 'committed' scheme within the Investment Plan (subject to other contributions). RIS1 sets out that the scheme, coupled with other A30 improvements such as the Temple to Higher Carblake scheme will ensure consistency from Camborne to the M5.

National Policy Statement for National Networks (Designated January 2015)

3.1.18 National Policy Statements are produced by the Government to set out their objectives for the development of nationally significant infrastructure in a

particular sector, and which provide a framework for decision making relating to such projects.

- 3.1.19 The National Policy Statement for National Networks (NPSNN) relates to the strategic road and rail networks, and sets out the need for such development. Whilst not scheme-specific, the NPSNN recognises that there is a critical need to deliver national networks and Government's policies.
- 3.1.20 The NPSNN establishes a range of options to address the need and pressures for growth across the Strategic Road Network, including maintenance and asset management, demand management and modal shift. The NPSNN does recognise that in some cases, it will not be sufficient to simply expand capacity on the existing network. In those circumstances, the Statement establishes that: *'new road alignments and corresponding links, including alignments which cross a river or estuary may be needed to support increased capacity and connectivity'*.
- 3.1.21 In clarifying and summarising need, paragraph 2 of the NPSNN sets out the Government's vision and strategic objectives for the national network, stating: *'The Government will deliver national networks that meet the country's long-term needs; supporting a prosperous and competitive economy and improving overall quality of life, as part of a wider transport system'*.
- 3.1.22 The NPSNN is the primary policy document against which a nationally significant road scheme is assessed. The assessment criteria and an assessment of the scheme against the NPSNN is provided in Chapters 5 and 6 respectively of this Statement.

Continued Government commitment to the scheme

National Infrastructure Delivery Plan (2016-2021) (March 2016)

- 3.1.23 The National Infrastructure Delivery Plan (NIDP) seeks to bring together the Government's Plans for economic infrastructure over the next 5 years, with those to support delivery of housing and social infrastructure.
- 3.1.24 Priority investments within the NIDP are selected based on their national significance or capability to deliver new or replacement infrastructure, potential to drive economic growth and make a significant contribution the Government's Strategic Objectives.
- 3.1.25 The NIDP reiterates the importance of the Strategic Road Network and A-roads as vital to the functioning of the economy and improving productivity between poorly connected economies. The Plan sets out the Government's commitment to addressing the challenges of congestion, noise and air quality, whilst rectifying poor or missing links which mean poor functional economic connections between neighbouring growth areas.
- 3.1.26 The A30 (as part of the wider A303/A30/A358 Corridor) is identified as a fundamental part of the programme to transform this route to extend to within 15 miles of Land's End.

*Highways England Delivery Plan 2015-2010 and 2017-2018 update
(October 2017)*

- 3.1.27 The Applicant was given the power to operate, maintain and improve England's motorways and major A roads by the Government in 2015. The Delivery Plan established five strategic objectives:
- Supporting economic growth through the delivery of 112 individual schemes;
 - Safe and serviceable network through a target to reduce the number of people that are killed or seriously injured on road networks;
 - Deliver a more free-flowing network;
 - Improved environment; and,
 - An accessible and integrated network which focusses on the interests, safety and convenience of more vulnerable customers.
- 3.1.28 Building on the initial Delivery Plan, the Updated Scheme Schedule for 2017/18 identifies A30 Chiverton to Carland Cross as committed for starting works within the 2019-2020 period.

National Infrastructure and Construction Pipeline (December 2017)

- 3.1.29 Building on the schemes within the National Infrastructure Delivery Plan, the National Infrastructure and Construction Pipeline shows details of planned infrastructure and construction investment across the public and private sectors. The A30 Chiverton to Carland Cross remains within the Autumn 2017 pipeline.

Department for Transport Single Departmental Plan (May 2018)

- 3.1.30 The Single Departmental Plan for the Department for Transport sets out the strategic objectives to 2020 and the plans in place for achieving these.
- 3.1.31 Delivering the first Road Investment Strategy, which identifies the A30 Chiverton to Carland Cross scheme as 'committed', is the main objective for delivering road infrastructure projects.

Summary

- 3.1.32 This section has set out how the need for the scheme between Chiverton and Carland Cross has developed and is supported by evidence based documents. It is a named scheme within central Government policy and strategy, including the Road Investment Strategy and the National Policy Statement for National Networks, demonstrating the need for the scheme at a national level.

3.2 Key objectives of the scheme

- 3.2.1 The objectives for the scheme were developed from consideration of the national objectives of Department for Transport (DfT) and Highways England, Cornwall Council's transport objectives, and the constraints on the current A30. The transport objectives for the scheme are:
- to contribute to regeneration and sustainable economic growth;

- to support employment and residential development opportunities;
- to improve the safety, operation and efficiency of the transport network;
- to improve network reliability and reduce journey times;
- to deliver capacity enhancements to the Strategic Road Network (SRN);
- to support the use of sustainable modes of transport;
- to deliver better environmental outcomes; and
- to improve local and strategic connectivity.

3.2.2 The objectives of the scheme align with the Vision and Strategic Objectives of the NPSNN as set out in paragraph 2 of the document. The alignment of the scheme objectives with the Vision and Strategic Objectives established in paragraph 2 of NPSNN is set out within Table 3-1 below.

Table 3-1 Alignment of NPSNN and scheme objectives

NPSNN Vision and Strategic Objectives	Scheme Objectives
Networks with the capacity and connectivity and resilience to support national and local economic activity and facilitate growth and create jobs	<ul style="list-style-type: none"> • to contribute to regeneration and sustainable economic growth • to support employment and residential development opportunities
Networks which support and improve journey quality, reliability and safety	<ul style="list-style-type: none"> • to improve the safety, operation and efficiency of the transport network • to improve network reliability and reduce journey times • to deliver capacity enhancements to the Strategic Road Network
Networks which support the delivery of environmental goals and the move to a low carbon economy	<ul style="list-style-type: none"> • to support the use of sustainable modes of transport • to deliver better environmental outcomes
Networks which join up our communities and link effectively to each other”	<ul style="list-style-type: none"> • to improve local and strategic connectivity

3.3 Scheme development and options considered

- 3.3.1 Highways England has sought to develop a well-designed scheme which responds positively to environmental constraints and has regard to comments from stakeholders and the public, providing mitigation where necessary to overcome adverse impacts which can be associated with the new road.
- 3.3.2 The scheme has been developed under an iterative, phased approach over a period of time, including identifying the need for the scheme, assessing alignment options and determining a preferred route. During this time, Highways England has also undertaken both non-statutory and statutory consultation. A summary of the development of the scheme is provided in **Table 3-2**.
- 3.3.3 For more detailed information on consultation carried out during the development of the scheme, refer to the **Consultation Report** (Volume 5, Document Reference 5.1).

Table 3-2 Summary of scheme development

Date	Activity	Scheme development
23 March 2015 to 8 May 2015	Engagement events held by Cornwall Council	Cornwall Council's initial engagement exercise comprised of three events in March, and ran until late May 2015. Its purpose was to raise awareness of the project as well as to manage public expectation on when the public should expect to see detailed design proposals. The construction of a dual carriageway, and the provision of grade separated junctions was suggested.
January – October 2016	Development and assessment of options for the scheme	Engagement evidenced the need for, and provided sufficient direction on the development of the scheme, which Highways England began to explore viable solutions.
March 2016	National Infrastructure Delivery Plan 2016-2021 published	This document identifies priority investments for infrastructure, including the A30 within the wider A303/A30/A358 corridor improvement programme.
15 October to 2 December 2016	Non-statutory public consultation	Having undergone a thorough modelling and sifting process throughout 2016, Highways England undertook a public non-statutory 'options' consultation on a single route, with two different alignment options near Chybucca.
8 February 2017	Localised engagement	Highways England undertook localised engagement to seek further feedback on options at Marazanvose.
June 2017	Scheme Assessment Report published	A range of alternative options were assessed following public consultation and engagement in Autumn 2016 and February 2017. The Scheme Assessment Report (Volume 7, Document Reference 7.6) provides a full description and assessment of the alternative options and recommended a preferred route.
3 July 2017	Preferred Route Announcement (PRA)	Highways England formally announce the preferred route of the scheme identified through the options assessment process. The PRA allows for the land required to construct the scheme to be protected from development while the design of the preferred route is refined ahead of statutory public consultation.
July 2017 to January 2018	Preferred route design evolution	The preferred route of the scheme undergoes further design and assessment, including detailed design of the main carriageway, junctions, drainage, environmental mitigation and pedestrian, cyclist and equestrian accesses. Land required for the scheme is identified and confirmed.
October 2017	Highways England Delivery Plan 2017/18 update published	The Highways England Delivery Plan update identifies A30 Chiverton to Carland Cross as committed for starting works within the 2019-2020 period
December 2017	National Infrastructure and Construction Pipeline published	The A30 Chiverton to Carland Cross is identified within the planned pipeline of infrastructure and construction investment.
29 January to 12 March 2018	Statutory public consultation	Highways England undertook statutory public consultation on the preferred route between 29 January and 12 March 2018. Detailed plans of the scheme, including engineering drawings, and a preliminary

Date	Activity	Scheme development
		assessment of its environmental impacts were made available to the public for their consideration and comment.
March to August 2018	Further design and environmental assessment prior to submission of DCO application	Highways England continued to refine the design of the preferred route, taking into account comments received in response to statutory consultation and the results of further environmental assessment. Highways England finalised the design of the scheme ahead of making a DCO application, continuing to engage with landowners and other stakeholders as necessary regarding changes made to the design.
May 2018	DfT Single Departmental Plan published	The Plan identifies that the RIS is the main objective for delivering road infrastructure projects. The A30 Chiverton to Carland Cross is identified as committed within the RIS.

Preferred option development and consultation

- 3.3.4 Following the publication of RIS1, a non-statutory public engagement on the scheme was led by Cornwall Council in partnership with Highways England (then 'Highways Agency') between 23 March and 8 May 2015. The purpose of the engagement was to raise awareness of the project, capture views on the broad principles of the scheme and distribute information relating to project timescales. It did not present a proposed scheme design to the public.
- 3.3.5 The engagement exercise found that there was widespread support for the principle of improvements to the A30 between Chiverton and Carland Cross, at 94.5% of respondents.
- 3.3.6 Subsequently, Highways England began to assess viable options for the scheme. While this considered a largely 'on-line' option as presented in the 2005 preferred route, a predominantly off-line option was concluded as a preferable solution to take forward for further investigation.
- 3.3.7 Between 15 October 2016 and 25 November 2016, Highways England undertook non-statutory public consultation on a proposed single route, with two different alignment options near Chybucca. A further targeted engagement exercise was undertaken in February 2017 to explore alignment options of the scheme at Marazanvose. Further detail on the non-statutory consultation and engagement undertaken for the scheme is provided in the **Consultation Report** (Volume 5, Document Reference 5.1).

Preferred Route Announcement

- 3.3.8 The **Scheme Assessment Report** in June 2017 (Volume 7, Document Reference 7.6) provides a full description and assessment of the alternative options and recommended a preferred route.
- 3.3.9 On 3 July 2017, Highways England formally announced the preferred route for the scheme. This had been developed following the non-statutory public consultation and other engagement, taking into account information and comments received. The Preferred Route Announcement (PRA) allowed for

the land required for construction of the scheme to be protected from other development.

Statutory consultation

- 3.3.10 One round of pre-application statutory consultation was undertaken between 29 January and 12 March 2018, in which a refined and more detailed design of the scheme presented at PRA was made publicly available for comment. The changes made to the preferred route were the result of public consultation, landowner engagement and environmental considerations that emerged through further assessment.
- 3.3.11 Initial information relating to the likely environmental impacts of the scheme and proposed mitigation measures was also made available to the public at this stage in the Preliminary Environmental Information Report (PEIR).
- 3.3.12 Details of the statutory consultation are provided in the **Consultation Report** (Volume 5, Document Reference 5.1).

3.4 The DCO application – final design evolution

- 3.4.1 In preparing a final design for submission in the DCO application, a process was implemented by Highways England to address relevant design changes which arose through feedback from the public, on-going discussions with statutory and non-statutory stakeholder and other bodies and from discussions with persons with an interest in the land (PIL) potentially affected by the scheme.
- 3.4.2 This ensured that each identified change was effectively assessed by Highways England specialist teams covering environment, design, construction and land rights.
- 3.4.3 The procedure was applied to all relevant design changes to either the location and/or design of proposed scheme or access works associated with the scheme.
 - Preliminary assessment: Each design change was initially reviewed by the technical leads (design, construction, land rights and environment) to identify if there were valid reasons to consider the request. If so, the design change was passed on to the next stage of the process. Some identified changes were rejected at this stage if, for example, they were a duplication of another request already in the system.
 - Technical feasibility: This examined the technical feasibility of the proposed change and if the change was considered feasible, a revised engineering design taking into account known environmental information was developed for the next stage of the process.
 - Full assessment: The technical specialists reviewed all the relevant information, including the technical feasibility and came to a view as to whether the change should be made.
- 3.4.4 Consultation representations received as part of the statutory consultation under sections 42 and 47 of the Act (from 29 January to 12 March 2018), in response to the information presented at this formal consultation including

the PEIR, were used to review and further refine the design of the scheme, where appropriate.

- 3.4.5 The regard had to all responses to statutory consultation, in accordance with section 49 of the Act, is provided in the **Consultation Report** (Volume 5, Document Reference 5.1).

Changes made following statutory consultation

- 3.4.6 Following statutory consultation, a number of design changes were made to the scheme, relating to:

- Walking, cycling and horse-riding routes;
- Land requirements and access to properties;
- Environmental mitigation measures; and
- Engineering design and safety standards including vertical alignment, junction design, provision of lay-bys and drainage features.

- 3.4.7 A full description of the changes made to the scheme following statutory consultation is provided in the **Consultation Report** (Volume 5, Document Reference 5.1).

3.5 Summary

- 3.5.1 This section of the Planning Statement has described the process through which the scheme has progressed and the design principles applied at each stage of the project development process. A full account of the options assessment and design evolution of the scheme is provided in Chapter 3 Consideration of Alternatives of the **Environmental Statement** (Volume 6, Document Reference 6.2).

- 3.5.2 In summary, the development of the A30 Chiverton to Carland Cross scheme has been guided by the following steps:

- Road Investment Strategy: a commitment by central government to deliver improvements to the A30 between Chiverton and Carland Cross.
- Non-statutory engagement: undertaken by both Cornwall Council and Highways England to obtain the views of statutory consultation bodies and other organisations, landowners and the general public on the principle of the scheme and route options.
- Scheme Assessment Report: to demonstrate the assessment process for alignment options and to make a recommendation for a preferred route.
- Environmental Assessment: to assess the potential environmental impacts of the scheme and determine appropriate mitigation measures to be designed into the scheme. Preliminary environmental information was made public at the statutory consultation stage to seek views and comment.
- Statutory pre-application consultation: to consult statutory bodies and other organisations, landowners and the general public on the design of the scheme proposed to be submitted within the application for development consent.

- Final design: to consider suggestions to amend the scheme design following statutory consultation.
- Environmental Statement: a report of the full Environmental Impact Assessment for the scheme and details of the mitigation measures identified within the final design.
- Consultation Report: to report how Highways England has considered and have had regard to matters raised during statutory consultation within the final design.

3.5.3 Throughout all steps, Highways England has developed the scheme in accordance with the Design Manual for Roads and Bridges (DMRB).

4 Economic Case

4.1 Introduction

- 4.1.1 This section outlines the economic assessment of the scheme. It describes the development of options, traffic modelling, scheme costs, anticipated benefits and dis-benefits, distributional impacts and value for money.

4.2 Methodology

- 4.2.1 A long list of options was identified in the early stages of the project. The options were assessed using the Early Assessment Sifting Tool (EAST) and against the scheme objectives. Further work and consultation during the scheme development led to the selection of the preferred Option 7A over other shortlisted Options 7B and 6C. For further detail on how the preferred option was determined, refer to the **Scheme Assessment Report** (Volume 7, Document Reference 7.6).
- 4.2.2 Traffic modelling and economic cost benefit analysis was undertaken using Web-based Transport Analysis Guidance (WebTAG) - the Department for Transport's (DfT) transport appraisal guidance and toolkit. WebTAG consists of software tools and guidance on transport modelling and appraisal methods that are applicable for highways and public transport interventions. It is based on HM Treasury's Green Book, which gives guidance on appraising and evaluating policies, programmes and projects.
- 4.2.3 A bespoke Simulation and Assignment of Traffic to Urban Road Networks (SATURN) model has been calibrated and validated to show it accurately represents current flows. The model has a base year of 2015 with forecasts developed based on an opening year of 2022 and a design year of 2038. Core (central) and high and low sensitivities for background traffic growth are modelled using the DfT's Trip End Model Presentation Programme (TEMPO) and the National Road Traffic Forecasts (NRTF). Variable demand modelling is carried out using the Dynamic Integrated Assignment and Demand Modelling (DIADeM) software.
- 4.2.4 The economic appraisal compares the cost to plan, design and implement the scheme with the economic benefits accruing to individual road users and business, through those journeys taking place on business time. Reliability benefits and wider economic impacts, from more effective competition between firms bringing higher economic output, are also quantified. The preferred option for the scheme is assessed against a 'do minimum' - the baseline scenario if the scheme was not taken forward.
- 4.2.5 Costs and benefits are considered up to 60 years after opening of the scheme as advised in WebTAG. Costs and benefits are presented in 2010 prices so as to strip out the effects of inflation, allowing them to be compared between schemes more easily. Costs and benefits occurring in the future are also assigned a lower weighting in the appraisal calculations than those occurring sooner through an approach referred to as 'discounting'. The DfT also advise using 2010 as the discounting base year.

- 4.2.6 A distributional impact assessment was carried out to examine impacts of the scheme on different vulnerable groups following WebTAG guidance.

4.3 Summary of monetised benefits

- 4.3.1 The Combined Modelling and Appraisal (ComMA) as detailed in the **Transport Report** (Volume 7, Document Reference 7.5) outlines how the scheme will reduce journey times for consumers and businesses on this strategic route. Time savings are monetised using 'values of time', which are taken from WebTAG. In addition to benefits occurring during operation, there is expected to be slight dis-benefits during construction and slight positive benefits during periods of future road maintenance programmes. Changes in mileage and speed means the scheme will increase fuel and vehicle maintenance costs facing individuals and businesses.
- 4.3.2 Most routes in the study area will see a reduction in the number of accidents due to rerouting effects, resulting in a benefit.
- 4.3.3 The scheme will increase the number of properties experiencing noise but reduce noise effects at the higher bands, resulting in an overall benefit. Benefits also come from reductions in greenhouse gases and improvements in air quality. Environmental impacts are assessed in more detail in **Environmental Statement** (Volume 6, Document Reference 6.2).
- 4.3.4 Reliability benefits and wider benefits, from more effective competition between firms bringing higher economic output, are also quantified.
- 4.3.5 All monetised benefits are included in **Table 4-1**.

Table 4-1 Monetised benefits from preferred option

			Present value £k (2010 prices)	
			Initial BCR	Adjusted BCR
Economic Benefits	Business User Benefits	Travel time	270,065	270,065
		Vehicle Operating Costs	-46,388	-46,388
		Delays during Construction	-6,241	-6,241
		Delays during Maintenance	9,767	9,767
		Net Business User Benefits	227,203	227,203
		Journey Time Reliability	n/a	13,503
	Wider Impacts		n/a	27,007
Environmental Benefits	Greenhouse Gas Emissions		71,688	71,688
	Noise		553	553
	Air Quality		20,273	20,273
Social Benefits	Consumer - Commuting User Benefits	Travel Time	202,914	202,914
		Vehicle Operating Costs	-36,423	-36,423
		Delays during Construction	-6,381	-6,381
		Delays during Maintenance	6,723	6,723
		User Charges	n/a	n/a
		Net Consumer - Commuting User Benefits	166,833	166,833
	Consumer - Other User Benefits	Travel Time	235,486	235,486
		Vehicles Operating Costs	-45,303	-45,303
		Delays during Construction	-5,679	-5,679
		Delays during Maintenance	7,577	7,577
		Net Consumer - Other User Benefits	192,106	192,106
	Journey Time Reliability		n/a	21,920
	Accident benefits		53,940	53,940
Public accounts	Indirect Tax benefits		84,617	84,617
Total	Present Value of Benefits		817,188	879,618

4.4 Summary of non-monetised benefits

- 4.4.1 A qualitative assessment undertaken in line with WebTAG guidance, has identified slight beneficial impacts for regeneration, biodiversity, physical activity, security, access to services and community severance. Moderate beneficial impacts are identified for journey quality. Moderate adverse impacts are identified for historic environment and landscape.
- 4.4.2 A detailed assessment of environmental impacts is provided in the **Environmental Statement** (Volume 6, Document Reference 6.2).

4.5 Summary of costs

- 4.5.1 The construction costs of the scheme have been provided by Highways England and are based on the latest information available for the scheme. An estimate of maintenance costs for a new dual carriageway was taken from the Economic Assessment of Road Schemes COBA (Cost-benefit Analysis) manual. All costs are risk adjusted. The costs are provided in **Table 4-2**.

Table 4-2 Scheme costs

Item	Present Value £k (2010 prices)
Construction	185,088
Maintenance	5,893
Total	190,981

4.6 Value for money

- 4.6.1 The scheme's benefits are set against its investment and operating costs to calculate value for money. This is expressed as a benefit-cost ratio (BCR). The adjusted BCR additionally includes journey time reliability benefits and wider economic impacts.
- 4.6.2 The DfT's value for money categories are as follows:
- poor value for money if the benefit-cost ratio is between 0 and 1.0;
 - low value for money if the benefit-cost ratio is between 1.0 and 1.5;
 - medium value for money if the benefit-cost ratio is between 1.5 and 2.0;
 - high value for money if the benefit-cost ratio is between 2.0 and 4.0; and
 - very high value for money if the benefit-cost ratio is greater than 4.0.
- 4.6.3 **Table 4-3** shows that the scheme represents 'very high value for money' with an initial benefit cost ratio of 4.28 and an adjusted BCR of 4.61.

Table 4-3 Value for money assessment

	Monetised value £k (2010 prices)	
	Initial BCR	Adjusted BCR
Total Present Value of Benefits (PVB)	817,188	879,618
Total Present Value of Costs (PVC)	190,981	190,981
Benefit to Cost Ratio (BCR)	4.28	4.61

4.7 Distributional impact assessment

- 4.7.1 Transport user benefits from the scheme are overall beneficial and the scheme is expected to provide the most deprived group (in income terms) with a high share of user benefits relative to its share of the population.
- 4.7.2 The scheme is expected to have a moderate beneficial impact on accidents for all the vulnerable social groups identified. Other impacts are not expected to disproportionality impact any vulnerable grouping.

4.8 Summary

- 4.8.1 The option assessment identified that a dual carriageway scheme would provide the optimal solution and fully meet the scheme objectives. The preferred route was recommended as it performs best based on ease of build, cost and reduced effects during construction and operation.
- 4.8.2 The proposed scheme will deliver substantial benefits to transport users through significant journey time savings. There will be additional positive benefits from reduced accidents, greenhouse gases and noise impacts.
- 4.8.3 The economic appraisal shows the scheme would deliver a benefit cost ratio of 4.28 and an adjusted benefit cost ratio of 4.61 when journey time reliability benefits and wider economic impacts are included. The scheme therefore would represent 'very high value for money'.

5 National Policy Context

5.1 Introduction

- 5.1.1 Section 104 of the Planning Act 2008 (the Act) sets out that in deciding any application for a Development Consent Order (DCO), *“the Secretary of State must have regard to any national policy statement which has effect in relation to development of the description to which the application relates.”* It goes on to state that: *“The Secretary of State must decide the application in accordance with any relevant national policy statement, except to the extent that one or more of subsections (4) to (8) applies.”*
- 5.1.2 Given that the scheme falls under highway-related development under section 22 of the Act, the national policy statement of relevance is the National Policy Statement for National Networks (NPSNN) (Department for Transport, 2015).
- 5.1.3 This chapter sets out the requirements of the NPSNN against which the scheme will be assessed by the SoS.
- 5.1.4 The chapter also provides an overview of other national planning policy documents which are a relevant consideration in assessing the scheme, namely the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG).

5.2 National Policy Statement for National Networks (2015)

- 5.2.1 The National Policy Statement for National Networks (NPSNN) sets out the Government’s vision and policy against which the SoS will make decisions on applications for development consent for NSIPs on the strategic road and rail networks. Subsequently, the NPSNN is the relevant NPS for the scheme.
- 5.2.2 Accordingly, paragraph 1.2 of the NPSNN states that:
- “The Secretary of State will use this NPS as the primary basis for making decisions on development consent applications for national networks nationally significant infrastructure projects in England. Other NPSs may also be relevant to decisions on national networks nationally significant infrastructure projects. Under section 104 of the Planning Act the Secretary of State must decide an application for a national networks nationally significant infrastructure project in accordance with this NPS unless he/she is satisfied that to do so would:*
- *lead to the UK being in breach of its international obligations;*
 - *be unlawful;*
 - *lead to the Secretary of State being in breach of any duty imposed by or under any legislation;*
 - *result in adverse impacts of the development outweighing its benefits;*
 - *be contrary to legislation about how the decisions are to be taken.”*

Assessment Principles

- 5.2.3 Unlike other types of infrastructure covered by the Act, the NPSNN deals predominantly with linear infrastructure designed to link together separate points and connect to a wider network. Paragraph 4.13 of the NPSNN sets out how development will usually be determined by economic activity and population, and the location of existing transport networks.
- 5.2.4 Paragraph 4.2 of the NPSNN sets out that subject to the detailed policies and protections in the NPS, and the legal constraints set out in the Act, there is a presumption in favour of granting development consent for national networks NSIPs that fall within the need for infrastructure established in the NPSNN. In considering a scheme, and weighing adverse impacts against benefits, paragraph 4.3 sets out how the Secretary of State should take into account:
- its potential benefits, including the facilitation of economic development, including job creation, housing and environmental improvement, and any long-term or wider benefits; and
 - its potential adverse impacts, including any longer-term and cumulative adverse impacts, as well as any measures to avoid, reduce or compensate for any adverse impacts.
- 5.2.5 Within this context, the NPSNN requires that environmental, safety, social and economic benefits and adverse impacts, should be considered at national, regional and local levels.
- 5.2.6 Paragraphs 4.17 – 4.20 of the NPSNN establish the process by which the Examining Authority should consider where elements of the proposal are yet to be finalised. The NPSNN recommends that where some details are still to be finalised, applicants are advised to set out in the environmental statement, to the best of their knowledge, what the maximum extent of the proposed area may be, and to assess the potential adverse effects which the project could have to ensure that the impacts of the project as it may be constructed have been properly assessed.
- 5.2.7 With regard to alternatives, Paragraphs 4.26 and 4.27 of the NPSNN set out that applicants should comply with all legal requirements and any policy requirements for the assessment of alternatives. Specifically, this will include:
- reference to the EIA Directive, which requires projects with significant environmental effects to include an outline of the main alternatives studied by the applicant;
 - other legal requirements for the consideration of alternatives, including under the Habitats and Water Framework Directives; or
 - a policy requirement of the assessment of alternatives (such as the flood risk sequential test).
- 5.2.8 Paragraph 4.27 goes on to state that: *“all projects should be subject to an options appraisal”*.
- 5.2.9 The ‘assessment principles’ for decision-making are established within the relevant paragraph numbers of the NPSNN:

- Paragraphs 4.28 – 4.35 *Criteria for “good design” for national network infrastructure* establishes the principles for including design as an integral consideration from the outset.
- Paragraphs 4.36 – 4.47 *Climate Change Adaptation* set out the desirability of mitigating, and adapting to climate change in designating an NSP.
- Paragraphs 4.48 – 4.56 *Pollution Control and Other Environmental Protection Regimes* set out the complementary nature of decisions under the Planning Act and the relevant pollution control regime.
- Paragraphs 4.57 – 4.59 *Common Law Nuisance and Statutory Nuisance* set out how it is very important during the examination of a Nationally Significant Infrastructure project, how possible sources of nuisance can be mitigated or limited.
- Paragraphs 4.60 – 4.66 *Safety* set out how new highways developments provide an opportunity to make significant safety improvements.
- Paragraphs 4.74 – 4.78 *Security* set out how national security considerations apply across all national infrastructure sectors. The Department for Transport acts as the Sector Sponsor Department for the national networks and in this capacity, has lead responsibility for security matters.
- Paragraphs 4.79 – 4.82 *Health* set out how new or enhanced national network infrastructure may have indirect health impacts. The environmental statement should identify any likely significant adverse health impacts, and identify measures to avoid, reduce or compensate for adverse health impacts as appropriate.

5.2.10 Section 6.2 of this document sets out how the DCO application is in accordance with the applicable ‘assessment principles’, set out above.

Generic Impacts

5.2.11 Part 5 of the NPSNN identifies ‘generic impacts’ of any of the types of national network infrastructure projects covered by the NPSNN, which must be considered within an Environmental Statement (ES) accompanying a DCO.

5.2.12 The following generic impacts are relevant to the scheme, either in part or in full:

- Air Quality;
- Emissions;
- Biodiversity and ecological conservation;
- Waste management;
- Civil and military aviation and defence interests;
- Coastal change;
- Dust, odour, artificial light, smoke, steam;
- Flood risk;
- Land instability;
- The historic environment;
- Landscape and visual impacts;
- Land use including open space, green infrastructure and Green Belt;
- Noise and vibration;

- Impacts on transport networks; and
 - Water quality and resources.
- 5.2.13 Section 6.3 of this document sets out how the DCO application has considered ‘generic impacts’.
- 5.2.14 The scheme has been developed to be in conformity with the NPSNN and paragraphs detailed above. A full assessment of how the scheme conforms to the NPSNN objectives, including its technical assessment requirements, is provided in **Appendix A** of this Planning Statement.

5.3 National Planning Policy Framework (July 2018)

- 5.3.1 The National Planning Policy Framework (NPPF) sets out Government’s planning policies for England and their expectation for applications. The policies within the NPPF are based on a “presumption in favour of sustainable development”, articulated through social, environmental and economic policies. To achieve sustainable development, it is recognised that plans and decisions need to take local circumstances into account.
- 5.3.2 Paragraph 1.17 of the NPSNN sets out how the NPS and the NPPF are consistent, however, the two documents have differing but equally important roles. Whilst the NPPF provides a framework for embedding the principles of sustainable development, paragraphs 1.18 and 1.19 of the NPSNN state that it is indeed the NPPF which provides the function of specific policies and transport policy which will guide individual development brought under it. The NPPF is therefore an important and relevant consideration in decisions on NSIPs, but only to the extent relevant to that project. It is therefore necessary to consider the extent of any such relevance and compliance with the policies that it contains.
- 5.3.3 To this effect, paragraph 5 of the NPPF makes it clear that it does not contain specific policies for NSIPs. Paragraph 5 states that:
- “The Framework does not contain specific policies for nationally significant infrastructure projects. These are determined in accordance with the decision-making framework in the Planning Act 2008 (as amended) and relevant national policy statements for major infrastructure, as well as any other matters that are relevant (which may include the National Planning Policy Framework). National policy statements form part of the overall framework of national planning policy, and may be a material consideration in preparing plans and making decisions on planning applications”.*
- 5.3.4 Paragraph 7 of the NPPF states that “*the purpose of the planning system is to contribute to the achievement of sustainable development*”, summarised at a very high level as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- 5.3.5 In achieving sustainable development, paragraph 8 of the NPPF identifies three overarching and interdependent objectives which need to be pursued in mutually supportive ways:
- “a) *an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is*

available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

- *b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and*
- *c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.”*

5.3.6 Paragraph 10 states that at the heart of the NPPF is a presumption in favour of sustainable development.

5.3.7 Contributing to sustainable development, section 6 ‘Building a strong, competitive economy’ of the NPPF is clear about the need for economic growth and the role of planning in facilitating this. Paragraph 80 of the NPPF states: *“Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future”.*

5.3.8 Section 9 of the NPPF sets out a requirement to promote sustainable transport, including objectives as set out in paragraph 102 to realise opportunities from existing or proposed transport infrastructure, identify and pursue opportunities to promote walking, cycling and public transport use, and to assess the environmental impacts of transport infrastructure and identify opportunities to avoid or mitigate any adverse effect or achieve net environmental gains.

5.3.9 Paragraph 103 states that the planning system should actively manage patterns of growth in support of sustainable development objectives which can help reduce congestion and emissions, and improve air quality and health. However, it notes that *“opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”*

5.3.10 The NPPF goes on to state in paragraph 104 that: *“planning policies should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development”.*

5.4 Planning Practice Guidance (2014 -)

- 5.4.1 The Planning Practice Guidance was originally published in 2014, and represent a continually-updated web-based platform which brings together planning guidance on specific topics. The Planning Practice Guidance has been considered where relevant in the DCO application.

5.5 Summary

- 5.5.1 In summary, the national planning policy documents which are of relevance to the scheme are:
- National Policy Statement for National Networks (Department for Transport, 2015)
 - Revised National Planning Policy Framework (Department for Communities and Local Government, 2018)
 - National Planning Practice Guidance (Department for Communities and Local Government, available online)
- 5.5.2 Chapter 6 and **Appendix A** of this Statement establishes how the scheme conforms with the policy objectives set out in these documents.

6 National Policy Assessment

6.1 Overview

- 6.1.1 This chapter sets out the assessment of the scheme against adopted national policies of relevance including the National Policy Statement for National Networks (NPSNN) and the National Planning Policy Framework (NPPF).
- 6.1.2 Section 6.2 assesses the scheme against the relevant 'assessment principles' set out in the NPSNN and identifies how these have been addressed in the DCO application.
- 6.1.3 Section 6.3 assesses the scheme against the relevant 'generic impacts' set out in the NPSNN and identifies how these have been addressed in the DCO application.

6.2 Assessment principles

Environmental Impact Assessment

- 6.2.1 Paragraphs 4.15 to 4.21 of the NPSNN sets out the policy requirement for an Environmental Statement (ES) for all proposals that are subject to the European Union's Environmental Impact Assessment (EIA) Directive. The ES should describe the aspects of the environment likely to be significantly affected by the scheme, in accordance with Schedule 4 of the Infrastructure Planning (EIA) Regulations 2017 (the EIA Regulations). This should include a description of significant cumulative effects of the scheme in relation to its interaction with the effects of other development.
- 6.2.2 The DCO is accompanied by an **Environmental Statement (ES)** (Volume 6, Document Reference 6.2). The ES considers the potential effects, including benefits, of the scheme and in accordance with paragraph 4.15 of the NPSNN, it includes an assessment of effects of the scheme on human beings, fauna and flora, soil, water, air, climate, landscape, material assets and cultural heritage, and the interaction between them.
- 6.2.3 The ES describes the likely significant effects of the scheme and shows how these effects would be avoided or mitigated.
- 6.2.4 The scope of the ES was agreed with stakeholders and a Scoping Opinion Report was issued by the Secretary of State (SoS) on 20 September 2017. The following effects are assessed in the relevant chapters of the ES (Volume 6, Document Reference 6.2):
 - Chapter 5, Air Quality
 - Chapter 6, Cultural Heritage
 - Chapter 7, Landscape
 - Chapter 8, Ecology and Nature Conservation
 - Chapter 9, Geology and Soils
 - Chapter 10, Materials
 - Chapter 11, Noise and Vibration
 - Chapter 12, People and Communities

- Chapter 13, Road Drainage and Water Environment
- Chapter 14, Climate Change
- Chapter 15, Consideration of Cumulative Effects

6.2.5 In accordance with paragraph 4.15 of the NPSNN and the EIA Regulations, the ES assesses the likely significant effects of the scheme, covering direct effects and any indirect, secondary, cumulative, short, medium and long term, permanent and temporary, positive and negative effects at all stages of the project (construction, operation and decommissioning and the inter-relationship).

6.2.6 The scheme meets the requirements of NPSNN with regard to Environmental Impact Assessment.

Habitats Regulations Assessment

6.2.7 Paragraphs 4.22 to 4.25 of the NPSNN state that prior to granting a DCO, the SoS must, under the Habitats Regulations, consider whether it is possible that a scheme could have a significant effect on the objectives of a European site or any site with the same protection.

6.2.8 Subsequently, paragraph 4.23 states that applicants of a DCO must provide sufficient information within the application to enable the SoS to carry out an Appropriate Assessment, or to determine that an Appropriate Assessment is not required as significant effects of European sites are sufficiently unlikely. Such information to be provided includes details of measures to avoid or mitigate any likely significant effects on a European site.

6.2.9 The **Statement to Inform an Appropriate Assessment** (Volume 6, Document Reference 6.5) has been submitted in order to enable the competent authority, in this case the Secretary of State for Transport, to make an Appropriate Assessment when deciding whether to authorise the project, if so required.

6.2.10 The report presents the conclusions of the 'Assessment of Implications on European Sites' (AIES) for the scheme, which contains the information required to determine whether the project is likely to have significant effects on European Sites.

6.2.11 The first stage of the AIES, known as 'screening', is designed to identify whether there are elements of the project which are likely to give rise to significant effects on European Sites which could compromise a European Site's conservation objectives. The screening process identified four European Sites with the potential to be affected by the scheme, as follows:

- Newlyn Downs SAC –the only European Site within 2km of the scheme.
- Fal and Helford SAC - the only European Site in direct hydrological connectivity of a watercourse crossed by the scheme.
- Breney Common and Goss and Tregoss Moors SAC - located within 200m of the 'Affected Road Network' in an area predicted to experience an increase in traffic flows resulting from the scheme.

- River Camel SAC - located within 200m of the 'Affected Road Network' in an area predicted to experience an increase in traffic flows resulting from the scheme.
- 6.2.12 The screening assessment documenting those potential effects that have been considered for each site, and justifying whether a 'Likely Significant Effect' (LSE) on the features of the site can be excluded, is presented in full within the 'Screening Matrices' provided in Appendix 1 of the Statement to Inform an Appropriate Assessment.
- 6.2.13 In the case of two of the European Sites, the Fal and Helford and River Camel Special Areas of Conservation, the screening stage concluded that the scheme was not likely to have a significant effect on the qualifying interest features of the site either alone or in-combination with other plans/projects.
- 6.2.14 For the two remaining sites, Newlyn Downs and the Breney Common and Goss and Tregoss Moors Special Areas of Conservation, the potential for a LSE could not be ruled out at the screening stage, and these sites were therefore progressed to Stage 2 of the process: Appropriate Assessment (AA), in order to assess whether the scheme would adversely affect the integrity of the sites in view of their conservation objectives.
- 6.2.15 Sufficient information to enable the competent authority to make an AA, if required for these two sites, can be viewed in full within the 'integrity matrices' provided in Appendix 2 of the Statement to Inform an Appropriate Assessment.
- 6.2.16 Subsequent to the full and proportionate Appropriate Assessment presented within the integrity matrices provided in Appendix 2, and in view of the relevant site conservation objectives, the potential for any adverse effect on the integrity of the Newlyn Downs and Breney Common and Goss and Tregoss Moors SACs was excluded.
- 6.2.17 The HRA process at Stage 2: Appropriate Assessment, concluded that no reasonable scientific doubt remains and in 'the light of the best scientific knowledge in the field', the project would not adversely affect the integrity of any European Site, alone or in combination with other plans or projects.
- 6.2.18 Therefore, the HRA was concluded at Stage 2: Appropriate Assessment, and there is no requirement to move to HRA Stages 3 and 4 for the purposes of compliance the Conservation of Habitats and Species Regulations 2017 (as amended).
- 6.2.19 It is considered that the scheme meets the requirements of NPSNN with regard to Habitats Regulation Assessment.

Alternatives

- 6.2.20 Paragraphs 4.26 and 4.27 of the NPSNN state that schemes with significant environmental effects must, in accordance with the EIA Directive, include an outline of the main alternative options considered by the applicant and the main reasons for the applicant's choice of these alternatives, taking into account the environmental effects. The NPSNN notes that there may also

be a requirement for the consideration of alternatives under other legal regimes, such as the Habitats and Water Framework Directives or for schemes within National Parks or other designated areas.

- 6.2.21 The NPSNN states that the options appraisal of the scheme should consider viable modal alternatives and may consider other options. However, where projects have been subject to full options appraisal prior to their inclusion in the Road or Rail Investment Strategies (or other appropriate policies or investment plans), the SoS does not need to consider option testing but be satisfied that such an assessment has taken place.
- 6.2.22 The A30 Chiverton to Carland Cross was named as a commitment within the first Road Investment Strategy (RIS1) issued by the Department for Transport in 2014. Subsequently, the SoS does not need to consider the option testing for the scheme but must be satisfied that such an assessment took place.
- 6.2.23 Whilst the principle of the A30 between Chiverton and Carland Cross is committed in RIS1, Highways England has sought to develop the alignment and design of the scheme through an iterative process, in which alternative options for the route have been considered. The design process has been informed by environmental, socio-economic, technical and cost considerations, as well as feedback received during non-statutory and statutory consultation engagement with the public, landowners and other relevant stakeholders.
- 6.2.24 Full detail of the main alternatives considered during design development of the scheme is provided in **Chapter 3 Consideration of Alternatives** of the ES (Volume 6, Document Reference 6.2). The DCO application also includes two reports which detail the options assessment leading specifically to the preferred route, the **Scheme Assessment Report** (Volume 7, Document Reference 7.6) and the **Route Selection Report** (Volume 7, Document Reference 7.7).
- 6.2.25 It is considered that the scheme meets the requirements of NPSNN with regard to consideration of alternatives.

Criteria for “good design” for national network infrastructure

- 6.2.26 Paragraphs 4.28 to 4.35 of the NPSNN set out the requirements for ‘good design’ in national networks infrastructure. While the NPSNN recognises there are often limitations to the extent national network infrastructure can enhance the quality an area due to the nature of the development, it states that design qualities such as visual appearance, functionality, fitness for purpose, sustainability and cost should nonetheless be an integral consideration from the outset of the scheme.
- 6.2.27 National network projects should produce sustainable infrastructure that is sensitive to place, energy and resource efficient and which demonstrates good aesthetics as far as possible. Good design should mitigate to minimise adverse impacts, while meeting the operational objectives (e.g. improvements to the identified problems) for as many years as practicable

taking into account other factors such as cost, economics and environmental impacts.

- 6.2.28 Paragraph 4.32 of the NPSNN states that scheme design will be a material consideration in decision making and that the SoS will need to be satisfied that the scheme is as sustainable, durable, aesthetically sensitive, adaptable and resilient as is reasonable.
- 6.2.29 Paragraphs 4.33 and 4.34 of the NPSNN state that the applicant should consider the role of technology in delivering national network projects, while for projects of limited flexibility in appearance, the applicant may be able to demonstrate good design through siting and design measures relating to existing landscape and historical character and function. The applicant should demonstrate a design evolution and justify a preferred choice if there were options.
- 6.2.30 Chapter 3 of this Planning Statement describes the scheme development and options considered. Section 8.1 of Chapter 8 of the **Consultation Report** (Volume 5, Document Reference 5.1) sets out the further design changes that have been implemented as a result of statutory consultation.
- 6.2.31 The scheme and environmental mitigation proposals were designed with reference to guidelines in DMRB Volume 10 Environmental Design and Management and the 10 principles of good design which should be implemented by a scheme, as identified within: The road to good design¹². In exercising its functions, Highways England has an obligation¹³ to have due regard to relevant principles and guidance on good design, to ensure that the development of the network takes account of geographical, environmental and socio-economic context.
- 6.2.32 The engineering team has designed for aesthetic appearance as well as function and cost. In addition, design options for structures and drainage, and route options for the scheme design were assessed and influenced by environmental specialists including the landscape team. This is detailed Section 7.10 of Chapter 7 Landscape of the **ES** (Volume 6, Document Reference 6.2).
- 6.2.33 The new road is designed to be free flowing from east/west, whilst accommodating as far as possible the existing local road networks. To make sure local communities and businesses such as farms can cross the road, underpasses and bridges crossing the new and old A30 road have been included where possible.
- 6.2.34 At the western end of the scheme, the new Chiverton junction would be located away from the existing A30 and the Cornwall and West Devon Mining Landscape World Heritage Site. A range of environmental mitigation design measures have been included such as multi-species crossings, woodland planting, new Cornish hedgerows and low noise road surfacing.

¹² The road to good design: Highways England's design vision and principles (January 2018)

¹³ Secretary of State for Transport statutory directions and guidance to the strategic highways company (April 2015)

- 6.2.35 The new junction at Chybucca would allow the existing A30 and B3284 to cross the new A30 dual carriageway. A green bridge east of Marazanvose with associated hedgerow and tree planting is proposed to encourage local wildlife, walkers, cyclists and horse riders to safely cross the proposed dual carriageway. Between Marazanvose and Zelah, the line of the new A30 dual carriageway follows a very similar line to that of the existing A30. This route has been chosen in order to avoid effects of the new road and re-aligned existing A30 on the Registered Park and Garden (Chyverton Park), the adjacent woodland, and the historic field patterns of the area.
- 6.2.36 To the south west of the new Carland Cross junction, Highways England is proposing to reunite the Barrow cemetery by removing the existing A30 carriageway. This would enhance the setting of these scheduled monuments. As part of the enhancement to the setting of the barrow cemetery, an area of replacement open space land is proposed at Warrens Barrow, as shown on the **Special Category Land Plan** (Volume 2, Document Reference 2.3). A new WCH route via an underpass would run through the replacement open space land, adding to its accessibility for recreational / public use.
- 6.2.37 Where the road interrupts the existing field patterns, the **Environmental Masterplans** (Volume 6, Document Reference 6.3, Figure 7.6) seek to re-stitch the field boundaries with new hedgerows (including 'Cornish hedge' where appropriate) and extensive areas of deciduous and woodland planting on embankments. The planting has been designed to mitigate adverse visual effects and to integrate the scheme into the local landscape.
- 6.2.38 The landscape strategy has been prepared to address mitigation requirements for both ecology and landscape assets. The design rationale has focused on replacement of vegetation lost during construction, enhancing natural habitats, providing screening vegetation and integrating the scheme into the landscape. Where planting is proposed, it would include native species reflecting those currently on site, and would be of local provenance, as described in the Forestry Commission's Practice Note on Using Local Stock for Planting Native Trees and Shrubs. This design rationale also sits in line with the requirements of Cornwall Council's Cornwall Design Guide (2013) where proposed landscaping should be based on locally sourced species native to Cornwall and appropriate to the specific locality.
- 6.2.39 Local native species would be introduced in areas where vegetation removal is required to accommodate construction. Swathes of native tree and shrub species would be punctuated with more mature trees giving instant height and impact. Over time, this vegetation would mature to offer effective integration and screening whilst also reinforcing the character of the local landscape. Hedgerows would also be incorporated to define new boundaries and tie into the existing field pattern. Cornish hedgerows are used where appropriate to the local character and to provide acoustic mitigation.
- 6.2.40 Good design has been used to minimise adverse impacts, while meeting the operational objectives of the new road. The range of environmental

mitigation measures proposed are shown on the **Environmental Masterplans** (Volume 6, Document Reference 6.3, Figure 7.6).

- 6.2.41 It is considered that the scheme meets the requirements of NPSNN with regard to 'good design'.

Climate change adaptation

- 6.2.42 Paragraphs 4.36 to 4.47 of the NPSNN set out the requirement for new national networks infrastructure schemes to take into account climate change.
- 6.2.43 As typically long-term projects, the scheme should take into account the projected impacts of climate change when planning the scheme location, design, build and operation. The Environmental Statement for the scheme should identify appropriate mitigation or adaptation measures which cover the estimated lifetime of the scheme. The Environmental Impact Assessment should include the adaptation measures proposed for the scheme.
- 6.2.44 Paragraph 4.41 states that where the scheme has safety-critical elements and its design life is over 60 years, the applicant should apply the UK Climate Projections 2009 (UKCP09) high emissions scenario against the 2080 projections at the 50% probability level. The applicant should use the latest UK Climate Projections available at the time.
- 6.2.45 The applicant should demonstrate that no critical feature of the scheme would be seriously affected by more radical climatic changes than the latest UK projections.
- 6.2.46 Chapter 14 Climate Change of the **ES** (Volume 6, Document Reference 6.2) details the assessment undertaken of the scheme relating to climate change. Within this, the climate change resilience assessment (CCR) considers the potential impacts of climate change on the design, construction and operation of the scheme over its lifetime.
- 6.2.47 In accordance with paragraph 4.41 of the NPSNN, the scheme has been assessed using the UKCP09 high emissions scenario against the 2080 projections at the 50% probability level.
- 6.2.48 The assessment finds that there are no significant effects with regard to climate change resilience and subsequently, no further climate change resilience measures are proposed for the scheme other than those already integrated into the scheme design. Chapter 14 of the **ES** details the measures designed into the scheme to reduce carbon, such as: reducing the level of material import required; reducing journey distance through provision of additional farm accesses; and reduced lighting during construction and operation.
- 6.2.49 It is considered that the scheme meets the requirements of NPSNN with regard to climate change adaptation.

Pollution control and other environmental protection regimes

- 6.2.50 Paragraphs 4.48 to 4.56 of the NPSNN set out the requirement of a national networks scheme to obtain any other relevant consents or licenses relating to the pollution control framework or other regulatory regimes.
- 6.2.51 Paragraph 4.55 states that the SoS should be satisfied that development consent can be granted taking full account of environmental impacts. This includes satisfaction that:
- the relevant pollution control authority is satisfied that potential releases can be adequately regulated under the pollution control framework; and
 - the effects of existing sources of pollution in and around the project are not such that the cumulative effects of pollution when the scheme is added would make that development unacceptable, particularly in relation to statutory environmental quality limits.
- 6.2.52 The scheme is located approximately 6.5km inland from the North Cornwall coast therefore it would not affect any relevant marine areas. As such the MMO was not been identified as a prescribed consultee¹⁴.
- 6.2.53 In the preparation of the **ES**, relevant topic chapters have assessed the likely requirement for environmental permits and other consents, in particular: Chapter 10 Materials; Chapter 11 Noise and Vibration; Chapter 12 People and Communities; and Chapter 13 Road Drainage and the Water Environment.
- 6.2.54 With regards to pollution control and other environmental regulatory regimes, the following consents, licences, and permits (as detailed in Volume 7, Document Reference 7.2) are expected to be required:
- Approvals from the Secretary of State, and where the relevant local highway authority and local planning authority pursuant to the requirements contained in the development consent order.
 - Permits from the Environment Agency pursuant to the Environmental Permitting (England and Wales) (Amendment) Regulations 2018.
 - Consent(s) from the relevant local authority pursuant to section 61 of the Control of Pollution Act 1974.
- 6.2.55 Paragraph 4.56 of the NPSNN states that: *“The Secretary of State should not refuse consent on the basis of regulated impacts unless there is good reason to believe that any relevant necessary operational pollution control permits or licences or other consents will not subsequently be granted.”*
- 6.2.56 Highways England is seeking to agree with each body the principles against which applications for the consents, licences, and permits should be considered, in order that all relevant issues may be explored during the Examination of its application for development consent. As detailed in the **Statements of Common Ground** (Volume 7, Document Reference 7.4), Highways England is in discussion with all relevant bodies.

¹⁴ Scoping Opinion, The Planning Inspectorate (September 2017)

- 6.2.57 It is considered that the scheme meets the requirements of NPSNN with regard to pollution and other environmental protection regimes.

Common law nuisance and statutory nuisance

- 6.2.58 Paragraphs 4.57 to 4.59 of the NPSNN require that a DCO application for a national networks scheme should consider how possible sources of statutory nuisance under section 79(1) of the Environmental Protection Act 1990 may be mitigated or limited. This will allow for the Examining Authority to recommend appropriate requirements to the SoS to include in any subsequent DCO.
- 6.2.59 Highways England has prepared a **Statement of Statutory Nuisance** (Volume 6, Document Reference 6.6) within the DCO application, which describes the relevant nuisances defined in the Environmental Protection Act 1990, as a result of the scheme. Potential statutory nuisances relevant to the scheme are identified as being dust, light and noise.
- 6.2.60 The assessment of these potential effects are included within the following sections of the ES (Volume 6, Document Reference 6.2):
- Chapter 5 Air Quality assesses air quality impacts of the scheme, including dust from construction.
 - Chapter 11 Noise and Vibration assess the potential effects of the scheme on background noise and vibration levels, including during construction.
- 6.2.61 An **Outline Construction Environmental Management Plan (Outline CEMP)** (Volume 6, Document Reference 6.4, Appendix 16.1) has been produced to mitigate and manage the effects of construction, including dust, noise, lighting and working hours.
- 6.2.62 The assessment of dust and air quality impacts in Chapter 5 of the ES finds that the scheme would not result in any significant effects. Best practice construction dust control measures are recommended and are documented in the Air Quality Management Plan (Annex L) in the Outline CEMP.
- 6.2.63 For air quality measures this includes:
- locating machinery and dust causing activities away from sensitive receptors where reasonably practicable;
 - erection of hoardings or barriers on site boundary where appropriate;
 - switching of vehicle and construction plant exhausts when not in use;
 - positioning of vehicle and plant exhausts to facilitate dispersal of emissions;
 - shielding or provision of filters for excessive dust generating plant;
 - covering materials entering or leaving the construction site;
 - stockpiles positioned away from sensitive receptors;
 - enclosing fine dry materials;
 - maintenance of haul routes to control dust emissions;
 - use of water spray during demolition;
 - appropriate screening of buildings or structures to be demolished; and
 - spraying of water to suppress dust emissions.

- 6.2.64 The assessment of vibration impacts in Chapter 11 Noise and Vibration of the ES finds that the scheme would not result in significant effects relating to temporary vibration during construction, subject to mitigation controls defined in the Outline CEMP.
- 6.2.65 The assessment of noise impacts in Chapter 11 of the ES finds that the scheme would result in temporary significant noise effects for residential and non-residential receptors (as defined in the assessment), and both significant adverse and significant beneficial permanent noise effects to residential receptors as defined in the assessment.
- 6.2.66 Several measures have been incorporated into the design of the scheme through the Outline Noise and Vibration Management, Annex K of the Outline CEMP.
- 6.2.67 For noise this includes the use of best practice control measures such as:
- selection of quiet and low vibration plant equipment;
 - quieter methods (including non-vibratory compaction, where required);
 - location of equipment on site;
 - control of working hours;
 - provision of acoustic enclosures;
 - the use of less intrusive vehicle alarms; and
 - screening.
- 6.2.68 In terms of light, there will be no road lighting on the mainline, or at the junctions. The scheme has been assessed on this basis. For walking, cycling and horse riding (WCH), low level, motion sensitive lighting is proposed at WCH underbridges at Chiverton, Church Lane and Carland Cross, as well as Trevalso underbridge.
- 6.2.69 During working hours, there would be no requirement for artificial lighting of construction areas. Lighting of the compounds and at work sites along the site will be limited. There will be a requirement for night-time working for particular activities, e.g. for traffic management, bridge beam lifts, surfacing works at tie-in locations.
- 6.2.70 Lighting would be managed in compliance with the Outline CEMP, in order to minimise any potential adverse effects of site lighting, for example by directing lights towards the working areas and avoiding light-spill. Due to the limited duration of any night time works and the application of mitigation measures, it is considered that no statutory nuisance would arise during construction.
- 6.2.71 The **Statement of Statutory Nuisance** (Volume 6, Document Reference 6.6) has considered the potential for the scheme to cause a statutory nuisance under Section 79(1), Environmental Protection Act 1990. It concludes that the construction activities that have the potential to create a nuisance would be controlled through the implementation of the Outline CEMP. With mitigation in place, none of the statutory nuisances identified in section 79(1) of the Act is predicted to arise.

- 6.2.72 It is considered that the scheme meets the requirements of NPSNN with regard to common law nuisance and statutory nuisance.

Safety

- 6.2.73 Paragraphs 4.60 to 4.66 of the NPSNN set out the requirements of national network schemes relating to road safety. It states that even when not the main purpose of a scheme, the opportunity to improve safety should be taken and that significant accident reduction benefits can be generated in well-designed schemes.
- 6.2.74 The NPSNN requires that the applicant undertakes an objective impact assessment of the scheme on safety, including any mitigation measures proposed, in accordance with DfT (WebTAG) and Highways England methodology. The road safety audit process should also be undertaken.
- 6.2.75 The applicant should be able to demonstrate that the scheme is consistent with the Highways England Safety Framework for the Strategic Road Network and the national Strategic Framework for Road Safety. The applicant should demonstrate that they have taken all steps reasonably required to reduce risk of death and injury arising from the scheme, contributed to an overall reduction in road casualties and accidents and improved road safety for walkers and cyclists.
- 6.2.76 The applicant should demonstrate that they have considered the safety implications of the scheme from the outset and that rigorous processes for monitoring and evaluating safety are in place.
- 6.2.77 The **Transport Report** (Volume 7, Document Reference 7.5) provides an analysis of road safety based on traffic accidents data obtained from Cornwall Council. The existing Chiverton Cross roundabout is the worst accident blackspot in Cornwall. The new scheme has been assessed to provide benefits in terms of accident savings in all growth scenarios and that the scheme meets the safety target set in the scheme objectives. At Chiverton Cross new a 2 level, motorway style junction at Chiverton would make accessing the A30, and using the major north-south routes, much safer.
- 6.2.78 A Stage 1 Road Safety Audit has been carried out, and the issues/proposed responses have been reviewed and has informed the design of the scheme submitted for development consent. The Road Safety Audit does not, form a submission document for this national infrastructure application.
- 6.2.79 The Road Safety Audit process is mandatory for Highways England and the project is being undertaken in accordance with HD 19 of the Design Manual for Roads and Bridges. A Stage 2 Road Safety Audit will be undertaken after the detailed design and prior to the commencement of construction. There will also be a Stage 3 and 4 Road Safety Audit, following the construction of the scheme. Highways England does not consider it is necessary to secure a specific requirement for undertaking road safety audits within the Development Consent Order (DCO), as HD 19 of the Design Manual for Roads and Bridges is a standard, mandatory procedure for Highways England to undertake.

- 6.2.80 DMRB is the standard which sets desirable minimum criteria for the proposed scheme geometry - for example horizontal and vertical radii, forward visibility and junction layouts. The scheme has been designed to comply with the DMRB. This forms the basis of a safe highway design which would minimise the risk of road casualties arising from the scheme and contribute to an overall improvement in the safety of the Strategic Road Network (SRN).
- 6.2.81 The scheme has also been designed to improve safety for Walking, Cycling and Horse-Riding as detailed in Section 7.4 of the **Transport Report** (Volume 7, Document Reference 7.5).
- 6.2.82 Overall, Highways England consider that all reasonable steps have been taken and will be taken to: minimise the risk of road casualties arising from the scheme; and contribute to an overall improvement in the safety of the Strategic Road Network and safety of WCH.

Security considerations

- 6.2.83 Paragraphs 4.74 to 4.78 of the NPSNN set out that where a scheme relates to potentially 'critical' infrastructure, there may be national security considerations requiring consultation with the Centre for the Protection of National Infrastructure (CPNI) and DfT security experts. Confirmation of their satisfaction with the scheme in terms of security issues should be provided to the Examining Authority.
- 6.2.84 The scheme does not relate to potentially critical infrastructure and subsequently there has been no requirement to consult CPNI and DfT on this issue. However, through the statutory consultation process prescribed by the Planning Act 2008, Highways England has consulted DfT and Ministry of Defence (MoD) via their relevant SoS. No concerns relating to national security have been raised through consultation with these consultees or any other consultee. Details of all organisations consulted during statutory consultation and their response (if given) is provided in the **Consultation Report** (Volume 5, Document Reference 5.1).
- 6.2.85 It is considered that the scheme meets the requirements of NPSNN with regard to security considerations.

Health

- 6.2.86 Paragraphs 4.79 to 4.82 of the NPSNN set out the relationship between national network schemes and human health, stating that scheme have the potential to affect the health, wellbeing and quality of life of the population. Impacts can be both direct, such as: dust, noise, traffic, air quality, community severance and pollution; and indirect such as: access to public services, cycling and walking access, and the recreational use of open space.
- 6.2.87 The NPSNN states that the effect of a scheme on human beings should be assessed and identified in the environmental statement. Measures to mitigate, avoid or compensate such impacts should be identified.

- 6.2.88 A **Health Impact Assessment** (HIA) has been carried out for the scheme (Volume 6, Document Reference 6.2, Appendix 12.1) which provides a detailed assessment of the scheme on various aspects of health (including direct and indirect impacts) during both the construction and operation of the scheme. It finds that while there may be minor adverse impacts on some aspects of health during construction (particularly noise, air quality, amenity and accessibility), these will be temporary and mitigation is proposed, such as the implementation of the **Outline CEMP** (Volume 6 Document Reference 6.4 Appendix 16.1). The HIA does not find that there would be any long-term adverse impacts on health during the operational phase of the scheme.
- 6.2.89 **Chapter 12 People and Communities** of the ES (Volume 6, Document Reference 6.2) assesses the scheme with regard to its overall effects on the population's wellbeing and quality of life, including health, amenity, community severance, access to open space and access for walkers, cyclists and horse-riders. In alignment with the HIA, the assessment concludes that while there may be slight adverse impacts on many of these receptors during construction (which would be temporary), there would be overall slight or moderate beneficial permanent impacts during operation.
- 6.2.90 It is considered that the scheme meets the requirements of NPSNN with regard to health.

Strategic rail freight interchanges

- 6.2.91 Paragraphs 4.83 to 4.89 of the NPSNN relate to the requirements of strategic rail freight interchanges (SRFI). The scheme does not propose to construct an SRFI nor does it relate to an SRFI in any manner. This assessment principle is subsequently not considered relevant to the scheme.

6.3 Generic impacts

- 6.3.1 This section sets out how the DCO application addresses each of the relevant generic impacts as set out in the NPSNN.

Air quality

- 6.3.2 Paragraphs 5.6 to 5.15 of the NPSNN set out how air quality should be assessed in relation to a national networks scheme, recognising that road schemes in particular create complex challenges with regard to air quality on account of the wide geographical area in which impacts can be felt.
- 6.3.3 The NPSNN requires that where the impacts of a scheme are likely to have significant air quality effects in relation to meeting EIA requirements and/or affect the national ability to comply with the Air Quality Directive, the air quality impacts of the scheme should be assessed in the environmental statement. This should:
- describe existing air quality levels;
 - forecast air quality at the time of opening, the future baseline if the scheme were not built and account for the scheme impact;

- identify air quality effects, their mitigation and any residual effects, distinguishing between the construction and operation stages of the scheme, taking account of road traffic it would generate; and
 - provide the SoS with a judgement of risk as to whether the scheme would affect the UK's ability to comply with the Air Quality Directive.
- 6.3.4 Chapter 5 Air Quality of the **ES** (Volume 6, Document Reference 6.2) provides an assessment of the air quality impacts of the scheme, taking into account existing air quality levels and the future projections with and without the scheme. It concludes that the scheme would not result in significant effects on air quality and that the scheme would be low risk with regard to impacting the UK's ability to comply with the Air Quality Directive.
- 6.3.5 Chapter 5 of the ES also identifies that the design of the scheme moves traffic away from local sensitive receptors which increases the pollutant dispersal distance between source and receptor.
- 6.3.6 With regard to mitigation during construction, the ES identifies that the **Outline CEMP** (Volume 6, Document Reference 6.4, Appendix 16.1) proposes to adopt best practice mitigation measures for construction dust. An Air Quality Management Plan in Annex L of the Outline CEMP details measures to reduce dust generation and spread at source, including:
- locating machinery and dust causing activities away from sensitive receptors where reasonably practicable;
 - erection of hoardings or barriers on site boundary where appropriate;
 - switching of vehicle and construction plant exhausts when not in use;
 - positioning of vehicle and plant exhausts to facilitate dispersal of emissions;
 - shielding or provision of filters for excessive dust generating plant;
 - covering materials entering or leaving the construction site;
 - stockpiles positioned away from sensitive receptors;
 - enclosing fine dry materials;
 - maintenance of haul routes to control dust emissions;
 - use of water spray during demolition;
 - appropriate screening of buildings or structures to be demolished; and
 - spraying of water to suppress dust emissions.
- 6.3.7 It is considered that the scheme meets the requirements of the NPSNN with regard to air quality.

Carbon emissions

- 6.3.8 Paragraphs 5.16 to 5.19 of the NPSNN set out how carbon emissions should be assessed in relation to a national networks scheme, noting that the UK Government has a legally binding framework to cut greenhouse gas emissions by at least 80% by 2050.
- 6.3.9 It states that carbon impacts of a scheme will be considered within the business case, however if the scheme is subject to EIA, assessment of any likely significant effects will need to be included in the environmental statement in accordance with the EIA Directive. For road projects,

applicants should provide evidence of the carbon impact of the project and an assessment against the Government's carbon budgets. Mitigation measures should be identified; adequacy of these measures in relation to design and construction will be a material factor in the SoS's decision-making process.

- 6.3.10 Chapter 14 of the **ES** (Volume 6, Document Reference 6.2) details the assessment of the scheme undertaken relating to climate change. Within this, the carbon assessment concludes that the scheme would result in a net reduction in carbon emissions. Although the total distance travelled by vehicles would increase compared to the baseline with an associated emissions increase, the reduction in congestion would outweigh this resulting in overall benefit and a reduction of carbon by 316,380 tonnes CO₂e by 2050. A short term increase in carbon emissions during construction is expected however this would not be significant.
- 6.3.11 Subsequently, it is concluded that the scheme would not have a long-term detrimental impact on the Government's ability to meet its carbon targets and effects of the scheme relating to carbon are therefore not significant.
- 6.3.12 Mitigation measures are identified in Chapter 14 of the **ES** including engineering design, materials and construction mitigation measures that have been designed in to the scheme.
- 6.3.13 It is considered that the scheme is compliant with the NPSNN with regard to carbon emissions.

Biodiversity and ecological conservation

- 6.3.14 Paragraphs 5.20 to 5.38 of the NPSNN set out how biodiversity and ecological conservation should be assessed in relation to national networks schemes.
- 6.3.15 It states that where a scheme is subject to EIA, the environmental statement should clearly set out likely significant effects on sites subject to international, national and local designations of ecological or geological conservation importance and on protected species, habitats and other species of principal importance.
- 6.3.16 The ES should consider the full range of potential impacts on ecosystems and show how the project has taken advantage of opportunities to conserve and enhance biodiversity and geological conservation interests.
- 6.3.17 The NPSNN sets out the designations that the SoS should consider in decision-making and the appropriate weight that should be attached.
- 6.3.18 Mitigation measures should be identified by the applicant, including where and how they will be secured, and should include:
- measures to be taken during construction and operation to minimise harm and risk to species and habitats and restore those disturbed;
 - measures integrated into the design of the scheme to minimise harm and provide green corridors; and

- opportunities that will be taken to enhance the existing habitats and creation of new habitats through landscaping techniques such as 'greening' and the use of green bridges.
- 6.3.19 Chapter 8 Ecology and Nature Conservation of the **ES** (Volume 6, Document Reference 6.2) assesses the impact of the scheme on biodiversity and ecological conservation, including designated and non-designated sites of ecological importance, habitats, protected species and other species of principal importance.
- 6.3.20 Chapter 8 of the ES concludes that there would be slight adverse and moderate to slight adverse effects during construction of the scheme, relating to general habitat loss and fragmentation, as well as the loss of heathland habitat.
- 6.3.21 However, Chapter 8 concludes that the mitigation measures proposed in the scheme as detailed in the **Environmental Masterplans** (Figure 7.6 of Volume 6, Document Reference 6.3), once fully planted and maturing, would provide a moderate beneficial impact on biodiversity and ecology during operation. Landscape planting on the scheme has been designed to provide a net gain for biodiversity and connectivity into the wider landscape, while numerous multi-species crossings for safe connectivity of mobile species would be provided, including a Green Bridge.
- 6.3.22 Chapter 9 Geology and Soils of the **ES** (Volume 6, Document Reference 6.2) identifies that there are no statutory or non-statutory designated geological sites within the study area of the scheme. There would subsequently be no significant effect in relation to this aspect of biodiversity and ecological conservation.
- 6.3.23 It is considered that the scheme meets the requirements of the NPSNN with regard to biodiversity and ecological conservation.

Waste management

- 6.3.24 Paragraphs 5.39 to 5.45 of the NPSNN set out the requirements of national network schemes with regard to hazardous and non-hazardous waste management, in recognition that large infrastructure projects may generate such waste during construction and operation.
- 6.3.25 The NPSNN states that the applicant should set out the proposed arrangements for managing waste produced by the scheme, including the proposed waste recovery and disposal system. The applicant should seek to minimise waste produced and the volume sent for disposal.
- 6.3.26 Chapter 10 Materials of the **ES** (Volume 6, Document Reference 6.2) identifies that due to limited availability of waste disposal in the region, during construction the scheme could result in moderate adverse effects.
- 6.3.27 An outline Site Waste Management Plan (SWMP) has been prepared for the scheme in Annex B of the **Outline CEMP** (Volume 6, Document Reference 6.4, Appendix 16.1). This sets out how the resulting waste will be managed during the construction of the scheme, using the waste hierarchy in which 'waste prevention' is the best outcome and 'waste disposal' as the

least favoured. Waste will be re-used on site where possible and any waste that cannot be prevented, re-used, recycled or recovered will be disposed of in a responsible manner. The plan will be updated and implemented by the Contractor during construction.

- 6.3.28 It is considered that the scheme meets the requirements of the NPSNN with regard to waste management.

Civil and military aviation and defence interests

- 6.3.29 Paragraphs 5.46 to 5.66 of the NPSNN set out civil and military aviation and defence interests policy relating to national networks schemes.
- 6.3.30 The NPSNN identifies the importance of UK airspace for both civilian and military aviation interests, stating that it is essential that the safety of UK aerodromes, aircraft and airspace is not adversely affected by new national networks infrastructure.
- 6.3.31 The NPSNN states that if a scheme may have an effect on civil or military aviation and/or other defence assets, an assessment of potential impacts upon them should be carried out. It states that the MoD, CAA, National Air Traffic Services (NATS) and any aerodrome likely to be affected should be consulted.
- 6.3.32 The scheme is not likely to affect any civil and military aviation sites (or other defence assets). While Newquay Airport (a civilian aviation site) is located approximately 12 miles from the scheme at Carland Cross, the distance is sufficient to prevent any likely impacts from the scheme arising on the airport.
- 6.3.33 The MoD, CAA and NATS were consulted during statutory consultation on the scheme, with no objections raised in response. In addition, regional airports were consulted including Newquay Airport (Cornwall Airport Newquay), Exeter Airport and Bristol Airport; no objections or comment were received from them. Details of all organisations consulted during statutory consultation and their response (if given) is provided in the **Consultation Report** (Volume 5, Document Reference 5.1)
- 6.3.34 Given that the scheme is not likely to affect any civil and military aviation sites (or other defence assets), an assessment of such impacts has not been carried out.
- 6.3.35 It is considered that the scheme meets the requirements of the NPSNN with regard to civil and military aviation and other defence interests.

Coastal change

- 6.3.36 Paragraphs 5.67 and 5.80 of the NPSNN set out the requirements of national networks schemes situated on or near the coast. It concerns the impact that such infrastructure can have as a driver of coastal change and the resilience of the infrastructure itself against ongoing and future potential change.
- 6.3.37 While located in a coastal region, the scheme is not situated on the coast and is approximately 4 miles from the nearest coastline, which is considered

a sufficient distance such that an assessment relating to coastal change is not required for the scheme.

- 6.3.38 The scheme does not impact on any marine or coastal designated sites of ecological conservation or marine protected areas.
- 6.3.39 It is considered that the scheme meets the requirements of the NPSNN with regard to coastal change.

Dust, odour, artificial light, smoke, steam

- 6.3.40 Paragraphs 5.81 to 5.89 of the NPSNN set out the requirements of national network schemes in relation to dust, odour, artificial light, smoke and steam. While recognising that some impact on local communities of such schemes is likely to be unavoidable, the NPSNN states that impacts should be kept to a minimum and acceptable level.
- 6.3.41 The policy notes that such impacts have the potential to cause common law nuisance or statutory nuisance under the Environmental Protection Act 1990, and that the effects of these emissions are also covered by other areas of the NPSNN including air quality, pollution control and other environmental consenting regimes.
- 6.3.42 Highways England has prepared a **Statement of Statutory Nuisance** (Volume 6, Document Reference 6.6) which accompanies the DCO application. This Statement has considered the potential for the scheme to cause a statutory nuisance under Section 79(1) of the Act.
- 6.3.43 The construction activities that have the potential to create a nuisance would be controlled through the implementation of the **Outline CEMP** (Volume 6 Document Reference 6.4 Appendix 16.1), specifically Annex K. With mitigation in place, it is concluded that none of the statutory nuisances, as identified in section 79(1) of the Act, are predicted to arise.
- 6.3.44 Issues associated with odour, smoke and steam were not included within the scope of the ES, as these are not effects that are expected to arise from activities undertaken during construction and operation of the scheme.
- 6.3.45 It is considered that the scheme meets the requirements of the NPSNN with regard to dust and artificial light.

Flood risk

- 6.3.46 Paragraphs 5.90 to 5.115 of the NPSNN set out the requirements of national networks schemes relating to flood risk. It states that applications should be accompanied by a Flood Risk Assessment (FRA) if the scheme is proposed:
- within Flood Zones 2 and 3 (medium and high probability of river and sea flooding) or
 - Flood Zone 1 (low probability) if the scheme is greater than 1 hectare and may be subject to other sources of flooding (local watercourses, surface/ground water, reservoirs) or where the Environment Agency has notified the local planning authority.

- 6.3.47 The FRA should consider the risk of all forms of flooding and demonstrate how they will be managed and mitigated; take into account climate change and vulnerable users of the infrastructure; include a residual risk assessment; consider the need to remain operational in a worst case flood event; and provide evidence for the SoS to apply the Sequential Test and Exception test as appropriate.
- 6.3.48 It is recommended that applicants engage in early discussions with the Environment Agency and other relevant bodies such as Internal Drainage Boards and statutory undertakers.
- 6.3.49 **A Flood Risk Assessment** (Volume 6 Document Ref 6.4, Appendix 13) has been undertaken for the scheme, in accordance with the EIA Scoping Report. The methodology for the FRA has been agreed with Highways England (as the Highway Authority), Cornwall Council (as the Lead Local Flood Authority (LLFA) and, the Environment Agency (as Lead Authority for main rivers). The FRA identifies that the scheme is located in Flood Zone 1 and subsequently is at low risk of flooding.
- 6.3.50 As detailed in the FRA and also in Chapter 13 Road Drainage and the Water Environment of the **ES** (Volume 6, Document Reference 6.2), assessment has found that the scheme is not expected to cause any detriment to fluvial, surface or groundwater flood risk. There are subsequently no significant effects of flood risk resulting from the scheme.
- 6.3.51 With regard to existing water courses, the provision of culverts will maintain flows and will be designed to flood condition size to prevent blockage.
- 6.3.52 With regard to surface water drainage, drainage features have been designed into the scheme to mitigate flood risk and ensure safe drainage of water from the highway. This includes infiltration of surface run off from the highway and the provision of attenuation storage ponds. The drainage system is designed to the requirements of the Design Manual for Roads and Bridges (DMRB) and will incorporate the Cornwall Council drainage requirements where applicable. Surface water management during the construction phase will be developed by the contractor.
- 6.3.53 Residual risks of the scheme are assessed in the FRA and recommendations of how to manage these are made.
- 6.3.54 The FRA concludes that overall the measures proposed will ensure that third party flood risks upstream and downstream are not exacerbated and would in fact be marginally improved over the design life of the scheme, including taking into account current allowances for climate change impact.
- 6.3.55 It is considered that the scheme meets the requirements of the NPSNN with regard to flood risk.

Land instability

- 6.3.56 Paragraphs 5.116 to 5.119 of the NPSNN set out the requirements of national networks schemes with regard to land instability.

- 6.3.57 It states that a preliminary assessment of ground instability should be carried out at the earliest possible stage prior to a detailed DCO application being prepared and that applicants should ensure that any necessary investigations are undertaken to ascertain that the site is and will remain stable, or can be made so as part of the development. This needs to be assessed within the context of the surrounding area and could be in the form of a land stability or slope stability risk assessment report.
- 6.3.58 Chapter 9 Geology and Soils of the **ES** (Volume 6, Document Reference 6.2) provides an assessment of land stability for the scheme, in accordance with the Design Manual for Roads and Bridges (DMRB). This details that intrusive ground investigations have been undertaken to inform the ES assessment, as well as a site walkover and other survey information.
- 6.3.59 A summary of the assessment of geology and soils is provided in section 9.14 of Chapter 9 of the **ES**. This identifies any potential impact due to construction and operation of the scheme and any necessary mitigation such as further surveys and intrusive investigations.
- 6.3.60 The design, construction, operation and maintenance of the scheme will ensure that any unacceptable risks related to unstable natural or - man-made slopes, or related to ground compression, will be mitigated. Embankment and cutting side slopes will be designed to ensure long term stability and ground improvement works will be carried out where necessary.
- 6.3.61 It is considered that the scheme meets the requirements of the NPSNN with regard to land stability.

The historic environment

- 6.3.62 Paragraphs 5.120 to 5.142 of the NPSNN set out the requirements of national networks infrastructure in relation to the historic environment. It identifies that the impact on heritage assets that are both designated and non-designated should be considered, including their setting.
- 6.3.63 The NPSNN requires that the impact of a scheme with regard to heritage is assessed through the EIA and identified through the Environmental Statement. This assessment should describe the significance of the heritage asset and their setting, consulting the relevant Historic Environment Record (HER) as a minimum and undertaking a desk-based assessment and field evaluation where necessary and relating to potential archaeological interest.
- 6.3.64 The NPSNN sets out that the SoS should ascribe weight to heritage assets to align with their significance, such that the most importance assets are given greatest weight. When a scheme will lead to substantial harm or total loss of significance of a designated heritage asset, it should be demonstrated that the loss or harm is necessary in order to delivery substantial public benefits that outweigh that loss or harm. Alternatively, it may be demonstrated that:
- the nature of the asset prevents all reasonable uses of the site;

- no viable use of the asset can be found in the medium term;
 - conservation through grant funding or charity/public ownership is not possible; or
 - the harm or loss is outweighed by the benefit for bringing the site into use.
- 6.3.65 The NPSNN states that applicants should look for opportunities to enhance or better reveal the significance of heritage assets and schemes that do so should be treated favourably. The SoS should require the applicant to record any heritage asset before it is partially or wholly lost.
- 6.3.66 Chapter 6 Cultural Heritage of the **ES** (Volume 6, Document Reference 6.2) details the assessment undertaken by Highways England relating to heritage impacts of the scheme. It identifies that there are numerous designated heritage assets within the vicinity of the scheme, including a World Heritage Site, Scheduled Monuments, a Registered Park and Garden, Listed Buildings (Grade II and Grade II*) and a Conservation Area. There are also non-designated heritage assets identified.
- 6.3.67 The identification of these heritage assets has been informed by the Cornwall and Scilly HER, archaeological investigations carried out between 2017 and 2018 and aerial photography.
- 6.3.68 Chapter 6 of the **ES** identifies that there would be no direct impacts of the scheme upon designated heritage assets. However, the scheme would result in some adverse impacts to the setting of designated heritage assets. Where possible, these impacts would be mitigated through appropriate screening. Listed milestones (Grade II) that would otherwise be impacted, these would be carefully removed and replaced in accordance with a Method Statement (Outline CEMP, Volume 6, Document Reference 6.4, Appendix 16.1, Annex J: Methodology for the protection of milestones).
- 6.3.69 With regard to archaeology, Chapter 6 of the **ES** identifies that buried archaeological remains would experience direct impacts to a likely moderate adverse scale. Additional trial trenching was undertaken in July 2018 to further understand potential impacts of the scheme on Neolithic archaeology. It is proposed that a programme of archaeological recording would be implemented. This would be secured by way of Requirement in the **Draft DCO** (Volume 3, Document Reference 3.1).
- 6.3.70 The scheme would result in some beneficial heritage impacts, such as reuniting Scheduled Monuments (barrows) which were divided by the existing A30.
- 6.3.71 Overall, the scheme would not result in substantial harm to the significance of heritage assets or their setting such that it would outweigh the public benefits of the scheme.
- 6.3.72 It is considered that the scheme broadly meets the requirements of the NPSNN with regard to the historic environment.

Landscape and visual impacts

- 6.3.73 Paragraphs 5.143 to 5.161 of the NPSNN set out the requirements for national network schemes in relation to impacts on landscapes and visual impact.
- 6.3.74 It states that for schemes subject to EIA, applicants should assess significant landscape and visual impacts of the completed scheme, and any significant effects on landscape during construction. These assessments should also include noise and light pollution effects. The landscape and visual assessment should include reference to any landscape character assessment and associated studies and should take account of any relevant policies based on these assessments in local development documents. The assessment should include visibility and conspicuousness of the scheme, potential impacts on views and visual amenity, noise and light pollution effects and impacts on local amenity, tranquillity and nature conservation.
- 6.3.75 It is stated that negative effects of the scheme on landscape can be mitigated through appropriate sizing of the scheme, as well as consideration of design and material used. Additionally, works off site, such as filling in of hedge and tree lines may mitigate the impact of the scheme when viewed from a distant vista. The NPSNN states that in taking decisions, the SoS should consider whether the project has been designed careful to avoid or minimise impacts on the landscape, and where there is harm to sensitive receptors, should consider if this harm outweighs the benefits of the scheme.
- 6.3.76 Chapter 7 Landscape of the **ES** (Volume 6, Document Reference 6.2) provides an assessment of the scheme with regard to its impact on landscape and visual impact. It identifies that the scheme is situated within a National Character Area (NCA) and two Local Landscape Character Areas (CA) although seven other CAs would be indirectly affected. The assessment also identifies various visual receptors which may be impacted by the scheme, including residential, recreational, transport, employment, visitor accommodation and heritage receptors.
- 6.3.77 With regard to construction impacts, the assessment concludes that there would be no significant adverse impacts on the landscape; any slight to moderate adverse impacts would be temporary and reversible. A number of visual receptors are identified as experiencing significant short term impacts during construction, however these too would be reversible.
- 6.3.78 The operation of the scheme would result in direct and significant short and medium-term impacts on the landscape without mitigation. However, mitigation is proposed which once established over 15 years, would reduce the impact to an insignificant slight adverse level. A number of visual receptors are assessed to experience significant long-term and irreversible impacts during operation of the scheme. Where possible, mitigation such as planting would be implemented to reduce the impact over a 15-year period.
- 6.3.79 Following mitigation there would still be significant adverse residual visual effects particularly on a number of residential and recreational receptors, as

set out in section 8.1, Table 8-14 of Chapter 7 of the **ES** (Volume 6, Document Reference 6.2).

- 6.3.80 The adverse, permanent impacts on visual receptors as a result of the scheme are not considered significant such that it outweighs the public benefit of the scheme. Landscape and visual impact has been carefully considered by Highways England in designing the scheme through embedded design and mitigation measures to minimise impact and harm. In designing the landscape strategy for the scheme, Highways England has opted to use vegetation appropriate to the character of the local landscape, traditional boundaries such as Cornish hedging and have regard to existing field patterns. It has also taken into account the requirements of ecological assets and the long-term management of the landscape following completion of construction. The full details of the landscape mitigation are detailed in section 7.10 of Chapter 7 of the ES (Volume 6, Document Reference 6.2) and shown in the **Environmental Masterplans** (Volume 6, Document Reference 6.3, ES Figure 7.6).
- 6.3.81 It is considered that the scheme broadly meets the requirements of the NPSNN with regard to landscape and visual impact.

Land use including open space, green infrastructure and Green Belt

- 6.3.82 Paragraphs 5.162 to 5.185 of the NPSNN relate to requirements for national network schemes in relation to open spaces, green infrastructure and the Green Belt. It is stated that the provision of access to high quality open space, the countryside and sport and recreation can enable developments to provide positive environmental and economic benefits. It is also stated that re-use of previously developed land can improve the sustainability of schemes by reducing the green space used.
- 6.3.83 It is stated that the applicant's assessment must have regard to local authority concerns and need regarding land use that is existing or proposed; existing open space, sports and recreational facility; and agricultural land. Existing open space and sports/recreational land should not be developed unless the land is surplus to requirements or the loss would be replaced by equivalent or better provision.
- 6.3.84 Applicants should take into account the economic and other benefits of the best and most versatile agricultural land and should seek to use areas of poorer quality in preference of higher quality. It is also stated that applicants should identify and mitigate negative effects on minerals and soil quality, as well as identifying and taking in to account possible contamination on previously developed land.
- 6.3.85 It is stated that applicants can minimise the impact of projects on surrounding land use through good design principles, maintenance of existing green infrastructure and public rights of way, and where possible to consider opportunities to improve existing infrastructure. Consideration must also be given to the use, character, attractiveness and convenience of the right of way.

- 6.3.86 Chapter 12 People and Communities of the **ES** (Volume 6, Document Reference 6.2) provides an assessment of land use, open space and public rights of way (PRoW) in relation to the scheme. The scheme would not impact the Green Belt; consequently, this has not been assessed. The scheme would not impact upon any sports or recreational land or formal open spaces.

Land use

- 6.3.87 Chapter 12 of the **ES** identifies that there are no development allocations within the Cornwall Local Plan which would be directly affected by the scheme, nor any known current pending planning applications within the Order Limits of the scheme. Proposed developments with planning permission within 2km of the scheme have been taken into account when assessing cumulative effects of the scheme.

Agricultural land

- 6.3.88 As stated in Chapter 12 of the ES, an **Agricultural Impact Assessment** (AIA) (ES Appendix 12.5, Volume 6 Document Reference 6.4) has been undertaken to quantify the scheme's land take both temporarily and permanently, describing any agreed mitigation. It assesses the impact of the scheme on land use and on individual farm units (plots) forming part of a farm holding, taking into account agricultural land quality and the likely impact on its functionality in terms of severance and access.
- 6.3.89 The scheme would lead to the temporary loss of approximately 27.9ha of agricultural land classified as best and most versatile (Grades 2 and 3a) with a further 9.7ha of lower quality agricultural land and 14.6ha of non-agricultural land also temporarily lost. It is considered that this would constitute a moderate adverse effect which would be significant. However, the land take would be temporary and mitigation measures proposed in the **Outline CEMP** (Volume 6, Document Reference 6.4, ES Appendix 16.1) would return land to its former use; subsequently, the construction phase of the scheme is not considered to lead to any long-term residual significant effects on agricultural land.
- 6.3.90 The scheme would lead to the permanent loss of approximately 86.3ha of agricultural land classified as best and most versatile with a further 23.5ha of lower quality agricultural land and 38.9ha of non-agricultural land also lost. It is concluded that this would be a moderate adverse effect, which would be significant. The scheme includes a number of private accesses to mitigate for severance to agricultural holdings and accommodate farm vehicles where necessary.
- 6.3.91 Land required for construction compounds would be returned to its original use and condition. The majority of that land will be agricultural use. As such, crop loss will aim to be reduced by giving advanced warning to enable farmers to plan ahead and consideration of field drainage impacts during the design phase. In areas of land which would be temporarily acquired, soils would be managed in accordance with DEFRA (2009) 'Construction Code of Practice for the Sustainable Use of Soils on Construction Sites' with

Highways England and its contractor discussing and agreeing with Cornwall Council how agricultural land will be restored at the end of construction.

- 6.3.92 Where this mitigation is deemed insufficient, Highway's England would seek to mitigate through land negotiations in accordance with their relevant Compensation Code and discussions with the District Valuer.

PRoWs

- 6.3.93 Seven new PRoW routes are proposed, utilising private means of access and seeking to improve connectivity between existing and proposed PRoW. These seek to provide enhancement/improved linkages on the PRoW network with an aim of reduce severance and linking up existing routes.
- 6.3.94 Where the scheme severs local routes, the provision of alternative routes/diversions will ensure that access across the new A30 is maintained at key points during operation. Four PRoWs are proposed to be stopped up without re-provision, as shown on the **Rights of Way and Access Plans** (Volume 2, Document Reference 2.5):
- PR1 BOAT 309/25/2 will be closed due to the construction of attenuation pond number 1. Users will be able to retain access along BOATS 309/25/3, 309/25/5 and 309/25/4. It is considered that this closure will have a moderate adverse effect on the PROW network.
 - PR6 Bridleway 309/3/1 will be severed by the new A30. This bridleway does not currently have access to the existing A30 and is a dead end, therefore it is considered that this closure would have a slight adverse impact on the PROW network
 - PR12 Footpath 319/12/1 currently accesses the existing A30 from Trevalso Cottage would be almost entirely removed by the new A30. Alternative access to the existing A30 would be available through the Trevalso underbridge; it is considered that this closure would have a slight adverse impact on the PROW network
 - PR13 Footpath 319/11/1 would be entirely removed by the existing A30. It is considered that this would have a slight adverse impact on the PROW network.
- 6.3.95 It is considered that none of the proposed closures would have a significant effect on the PROW network. The overall impact of the scheme on PRoWs is found to be long-term slight beneficial.
- 6.3.96 During construction, necessary access arrangements relating to PRoWs are detailed in the **PRoW Management Plan** (Volume 6, Document Reference 6.4, Appendix 16.1, Outline CEMP, Annex M) of the DCO application. Furthermore, the **Outline CEMP** (Volume 6, Document Reference 6.4, Appendix 16.1) provides a complete list of outline mitigation measures to be taken into account as part of the construction of the scheme.

Open space

- 6.3.97 As shown in Part 5 of the **Book of Reference** (Volume 4, Document Reference 4.3) and the **Special Category Land Plan** (Volume 2, Document Reference 2.3), the draft DCO makes provision for the acquisition of special category land, comprising open space land designated as Countryside

Rights of Way Act 2000 (CROW Act 2000) land. The land has been identified taking a precautionary approach, as there is no evidence that it is used by the public.

- 6.3.98 The total area of the land that is considered open space is 35,339 square metres. Of this total, 10,649 square metres of land is to be permanently acquired and 2,646 square metres of land required temporarily (in total 13,295 square metres). The area of replacement open space land is 13,447 square metres, which is marginally larger than the area of land that is being acquired permanently and temporarily for the scheme.
- 6.3.99 The area of the replacement land would be more advantageous to the public in terms of access and the quality of the replacement open space. It is considered that the scheme would have an overall slight beneficial impact on open space with a net gain and better access to the replacement land compared to the existing land (Chapter 12 People and Communities of the Environmental Statement Volume 6, Document Reference 6.2).
- 6.3.100 A detailed assessment of how the replacement land complies with section 131(4) of the Planning Act 2008 and the guidance related to procedures for the compulsory acquisition of land is provided in section 7.3 of the **Statement of Reasons** (Volume 4, Document Reference 4.1).

Green Infrastructure

- 6.3.101 The design of the scheme, including mitigation measures and route options, has been assessed and influenced by environmental specialists including the landscape team. This is detailed in Section 7.10 of Chapter 7 Landscape of the **ES** (Volume 6, Document Reference 6.2).
- 6.3.102 Where the road interrupts the existing field patterns, the **Environmental Masterplans** (Volume 6, Document Reference 6.3, Figure 7.6) seek to re-stitch the field boundaries with new hedgerows (including 'Cornish hedge' where appropriate) and extensive areas of deciduous and woodland planting on embankments. The planting has been designed to mitigate adverse visual effects and to integrate the scheme into the local landscape.
- 6.3.103 A green bridge east of Marazanvose with associated hedgerow and tree planting is proposed to encourage local wildlife, walkers, cyclists and horse riders to safely cross the proposed dual carriageway.
- 6.3.104 As stated in the previous section, an area of replacement open space land identified on the **Special Category Land Plan** (Volume 2, Document Reference 2.3) is proposed which is agricultural land with hedge and tree lined boundary and contains a Scheduled Monument (Warren's Barrow), as well as a new WCH route via underpass to improve its accessibility.
- 6.3.105 It is considered that the scheme meets the requirements of the NPSNN with regard to land use.

Noise and vibration

- 6.3.106 Paragraphs 5.186 to 5.200 of the NPSNN set out the requirements of national network schemes in relation to noise and vibration impacts.

6.3.107 It is set out that when development is subject to an EIA and noise impact is likely to be significant, the following should be included in the applicant's noise assessment within the EIA:

- a description of noise sources, including information of sources distinctive tonal, impulsive or low frequency characteristics;
- identification of noise sensitive areas and premises;
- the characteristics of the existing noise environment;
- predicted impacts of the scheme on the noise environment throughout construction and operation at all parts of the day;
- mitigating measures; and
- predicted change in noise levels in sensitive areas.

6.3.108 It is stated that the nature and extent of the noise assessment should be proportionate to the predicted noise impact of the scheme. Additionally, any changes in road traffic movements elsewhere in the network associated with the scheme should be considered.

6.3.109 It is specified that operational noise for human receptors should be assessed using British Standards and the method described in Calculation of Road Traffic Noise. For the assessment of construction noise, any relevant British Standards and any other guidance should be taken in to account, using relevant mitigation examples. In addition, the applicant should consult with Natural England regarding noise impact on designated nature conservation sites, protected landscapes, protected species and other wildlife.

6.3.110 It is stated that mitigation measures for noise impacts should be proportionate and reasonable, and may include one or more of the following:

- containment of noise generated through engineering; use of materials such as low noise surfacing;
- design methods to minimise noise transmission through screening;
- specification of acceptable operating noise limits or times of use.

6.3.111 It is stated that for most national network projects, relevant Noise Insulation Regulations will apply, providing powers to the relevant authority to offer noise mitigation to associated dwellings in the form of improved noise insulation. Likely eligibility for this should be included in the assessment. It is also stated that applicants should consider the opportunity to address noise impacts on Important Areas as identified through the noise action planning process.

6.3.112 Chapter 11 Noise and Vibration of the **Environmental Statement** (Volume 6, Document Reference 6.2) provides an assessment of noise and vibration impacts of the scheme during both construction and operation. The assessment was carried out in accordance with the DMRB, Calculation of Road Traffic Noise, WebTAG and relevant British Standards.

6.3.113 The assessment concludes that construction of the scheme would result in temporary significant construction noise effects at 12 residential locations and 4 non-residential locations. In order to mitigate this, works would be

undertaken according to Best Practicable Means as set out in the **Outline Construction Environmental Management Plan** (Outline CEMP, Volume 6, Document Reference 6.4, Appendix 16.1). If situations arise where despite the implementation of BPM, the noise exposure exceeds the criteria defined in the Outline CEMP, the main contractors may offer noise insulation or ultimately temporary re-housing.

- 6.3.114 In order to mitigate the significant adverse impacts where they occur, measures such as landscaping and noise fencing is proposed. Two dwellings would be potentially eligible for noise insulation under the Noise Insulation Regulations.
- 6.3.115 Existing noise for many residents currently exceeds recommended noise thresholds for highway noise and these are located within 'Noise Important Areas' (as defined by Defra). During operation of the scheme, Chapter 11 of the ES identified that with the mitigated scheme, significant beneficial effects would occur for 56 dwellings in these and other areas. However, there would also be significant adverse noise effects from the scheme at 39 dwellings across the area of the scheme. These would occur either as a direct effect from the new scheme, or as a result of indirect effects from scheme-related traffic changes on other roads.
- 6.3.116 It is concluded that while the scheme would result in long-term significant adverse noise impacts for a number of residential receptors, mitigation is proposed to minimise these impacts where practicable. With mitigation in place, residual significant effects are still predicted. The residual effects are considered to be acceptable when balanced against the noise benefits of the scheme to a number of properties, and the likelihood of increased noise impacts predicted in Noise Important Areas in the future if the scheme were not to be implemented.
- 6.3.117 With regard to vibration, the assessment in Chapter 11 of the **ES** finds that the scheme would not result in significant effects relating to temporary vibration during construction, subject to mitigation controls defined in the Outline CEMP. There would not be any significant effects during operation of the scheme relating to vibration.
- 6.3.118 It is considered that the scheme broadly meets the requirements of the NPSNN with regard to noise and vibration.

Impacts on transport networks

- 6.3.119 Paragraphs 5.201 to 5.218 of the NPSNN set out the requirements for national network schemes in relation to wider transport networks. It is stated that schemes may have economic, social and environmental effects on surrounding transport infrastructure.
- 6.3.120 It is stated that the applicant must consult relevant authorities regarding the proposed schemes' potential impacts on transport. Any reasonable opportunities to support other transport modes in developing infrastructure must be considered by the applicant, and evidence of endeavours to address any severance issues that act as a barrier to non-motorised users should be provided. Additionally, it is stated that if a scheme requires an EIA

and is likely to have significant impacts on transport networks, the environmental statement should describe those impacts and any mitigating commitments.

- 6.3.121 Where appropriate, the applicant should provide a travel plan including management measures to mitigate travel impacts, and additionally details should be provided of proposed methods to improve access by sustainable modes and public transport.
- 6.3.122 For schemes that impact the Strategic Road Network, applicants should have regard to DfT Circular 02/2013 The Strategic Road Network and the delivery of sustainable development (or prevailing policy) which sets out how the Strategic Road Network's highway authority will engage with communities and developers to deliver sustainable growth and economic development.
- 6.3.123 If new transport infrastructure is proposed, applicants should discuss with network providers the possibility of co-funding by Government for any third-party benefits, following issued guidance.
- 6.3.124 It is stated that mitigation for schemes should be proportionate, reasonable, and focus on sustainable development. Development that would worsen accessibility should be mitigated as much as much as possible, with an expectation that impacts to non-motorised users will be mitigated.
- 6.3.125 The scheme is supported by an **Environmental Statement** (Volume 6, Document Reference 6.2) which describes the impacts from the A30 scheme and provides details of all environmental mitigation.
- 6.3.126 Highways England has undertaken ongoing with engagement with Cornwall Council since 2016. Data from Cornwall Council has been used for the calibration and validation of the transport model. The **Statements of Common Ground** (Volume 7, Document Reference 7.4) details the information shared with the Council.
- 6.3.127 The **Transport Report** (Volume 7, Document Reference 7.5) indicates that the analysis presented:
- Addresses future traffic demand and creates improved traffic congestion conditions, improved journey times and journey experience for motorists.
 - Provides accident savings to meet the safety target set in the scheme objectives.
 - Benefits following the implementation of the new A30 scheme for maintenance purposes.
 - Benefits from noise, local air quality and greenhouse gas following the implementation of the new A30 scheme.
 - Beneficial impact on journey time reliability.
 - Provides improved facilities for walking, cycling and horse-riding.
 - Meets the requirements of central government's transport objectives around economy, environment, social and public accounts.
 - Aligns with national and local planning policy.
 - Creates a safer environment for all users.

- 6.3.128 The Transport Report details the construction of new walking, cycling and horse-riding routes (Section 6.4), which provides the opportunity to improve the north-south permeability across the existing and proposed A30. The Transport Report also details the changes to existing walking, cycling and horse-riding routes (Section 6.5) for which reinstatement, alteration, substitute or new highway is to be provided.
- 6.3.129 It is considered that Highways England has undertaken a proportionate assessment of the transport impacts on other networks and non-motorised users to meet the requirements of the NPSNN.

Water quality and resources

- 6.3.130 Paragraphs 5.219 to 5.231 of the NPSNN set out the requirements for national network schemes in relation to the water environment. It is stated that during both construction and operation, development can lead to increased demand for water, as well as increase the risk of pollutants affecting the water environment and therefore having ecological affects. It states that where applicable, an application for a development consent order must contain a plan with accompanying information identifying water bodies in a River Basin Management Plan.
- 6.3.131 It is stated that the applicant should make early contact with relevant regulators of the water environment, including the Environment Agency, for abstraction licensing and with water suppliers. It is stated that development that requires an EIA, and which may have a significant effect on the water environment, should ascertain information on the existing status of water quality, as well as carry out assessment of the impacts on the proposed impact on the water environment.
- 6.3.132 Such an assessment should describe: the existing quality of affected waters; existing waters that will be affected by the proposed project; existing physical characteristics of the water environment that will be affected by the proposed project; any impacts on water bodies or protected areas under the Water Framework Directive (WFD) and source protection zones and potable groundwater abstractions; and any cumulative effects.
- 6.3.133 It is stated that the impact of proposed projects can be minimised through efficient use of mitigation measures including water recycling and an effective pollution management strategy. It is also stated that proposed projects should adhere to any National Standards for sustainable urban drainage systems (SUDs).
- 6.3.134 Chapter 13 Road Drainage and the Water Environment of the **ES** (Volume 6, Document Reference 6.2) assesses the impacts of the scheme in relation to water quality and resources. It identifies that there are approximately 26 watercourses and surface water features within the study area of the scheme (within the South West River Basin Management Plan 2015) all of which are classified as Ordinary Watercourses and therefore come under the jurisdiction of Cornwall Council. Main rivers are located in excess of 1km of the scheme.

- 6.3.135 A detailed baseline of the existing status and objectives of WFD quality elements within the study area has been included in the WFD compliance assessment within the ES (Volume 6, Document Reference 6.4, Appendix 13.1). ES Figure 13-3 and ES Figure 13-4 (Volume 6, Document Reference 6.3) show the WFD surface water bodies and WFD ground water bodies respectively. The WFD compliance assessment has indicated that the scheme will not result in a change in status of any WFD quality elements or prevent any water bodies from reaching good status in the future.
- 6.3.136 Chapter 13 details the mitigation measures relating to the engineering design, construction and operation of the scheme that would minimise any harmful impacts to the water environment around the scheme, including reduction of soluble and suspended pollutants in the carriageway runoff prior to groundwater discharge and reduction of flood risk. Measures to mitigate impacts during construction are detailed in the **Outline CEMP** (Volume 6, Document Reference 6.4, Appendix 16.1).
- 6.3.137 The assessment carried out within the EIA concludes that there would be an overall neutral impact on water quality in both surface water and groundwater in the short and long term.
- 6.3.138 It is considered that the scheme meets the requirements of the NPSNN with regard to water quality and resource.

6.4 National Planning Policy Framework (July 2018)

- 6.4.1 As set out in Chapter 5 of the Planning Statement, the NPPF does not contain any policies specific to nationally significant infrastructure projects, however it does set out a presumption in favour of sustainable development, supported by three overarching and interdependent objectives (economic, social and environmental).
- 6.4.2 The overall objectives for the scheme support the delivery of the NPPF's three overarching objectives, as it would provide improved highways infrastructure to support sustainable economic growth and meet the needs of future generations whilst minimising the impact on the environment.
- 6.4.3 The scheme would in particular support the aims of section 6 of the NPPF, 'Building a strong, competitive economy'. This places significant weight on the need to support economic growth and productivity through the planning system, and states that this approach should allow each area to build on its strengths, counter weaknesses and address future challenges.
- 6.4.4 The existing section of the A30 between Chiverton and Carland Cross regularly experiences congestion and delays. The proposed delivery of a new dual carriageway between Chiverton and Carland Cross would therefore be necessary to help support sustainable economic growth and counter a current weakness in the Cornish and wider south-west economy. Delivering the scheme would also address challenges of the future by providing improved capacity, safety and reliability to the strategic road network, with demonstrable economic benefits as set out in the economic case provided in Chapter 4 of this Statement.

7 Local Planning Policy

7.1 Local policy context

- 7.1.1 Although an application for a DCO is not subject to Section 38 (6) of the Planning and Compulsory Purchase Act 2004, Local Development Plans are a material planning consideration.

Planning and guidance documents relevant to the scheme

- 7.1.2 At the local level, the scheme has been considered against the following adopted policy documents:

- Cornwall Local Plan: Strategic Policies 2010-2030 (Cornwall Council, 2016)
- 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)

- 7.1.3 The scheme has considered the following emerging policy documents:

- Cornwall Site Allocations Development Plan Document (Allocations DPD) Regulation 19 Version (Cornwall Council, 2017)
- Minerals Safeguarding Development Plan Document (2018)

- 7.1.4 The scheme has been considered against the following guidance documents:

- 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

Policies relevant to the scheme

- 7.1.5 Relevant policies for consideration include:

Cornwall Local Plan: Strategic Policies 2010-2030

- Policy 2 – Spatial Strategy
- Policy 3 – Role and Function of Places
- Policy 4 – Shopping, Services and Community Facilities
- Policy 5 – Business and Tourism

- Policy 12 – Design
- Policy 13 – Development Standards
- Policy 16 – Health and Wellbeing
- Policy 17 – Minerals General Principles
- Policy 18 – Minerals Safeguarding
- Policy 19 – Strategic Waste Management Principles
- Policy 20 – Managing the Provision of Waste Management Facilities
- Policy 21 – Best Use of Land and Existing Buildings
- Policy 23 – Natural Environment
- Policy 24 – Historic Environment
- Policy 25 – Green Infrastructure
- Policy 26 – Flood Risk Management and Coastal Change
- Policy 27 – Transport and Accessibility
- Policy 28 – Infrastructure

Cornwall Local Plan: Strategic Policies 2010-2030, Community Network Areas (2016)

- PP6: Truro and Roseland Community Network Area
- PP7: St. Agnes and Perranporth Community Network Area

Connecting Cornwall: 2030 Strategy (Cornwall Council, 2016)

- Objective 7 – Make the most out of opportunities to protect and enhance the environment
- Objective 14 – Reducing Noise and Air Quality Impacts
- Policy 1
- Policy 6
- Policy 15
- Policy 16
- Policy 17
- Policy 18
- Policy 20
- Policy 21
- Policy 28
- Policy 29
- Policy 30
- Policy 31

Truro and Kenwyn Local Neighbourhood Plan (Truro City and Kenwyn Parish Councils, 2016)

- Policy E2 – Sustainable Drainage
- Policy E5 – Green Infrastructure
- Policy E6 – Character and Setting of Settlements
- Policy C3 – Boundaries
- Policy T3 – Sustainable Transport
- Policy EJ1 – Communities at Work

Minerals Local Plan (1998)

- Policy E3 – Landscape
- Policy S1 – Mining Consultation Areas

Clean Air for Cornwall Strategy and Air Quality Action Plan (AQAP)

- Commitment AQ12

Minerals Safeguarding Development Plan Document (2018)

- Policy MS1

7.2 Local policy assessment

- 7.2.1 An assessment of the scheme against adopted and emerging local planning policies of relevance has been undertaken and is provided in **Appendix B** of this Statement.

8 Conclusions

- 8.1.1 The National Policy Statement for National Networks (NPSNN), National Infrastructure Delivery Plan (NIDP) and the Road Investment Strategy (RIS1) set out a strong position of support in delivering national networks that meet the country's long-term needs, whilst supporting a prosperous and competitive economy and improving the quality of life for all.
- 8.1.2 Chiverton to Carland Cross is the only remaining stretch of single carriageway on the A30 between Camborne and the M5 at Exeter. Journeys are regularly delayed and congestion often brings traffic to a standstill. This is a barrier to the Cornish economy.
- 8.1.3 The desire for improvements to this route is strongly supported by local and regional strategies from Cornwall Council, the Cornwall and Isles of Scilly Local Enterprise Partnership, businesses and local stakeholders.
- 8.1.4 The scheme is required to upgrade the road to a new, modern dual carriageway whilst retaining the existing A30 for local traffic. This will increase safety and reliability for its regular users and offer a boost to the tourism industry and local businesses in Cornwall, as well as the wider regional economy.
- 8.1.5 This Planning Statement has considered the compliance of the scheme as a whole with the requirements of relevant planning policy. There is significant policy support for the scheme in the NPSNN, which forms the primary basis against which the A30 Chiverton to Carland Cross scheme must be assessed.
- 8.1.6 Highways England has sought to limit any adverse impacts of the scheme where possible, as demonstrated when it is considered against the 'assessment principles' and 'generic impacts' from NPSNN.
- 8.1.7 Whilst the NPPF does not contain any policies specific to NSIPs, the overall objective for the scheme would support the aims of section 6 of the NPPF: 'Building a strong, competitive economy'. This places significant weight on the need to support economic growth and productivity through the planning system, and states that this approach should allow each area to build on its strengths, counter weaknesses and address future challenges.
- 8.1.8 Recognising that local planning policy may be a material consideration in the determination of applications for development consent, it is clear that (although there are no explicit policies which reference the scheme) the A30 Chiverton to Carland Cross scheme is broadly consistent with the objectives of local plan policies. In particular, the objective of the local plan to support the economy by removing unnecessary barriers to jobs, business and investment.
- 8.1.9 The Act requires that this application for development consent must be decided in accordance with NPSNN, unless the adverse impact of the scheme would outweigh its benefits. It is the conclusion of this document that the scheme is in accordance with the NPS and provides significant

benefits of maintaining the smooth flow of traffic, making the network safer and supporting economic growth.

- 8.1.10 Taking into account the conclusions of the Environmental Statement, the principal residual effects relate to cultural heritage, landscape and noise. Mitigation has been designed to address these effects where possible. The mitigation that has been designed into the scheme is considered to be proportionate and appropriate to the level and range of environmental effects predicted.
- 8.1.11 It is not considered that there are any adverse effects which would outweigh the benefits of the scheme. Overall, it is considered that the planning balance lies strongly in favour of the grant of development consent for the scheme.

Appendix A National Policy Statement for National Networks

Accordance Table

A.1.1.1 The tables provided in this Appendix signpost relevant documentation submitted as part of the application for development consent in relation to the requirements of the NPSNN.

Table 4 NPSNN Chapter 3 accordance table

NPSNN Paragraph No.	Requirement of the National Networks National Policy Statement	Compliance with the NPSNN
Environment and social impacts		
3.2	The Government recognises that for development of the national road and rail networks to be sustainable these should be designed to minimize social and environmental impacts and improve quality of life.	The Environmental Statement (Volume 6, Document Reference 6.2) sets out the effects of the scheme and the mitigation measures designed into the scheme to minimise social and environmental impacts and to improve quality of life where possible.
3.3	In delivering new Schemes, the Government expects applicants to avoid and mitigate environmental and social impacts in line with the principles set out in the NPPF and the Government's planning guidance. Applicants should also provide evidence that they have considered reasonable opportunities to deliver environmental and social benefits as part of Schemes.	The Environmental Statement (Volume 6, Document Reference 6.2) sets out the effects of the scheme and the mitigation measures designed into the scheme to avoid or to minimise social and environmental impacts. Reasonable opportunities to deliver environmental and social benefits are identified and considered within the Environmental Statement.
3.4	The Appraisal of Sustainability accompanying this NPS recognises that some developments will have some adverse local impacts on noise, emissions, landscape/visual amenity, biodiversity, cultural heritage and water resources. The significance of these effects and the effectiveness of mitigation is uncertain at the strategic and non-locationally specific level of this NPS. Therefore, whilst applicants should deliver	The Environmental Statement (Volume 6, Document Reference 6.2) sets out the effects of the scheme and the mitigation measures designed into the scheme to minimise social and environmental impacts. It identifies where adverse effects of the scheme will remain taking into account proposed mitigation.

NPSNN Paragraph No.	Requirement of the National Networks National Policy Statement	Compliance with the NPSNN
	developments in accordance with Government policy and in an environmentally sensitive way, including considering opportunities to deliver environmental benefits, some adverse local effects of development may remain.	
3.5	Outside the nationally significant infrastructure project regime, Government policy is to bring forward targeted works to address existing environmental problems on the Strategic Road Network and improve the performance of the network. This includes reconnecting habitats and ecosystems, enhancing the settings of historic and cultural heritage features, respecting and enhancing landscape character, improving water quality and reducing flood risk, avoiding significant adverse impacts from noise and vibration and addressing areas of poor air quality.	The Environmental Statement (Volume 6, Document Reference 6.2) sets out the effects of the scheme and the mitigation measures designed into the scheme. This identifies where the scheme will result in improvements to the existing environment, including those features relating to ecology, cultural heritage, landscape, water and flood risk, noise and vibration and air quality.
Emissions		
3.8	<p>The impact of road development on aggregate levels of emissions is likely to be very small. Impacts of road development need to be seen against significant projected reductions in carbon emissions and improvements in air quality as a result of current and future policies to meet the Government's legally binding carbon budgets and the European Union's air quality limit values. For example:</p> <p>Carbon - the annual CO₂ impacts from delivering a programme of investment on the Strategic Road Network of the scale envisaged in Investing in Britain's Future amount to well below 0.1% of average annual carbon emissions allowed in the fourth carbon budget. This would be outweighed by additional support for ULEVs also identified as overall policy.</p> <p>Air quality - aggregate air quality impacts from delivering a programme of investment on the Strategic Road Network of the scale envisaged in Investing in Britain's Future are small. Total PM₁₀ and NO_x might be expected to increase slightly, but this needs to be seen in the context of projected reductions</p>	<p>Chapter 14 Climate Change of the Environmental Statement (Volume 6, Document Reference 6.2) assesses the scheme in relation to CO₂ emissions and climate change. It is concluded that the scheme would not have a significant effect in relation to carbon emissions.</p> <p>Chapter 5 Air Quality of the Environmental Statement (Volume 6, Document Reference 6.2) assesses the scheme in relation to air quality. It is concluded that the scheme would not have a significant effect on air quality. Mitigation measures for air quality effects during construction are detailed in the Outline Construction Environmental Management Plan (Outline CEMP) (Volume 6, Document Reference 6.4, Appendix 16.1).</p>

NPSNN Paragraph No.	Requirement of the National Networks National Policy Statement	Compliance with the NPSNN
	in emissions over time. PM10 and NOx are expected to decrease over the next decade or so as a result of tighter vehicle emission standards, then flatten, with further falls over time due to greater levels of electric and other ultra-low emission vehicles.	
Safety		
3.10	The Government's overall vision and approach on road safety is set out in the Strategic Framework for Road Safety. It is a vision in which Britain remains a world leader in road safety; where highway authorities are empowered to take informed decisions within their area; where driver and rider training gives learners the skills they need to be safe on our roads; and where tough measures are taken against the minority of offenders who deliberately choose to drive dangerously. As set out in paragraphs to 4.66, Scheme promoters are expected to take opportunities to improve road safety, including introducing the most modern and effective safety measures where proportionate.	<p>The Transport Report (Volume 7, Document Reference 7.5) details the benefits the scheme would provide with regard to road safety. A Stage 1 Road Safety Audit has been carried out for the scheme; the Road Safety Audit process is mandatory for Highways England and the scheme has been designed in accordance with the Design Manual for Roads and Bridges (DMRB).</p> <p>Chapter 12 People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) details the provision of walking, cycling and horse-riding routes throughout the scheme, also expected to bring overall benefits with regard to safety for these road users.</p>
Sustainable Transport		
3.17	There is a direct role for the national road network to play in helping pedestrians and cyclists. The Government expects applicants to use reasonable endeavours to address the needs of cyclists and pedestrians in the design of new Schemes. The Government also expects applicants to identify opportunities to invest in infrastructure in locations where the national road network severs communities and acts as a barrier to cycling and walking, by correcting historic problems, retrofitting the latest solutions and ensuring that it is easy and safe for cyclists to use junctions.	<p>The Transport Report (Volume 7, Document Reference 7.5) details the construction of new walking, cycling and horse-riding routes, which provides the opportunity to improve the north-south permeability across the existing and proposed A30. The Transport Report also details the changes to existing walking, cycling and horse-riding routes for which reinstatement, alteration, substitute or new highway is to be provided.</p> <p>Chapter 12 People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) provides an assessment of the scheme in relation to the needs of cyclists,</p>

NPSNN Paragraph No.	Requirement of the National Networks National Policy Statement	Compliance with the NPSNN
		pedestrians and horse-riders as well as severance of local communities, including any proposed mitigation to minimise or avoid adverse effects. It concludes that there would be overall long-term slight beneficial effects of the scheme in relation to cyclists, pedestrians and horse-riders.
Accessibility		
3.20	<p>The Government's strategy for improving accessibility for disabled people is set out in Transport for Everyone: an action plan to improve accessibility for all. In particular:</p> <p>The Government will continue to work to ensure that the bus and train fleets comply with modern access standards by 2020, and to improve rail station access for passengers with reduced mobility. The private car will continue to play an important role, providing disabled people with independence where other forms of transport are not accessible or available.</p> <p>The Government expects applicants to improve access, wherever possible, on and around the national networks by designing and delivering Schemes that take account of the accessibility requirements of all those who use, or are affected by, national networks infrastructure, including disabled users. All reasonable opportunities to deliver improvements in accessibility on and to the existing national road network should also be taken wherever appropriate.</p>	<p>The Health Impact Assessment (HIA) (Volume 6 Document Reference 6.4 ES Appendix 12.1) considers inequalities and the impacts of the scheme on a range of vulnerable groups within the population including people with physical or learning disabilities/difficulties. It concludes that there would not be any long-term adverse impacts on health as a result of the scheme. Any temporary impacts would be mitigated through implementation of the Outline CEMP (Volume 6 Document Reference 6.4 Appendix 16.1).</p> <p>The Consultation Report (Volume 5, Document Reference 5.1) details the engagement and consultation undertaken with groups representing the interests of the disabled community during statutory consultation, and how this complied with the commitments made by Highways England within the Statement of Community Consultation (Volume 5, Document Reference 5.2, Appendix D5).</p>
3.21	Applicants are reminded of their duty to promote equality and to consider the needs of disabled people as part of their normal practice. Applicants are expected to comply with any obligations under the Equalities Act 2010.	
3.22	Severance can be a problem in some locations. Where appropriate applicants should seek to deliver improvements that reduce community severance and improve accessibility.	Chapter 12 People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) provides an assessment of the scheme in relation to severance of local communities, including any proposed mitigation to minimise or avoid adverse effects. It is concluded that the scheme would

NPSNN Paragraph No.	Requirement of the National Networks National Policy Statement	Compliance with the NPSNN
		result in long term slight beneficial effects on community access to open space and services, including the provision of seven new public rights of way connections and the inclusion of underpasses and bridges crossing the new and old A30 where possible.

Table 5 NPSNN Chapter 4 accordance table

NPSNN Paragraph No.	Requirement of the National Networks National Policy Statement	Compliance with the NPSNN
Assessment principles: general principles of assessment		
4.3	<p>In considering any proposed development, and in particular, when weighing its adverse impacts against its benefits, the Examining Authority and the Secretary of State should consider:</p> <ul style="list-style-type: none"> its potential benefits, including the facilitation of economic development, including job creation, housing and environmental improvement, and any long term or wider benefits its potential adverse impacts, including any longer-term and cumulative adverse impacts, as well as any measures to avoid, reduce or compensate for any adverse impacts. 	<p>An economic appraisal for the scheme is provided in the Transport Report (Volume 7, Document Reference 7.5) which sets out the overall benefit-cost ratio of the scheme, which would constitute very high value for money.</p> <p>The Environmental Statement (Volume 6, Document Reference 6.2) sets out the aspects of the environment likely to be affected by the scheme and identifies the significance of these effects. It sets out the environmental and social benefits and adverse impacts, at the national, regional and local levels. The Environmental Statement also assesses any longer term and cumulative effects, and the mitigation measures proposed within the scheme to reduce, compensate or avoid any adverse impacts.</p>
4.4	<p>In this context, environmental, safety, social and economic benefits and adverse impacts, should be considered at national, regional and local levels. These may be identified in this NPS, or elsewhere.</p>	<p>The Transport Report (Volume 7, Document Reference 7.5), sets out the effects of the scheme with regard to economic and safety benefits, identifying any adverse effects and mitigation proposed to avoid, reduce or compensate any such effect.</p>

NPSNN Paragraph No.	Requirement of the National Networks National Policy Statement	Compliance with the NPSNN
4.5	<p>Applications for road and rail projects (with the exception of those for SRFIs, for which the position is covered in paragraph 4.8 below) will normally be supported by a business case prepared in accordance with Treasury Green Book principles. This business case provides the basis for investment decisions on road and rail projects. The business case will normally be developed based on the Department's Transport Business Case guidance and WebTAG guidance. The economic case prepared for a transport business case will assess the economic, environmental and social impacts of a development. The information provided will be proportionate to the development. This information will be important for the Examining Authority and the Secretary of State's consideration of the adverse impacts and benefits of a proposed development. It is expected that NSIP Schemes brought forward through the development consent order process by virtue of Section 35 of the Planning Act 2008, should also meet this requirement.</p>	<p>An economic appraisal for the scheme is provided in the Transport Report (Volume 7, Document Reference 7.5), which was prepared in accordance with Treasury Green Book principles and WebTAG guidance. A summary of the economic case for the scheme is summarised in Chapter 4 of this Statement. It is concluded that the scheme constitutes very high value for money.</p>
4.6	<p>Applications for road and rail projects should usually be supported by a local transport model to provide sufficiently accurate detail of the impacts of a project. The modelling will usually include national level factors around the key drivers of transport demand such as economic growth, demographic change, travel costs and labour market participation, as well as local factors. The Examining Authority and the Secretary of State do not need to be concerned with the national methodology and national assumptions around the key drivers of transport demand. We do encourage an assessment of the benefits and costs of Schemes under high and low growth scenarios, in addition to the core case. The modelling should be proportionate to the scale of the Scheme and include appropriate sensitivity analysis to consider the impact of uncertainty on project impacts.</p>	<p>Details of the transport modelling undertaken to inform and assess the scheme is provided in the Transport Report (Volume 7, Document Reference 7.5). It details the use of WebTAG in assessing the scheme.</p>

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4.7	The Department's WebTAG guidance is updated regularly. This is to allow the evidence used to inform decision-making to be up-to-date. Where updates are made during the course of preparing analytical work, the updated guidance is only expected to be used where it would be material to the investment decision and in proportion to the scale of the investment and its impacts.	
4.9	The Examining Authority should only recommend, and the Secretary of State should only impose, requirements in relation to a development consent, that are necessary, relevant to planning, relevant to the development to be consented, enforceable, precise, and reasonable in all other respects. Guidance on the use of planning conditions or any successor to it, should be considered where requirements are proposed.	Requirements proposed for the scheme are provided in Schedule 2 of the Draft DCO (Volume 3, Document Reference 3.1).
4.10	Planning obligations should only be sought where they are necessary to make the development acceptable in planning terms, directly related to the proposed development and fairly and reasonably related in scale and kind to the development.	Section 2.7 of this Planning Statement sets out the current position of the scheme with regards to planning obligations. It is envisaged that the DCO will be accompanied by planning obligations, secured by a section 106 agreement (s.106 Agreement) with Cornwall Council, for which initial heads of terms are being discussed with Cornwall Council.
4.12	In considering applications for linear infrastructure, decision-makers will need to bear in mind the specific conditions under which such developments must be designed. The generic impacts section of this NPS has been written to take these differences into account.	The scheme has been assessed in relation to the generic impacts as set out in the NPSNN. This is located in Chapter 6 of this Planning Statement.
4.13	This NPS does not identify locations at which development of the road and rail networks should be brought forward. However, the road and rail networks provide access for people, business and goods between places and so the location of development will usually be determined by economic activity and population and the location of existing transport networks.	The scheme relates to an existing transport network, namely a section of the A30 trunk road between Exeter and Penzance in Cornwall.
Environmental impact assessment		

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4.15	All proposals for projects that are subject to the European Union's Environmental Impact Assessment (EIA) Directive and are likely to have significant effects on the environment, must be accompanied by an environmental statement (ES), describing the aspects of the environment likely to be significantly affected by the project. The Directive specifically requires an EIA to identify, describe and assess effects on human beings, fauna and flora, soil, water, air, climate, the landscape, material assets and cultural heritage, and the interaction between them. Schedule 4 of the Infrastructure Planning (EIA) Regulations 2009 sets out the information that should be included in the environmental statement including a description of the likely significant effects of the proposed project on the environment, covering the direct effects and any indirect, secondary, cumulative, short, medium and long-term, permanent and temporary, positive and negative effects of the project, and also the measures envisaged for avoiding or mitigating significant adverse effects. Further guidance can be found in the online planning portal. In this NPS, the terms 'effects', 'impacts' or 'benefits' should accordingly be understood to mean likely significant effects, impacts or benefits.	This is detailed in Section 6.2 of this Statement. The Environmental Statement (Volume 6, Document Reference 6.2) sets out the aspects of the environment likely to be affected by the scheme and identifies the significance of these effects. This includes the effects on human beings, fauna and flora, soil, water, air, climate, the landscape, material assets and cultural heritage and the interaction between them. It includes a description of the likely significant effects of the scheme with regard to direct, indirect, secondary, cumulative, short, medium and long-term, permanent and temporary, positive and negative effects, as well as mitigation proposed to avoid or minimise the effects.
4.16	When considering significant cumulative effects, any environmental statement should provide information on how the effects of the Applicant's proposal would combine and interact with the effects of other development (including projects for which consent has been granted, as well as those already in existence).	Chapter 15 Cumulative Impacts of the Environmental Statement (Volume 6, Document Reference 6.2) sets out how the effects of the scheme would combine and interact with the effects of other development. It is concluded that there would be no significant cumulative effects.
4.17	The Examining Authority should consider how significant cumulative effects and the interrelationship between effects might as a whole affect the environment, even though they may be acceptable when considered on an individual basis with mitigation measures in place.	

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4.18	In some instances, it may not be possible at the time of the application for development consent for all aspects of the proposal to have been settled in precise detail. Where this is the case, the applicant should explain in its application which elements of the proposal have yet to be finalised, and the reasons why this is the case.	The Limits of Deviation of the are set out in article 8 of the draft DCO (Volume 3, Document Reference 3.1) as following: <ul style="list-style-type: none"> • Lateral deviation is shown on the Works Plans (Volume 2, Document Reference 2.4) • Vertical deviation is shown on the General Arrangement and Section Plans (Volume 2, Document Reference 2.6)
4.19	Where some details are still to be finalised, applicants are advised to set out in the environmental statement, to the best of their knowledge, what the maximum extent of the proposed development may be (for example in terms of site area) and assess the potential adverse effects which the project could have to ensure that the impacts of the project as it may be constructed have been properly assessed.	The Limits of Deviation have been considered by those undertaking assessments for the Environmental Statement in Volume 6, Document Reference 6.4, Appendix 4.3 - Limits of deviation.
4.20	Should the Secretary of State decide to grant development consent for an application where details are still to be finalised, this will need to be reflected in appropriate development consent requirements in the development consent order. If development consent is granted for a proposal and at a later stage the applicant wishes for technical or commercial reasons to construct it in such a way that it is outside the terms of what has been consented, for example because its extent will be greater than has been provided for in terms of the consent, it will be necessary to apply for a change to be made to the development consent. The application to change the consent may need to be accompanied by environmental information to supplement that which was included in the original environmental statement.	The draft requirements contained in the draft Development Consent Order (Volume 3, Document Reference 3.1) make provision where appropriate for consideration of elements of the detailed design of the scheme.
4.21	In cases where the EIA Directive does not apply to a project, and an environmental statement is not therefore required, the applicant should instead provide information proportionate to the project on the likely environmental, social and economic effects.	The scheme is subject to the EIA Directive and subsequently an Environmental Statement (Volume 6, Document Reference 6.2) has been prepared for submission within the DCO application.

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Habitats Regulations Assessment		
4.22	Applicants should also refer to paragraphs 5.20 to 5.38 of this national policy statement on biodiversity and geological conservation and to paragraphs 5.3 to 5.15 on air quality. The applicant should seek the advice of Natural England and, where appropriate, for cross-boundary impacts, Natural Resources Wales and Scottish Natural Heritage to ensure that impacts on European sites in Wales and Scotland are adequately considered.	This is detailed in Section 6.2 of this Statement. Applicants have had regard to paragraphs 5.20 to 5.38 and 5.3 to 5.15 of the NPSNN within this table and in Chapter 6 of the Planning Statement.
4.23	Applicants are required to provide sufficient information with their applications for development consent to enable the Secretary of State to carry out an Appropriate Assessment if required. This information should include details of any measures that are proposed to minimise or avoid any likely significant effects on a European site. The information provided may also assist the Secretary of State in concluding that an Appropriate Assessment is not required because significant effects on European sites are sufficiently unlikely that they can be excluded.	Chapter 8 Ecology of the Environmental Statement (Volume 6, Document Reference 6.2) sets out the effects of the scheme on habitats and ecology, including any European sites and any priority habitat or species for which they are a protected feature. It also sets out proposed mitigation measures as detailed in the Environmental Masterplan (volume 6, Document Reference 6.3)
4.24	If a proposed national network development makes it impossible to rule out an adverse effect on the integrity of a European site, it is possible to apply for derogation from the Habitats Directive, subject to the proposal meeting three tests. These tests are that no feasible, less damaging alternatives should exist, that there are imperative reasons of overriding public interest for the proposal going ahead, and that adequate and timely compensation measures will be put in place to ensure the overall coherence of the network of protected sites is maintained.	Volume 6, Document Reference 6.5 of the DCO application contains a Statement to Inform an Appropriate Assessment in order to enable the Secretary of State to make an Appropriate Assessment when deciding whether to authorise the project, if so required. It presents the conclusions of the Assessment of Implications on European Sites which following Stage 2: Appropriate Assessment concluded that there project would not adversely affect the integrity of any European Site, alone or in combination with other plans or projects.
4.25	Where a development may negatively affect any priority habitat or species on a site for which they are a protected feature, any Imperative Reasons of Overriding Public Interest (IROPI) case	Highways England is entered into a Statement of Common Ground (SOCG) with Natural England (Volume 7, Document Reference 7.5) and has consulted Natural England during development of the scheme and through statutory consultation.

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	would need to be established solely on one or more of the grounds relating to human health, public safety or beneficial consequences of primary importance to the environment.	
Alternatives		
4.26	<p>Applicants should comply with all legal requirements and any policy requirements set out in this NPS on the assessment of alternatives. In particular:</p> <p>The EIA Directive requires projects with significant environmental effects to include an outline of the main alternatives studied by the applicant and an indication of the main reasons for the applicant's choice, taking into account the environmental effects.</p> <p>There may also be other specific legal requirements for the consideration of alternatives, for example, under the Habitats and Water Framework Directives.</p> <p>There may also be policy requirements in this NPS, for example the flood risks sequential test and the assessment of alternatives for developments in National Parks, the Broads and Areas of Outstanding Natural Beauty (AONB).</p>	<p>This is detailed in Section 6.2 of this Statement. Chapter 3 Consideration of Alternatives of the Environmental Statement (Volume 6, Document Reference 6.2), the Scheme Assessment Report (Volume 7, Document Reference 7.6) and the Route Selection Report (Volume 7, Document Reference 7.7) all set out the alternatives that were considered by Highways England in relation to the scheme, and a justification for the chosen route.</p> <p>As detailed in this Planning Statement, the scheme is committed within the Road Investment Strategy 2015-2020 (RIS1).</p>
4.27	<p>All projects should be subject to an options appraisal. The appraisal should consider viable modal alternatives and may also consider other options (considering the paragraphs 3.23 to 3.27 of this NPS). Where projects have been subject to full options appraisal in achieving their status within Road or Rail Investment Strategies or other appropriate policies or investment plans, option testing need not be considered by the examining authority or the decision maker. For national road and rail schemes, proportionate option consideration of alternatives will have been undertaken as part of the investment decision making process. It is not necessary for the Examining Authority and the decision maker to reconsider this</p>	

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	process, but they should be satisfied that this assessment has been undertaken.	
Criteria for 'good design' for national network infrastructure		
4.28	Applicants should include design as an integral consideration from the outset of a proposal.	<p>This is detailed in Section 6.2 of this Statement. The engineering team has designed for aesthetic appearance as well as function and cost, and with reference to DMRB and Highways England guidelines. In addition, Chapter 7 Landscape of the Environmental Statement (Volume 6, Document Reference 6.2) details the influence and assessment had by environmental specialists in the design of the scheme, considering visual and aesthetic appearance as well as function and cost.</p> <p>Section 8.1 of the Consultation Report (Volume 5, Document Reference 5.1) details the design changes that have been implemented as a result of statutory consultation.</p> <p>The Environmental Statement (Volume 6, Document Reference 6.2) sets out the effects of the scheme and the mitigation measures designed into the scheme to minimise or avoid adverse impacts and to improve existing adverse impacts where possible. The range of environmental mitigation measures proposed are shown on the Environmental Masterplans (Volume 6, Document Ref 6.3, Figure 7.6).</p>
4.29	Visual appearance should be a key factor in considering the design of new infrastructure, as well as functionality, fitness for purpose, sustainability and cost. Applying "good design" to national network projects should therefore produce sustainable infrastructure sensitive to place, efficient in the use of natural resources and energy used in their construction, matched by an appearance that demonstrates good aesthetics as far as possible.	
4.31	A good design should meet the principal objectives of the Scheme by eliminating or substantially mitigating the identified problems by improving operational conditions and simultaneously minimising adverse impacts. It should also mitigate any existing adverse impacts wherever possible, for example, in relation to safety or the environment. A good design will also be one that sustains the improvements to operational efficiency for as many years as is practicable, considering capital cost, economics and environmental impacts.	
4.32	Scheme design will be a material consideration in decision making. The Secretary of State needs to be satisfied that national networks infrastructure projects are sustainable and as aesthetically sensitive, durable, adaptable and resilient as they can reasonably be (having regard to regulatory and other constraints and including accounting for natural hazards such as flooding).	
4.33	The applicant should therefore consider, as far as possible, both functionality (including fitness for purpose and	

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	sustainability) and aesthetics (including the Scheme's contribution to the quality of the area in which it would be located). Applicants will want to consider the role of technology in delivering new national networks projects. The use of professional, independent advice on the design aspects of a proposal should be considered, to ensure good design principles are embedded into infrastructure proposals.	
4.34	Whilst the applicant may only have limited choice in the physical appearance of some national networks infrastructure, there may be opportunities for the applicant to demonstrate good design in terms of siting and design measures relative to existing landscape and historical character and function, landscape permeability, landform and vegetation.	
4.35	Applicants should be able to demonstrate in their application how the design process was conducted and how the proposed design evolved. Where a number of different designs were considered, applicants should set out the reasons why the favoured choice has been selected.	Chapter 3 Consideration of Alternatives of the Environmental Statement (Volume 6, Document Reference 6.2), the Scheme Assessment Report (Volume 7, Document Reference 7.6) and the Route Selection Report (Volume 7, Document Reference 7.7) all set out the alternatives that were considered by Highways England in relation to the scheme, and a justification for the chosen route. The design of the scheme has also been influenced by feedback received during non-statutory and statutory consultation as detailed in the Consultation Report (Volume 5, Document Reference 5.1)
Climate change adaptation		
4.36	Section 10(3)(a) of the Planning Act requires the Secretary of State to have regard to the desirability of mitigating, and adapting to, climate change in designating an NPS.	This is detailed in Section 6.2 of this Statement. Chapter 14 Climate Change of the Environmental Statement (Volume 6, Document Reference 6.2) assesses the scheme in relation to CO2 emissions and climate change, including the projected impacts of climate change, using the latest UK Climate Projections. The assessment applies the UK Climate Projections 2009 (UKCP09) high emissions scenario (high
4.38	Adaptation is therefore necessary to deal with the potential impacts of these changes that are already happening. New development should be planned to avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas	

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	which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the provision of green infrastructure.	impact, low likelihood) against the 2080 projections at the 50% probability level.
4.40	New national networks infrastructure will be typically long-term investments which will need to remain operational over many decades, in the face of a changing climate. Consequently, applicants must consider the impacts of climate change when planning location, design, build and operation. Any accompanying environment statement should set out how the proposal will take account of the projected impacts of climate change.	The assessment concludes that there would be no significant effects with regard to climate change resilience. Chapter 14 of the ES identifies any appropriate mitigation or adaptation measures over the estimated lifetime of the scheme which have been designed in to reduce or avoid adverse impacts. Those measures proposed within the scheme are also subject to the environmental impact assessment. It identifies the stage they would be implemented (design, construction or mitigation stage). Statutory bodies were consulted on the scheme during statutory consultation as detailed in the Consultation Report (Volume 5, Document Reference 5.1). Draft requirements for the scheme are provided in the Draft DCO (Volume 3, Document Reference 3.1)
4.41	Where transport infrastructure has safety-critical elements and the design life of the asset is 60 years or greater, the applicant should apply the UK Climate Projections 2009 (UKCP09) high emissions scenario (high impact, low likelihood) against the 2080 projections at the 50% probability level.	
4.42	The applicant should consider the potential impacts of climate change using the latest UK Climate Projections available at the time and ensure any environment statement that is prepared identifies appropriate mitigation or adaptation measures. This should cover the estimated lifetime of the new infrastructure.	
4.43	The applicant should demonstrate that there are no critical features of the design of new national networks infrastructure which may be seriously affected by more radical changes to the climate beyond that projected in the latest set of UK climate projections. Any potential critical features should be assessed taking account of the latest credible scientific evidence on, for example, sea level rise (e.g. by referring to additional maximum credible scenarios such as from the Intergovernmental Panel on Climate Change or Environment Agency) and on the basis that necessary action can be taken to ensure the operation of the infrastructure over its estimated lifetime through potential further mitigation or adaptation.	

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4.44	Any adaptation measures should be based on the latest set of UK Climate Projections, the Government’s national Climate Change Risk Assessment and consultation with statutory consultation bodies. Any adaptation measures must themselves also be assessed as part of any environmental impact assessment and included in the environment statement, which should set out how and where such measures are proposed to be secured.	
4.45	If any proposed adaptation measures themselves give rise to consequential impacts the Secretary of State should consider the impact in relation to the application as a whole and the impacts guidance set out in this part of this NPS (e.g. on flooding, water resources, biodiversity, landscape and coastal change).	
4.46	Adaptation measures can be required to be implemented at the time of construction where necessary and appropriate to do so.	
4.47	Where adaptation measures are necessary to deal with the impact of climate change, and that measure would have an adverse effect on other aspects of the project and/or surrounding environment (e.g. coastal processes), the Secretary of State may consider requiring the applicant to ensure that the adaptation measure could be implemented should the need arise, rather than at the outset of the development (e.g. reserving land for future extension, increasing the height of an existing sea wall, or requiring a new sea wall).	
Pollution control and other environmental protection regimes		
4.50	In deciding an application, the Examining Authority and the Secretary of State should focus on whether the development itself is an acceptable use of the land, and on the impacts of that use, rather than the control of processes, emissions or discharges themselves. They should assess the potential	This is detailed in Section 6.2 of this Statement. Details of the other consents and licenses expected to be required for the construction and operation of the scheme are set out in Volume 7, Document Reference 7.2.

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	impacts of processes, emissions or discharges to inform decision making, but should work on the assumption that in terms of the control and enforcement, the relevant pollution control regime will be properly applied and enforced. Decisions under the Planning Act should complement but not duplicate those taken under the relevant pollution control regime.	
4.52	There is a statutory duty on applicants to consult the Marine Management Organisation (MMO) on nationally significant projects which would affect, or would be likely to affect, any relevant marine areas as defined in the Planning Act (as amended by section 23 of the Marine and Coastal Access Act 2009).	The scheme would not affect or be likely to affect any marine areas and therefore Highways England did not consult the Marine Management Organisation during statutory consultation.
4.53	When an applicant applies for an Environmental Permit, the relevant regulator (the Environment Agency) requires that the application demonstrates that processes are in place to meet all relevant Environmental Permit requirements.	Volume 7, Document Reference 7.2 Details of Other Consents and Licenses details the expected consents and licenses required to implement the scheme.
4.54	Applicants are encouraged to begin preapplication discussions with the Environment Agency as early as possible. It is however expected that an applicant will have first thought through the requirements as a starting point for discussion. Some consents require a significant amount of preparation; as an example, the Environment Agency suggests that applicants should start work towards submitting the permit application at least 6 months prior to the submission of an application for a Development Consent Order, where they wish to parallel track the applications. This will help ensure that applications take account of all relevant environmental considerations and that the relevant regulators are able to provide timely advice and assurance to the Examining Authority.	<p>The Environment Agency were consulted on the scheme during statutory consultation as detailed in the Consultation Report (Volume 5, Document Reference 5.1).</p> <p>Consultation undertaken specifically with regard to the EIA process is detailed in Chapter 4 Approach to EIA of the Environmental Statement (Volume 6, Document Reference 6.2).</p>
4.55	The Secretary of State should be satisfied that development consent can be granted taking full account of environmental impacts. This will require close cooperation with the Environment Agency and/or the pollution control authority, and	The Environmental Statement (Volume 6, Document Reference 6.2) sets out the aspects of the environment likely to be affected by the scheme and identifies the significance of these effects. This includes cumulative effects and the

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	<p>other relevant bodies, such as the MMO, Natural England, Drainage Boards, and water and sewerage undertakers, to ensure that in the case of potentially polluting developments:</p> <ul style="list-style-type: none"> the relevant pollution control authority is satisfied that potential releases can be adequately regulated under the pollution control framework; and the effects of existing sources of pollution in and around the project are not such that the cumulative effects of pollution when the proposed development is added would make that development unacceptable, particularly in relation to statutory environmental quality limits. 	<p>mitigation measures proposed within the scheme to reduce or avoid adverse impacts.</p> <p>The Statements of Common Ground (Volume 7, Document Ref 7.4) set out the principles against which applications for the consents, licences, and permits should be considered, in order that all relevant issues may be explored during the Examination of its application for development consent.</p>
Common law nuisance and statutory nuisance		
4.58	<p>It is very important that during the examination of a nationally significant infrastructure project, possible sources of nuisance under section 79(1) of the 1990 Act, and how they may be mitigated or limited are considered by the Examining Authority so they can recommend appropriate requirements that the Secretary of State might include in any subsequent order granting development consent. More information on the consideration of possible sources of nuisance is at paragraphs 5.81-5.89.</p>	<p>This is detailed in Section 6.2 of this Statement.</p> <p>The Statement of Statutory Nuisance (Volume 6, Document Reference 6.6) within the DCO application describes the sources of nuisances as a result of the scheme as defined in the Environmental Protection Act 1990.</p> <p>Chapter 5 Air Quality and Chapter 11 Noise and Vibration of the Environmental Statement (Volume 6, Document Reference 6.2) detail the mitigation within the scheme for nuisance relating to air quality and noise/vibration respectively.</p> <p>An Outline Construction Environmental Management Plan (Outline CEMP) (Volume 6 Document Reference 6.4 Appendix 16.1) has been produced to mitigate and manage the effects of construction, including dust, noise, lighting and working hours.</p>
Safety		

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4.60	<p>New highways developments provide an opportunity to make significant safety improvements. Some developments may have safety as a key objective, but even where safety is not the main driver of a development the opportunity should be taken to improve safety, including introducing the most modern and effective safety measures where proportionate.</p> <p>Highway developments can potentially generate significant accident reduction benefits when they are well designed.</p>	<p>This is detailed in Section 6.2 of this Statement.</p>
4.61	<p>The applicant should undertake an objective assessment of the impact of the proposed development on safety including the impact of any mitigation measures. This should use the methodology outlined in the guidance from DfT (WebTAG) and from the Highways Agency.</p>	<p>The Transport Report (Volume 7, Document Reference 7.5) details the benefits the scheme would provide with regard to road safety. A Stage 1 Road Safety Audit has been carried out for the scheme; the Road Safety Audit process is mandatory for Highways England and the scheme has been designed in accordance with the Design Manual for Roads and Bridges (DMRB).</p>
4.62	<p>They should also put in place arrangements for undertaking the road safety audit process. Road safety audits are a mandatory requirement for all trunk road highway improvement Schemes in the UK (including motorways).</p>	<p>The Road Safety Audit process is mandatory for Highways England and the project is being undertaken in accordance with HD 19 of the Design Manual for Roads and Bridges. A Stage 2 Road Safety Audit will be undertaken after the detailed design and prior to the commencement of construction. There will also be a Stage 3 and 4 Road Safety Audit, following the construction of the scheme. Highways England does not consider it is necessary to secure a specific requirement for undertaking road safety audits within the Development Consent Order (DCO), as HD 19 of the Design Manual for Roads and Bridges is a standard, mandatory procedure for Highways England to undertake.</p>
4.64	<p>The applicant should be able to demonstrate that their Scheme is consistent with the Highways Agency's Safety Framework for the Strategic Road Network and with the national Strategic Framework for Road Safety. Applicants will wish to show that they have taken all steps that are reasonably required to:</p> <ul style="list-style-type: none"> • minimise the risk of death and injury arising from their development; • contribute to an overall reduction in road casualties; • contribute to an overall reduction in the number of unplanned incidents; and • contribute to improvements in road safety for walkers and cyclists. 	<p>Chapter 12 People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) details the provision of walking, cycling and horse-riding routes throughout the scheme, also expected to bring overall benefits to these road users.</p>
4.65	<p>They will also wish to demonstrate that:</p>	

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	<ul style="list-style-type: none"> they have considered the safety implications of their project from the outset; and they are putting in place rigorous processes for monitoring and evaluating safety. 	
4.66	<p>The Secretary of State should not grant development consent unless satisfied that all reasonable steps have been taken and will be taken to:</p> <ul style="list-style-type: none"> minimise the risk of road casualties arising from the Scheme; and contribute to an overall improvement in the safety of the Strategic Road Network. 	
Security		
4.76	<p>Where national security implications have been identified, the applicant should consult with relevant security experts from CPNI [Centre for the Protection of National Infrastructure] and the Department for Transport, to ensure that physical, procedural and personnel security measures have been adequately considered in the design process and that adequate consideration has been given to the management of security risks. If CPNI and the Department for Transport (as appropriate) are satisfied that security issues have been adequately addressed in the project when the application is submitted, they will provide confirmation of this to the Secretary of State, and the Examining Authority should not need to give any further consideration to the details of the security measures during the examination.</p>	<p>This is detailed in Section 6.2 of this Statement.</p> <p>The scheme does not relate to potentially critical infrastructure and subsequently there has been no requirement to consult CPNI and DfT on this issue.</p> <p>The Department for Transport (DfT) and Ministry of Defence (MoD) were consulted on the scheme during statutory consultation as detailed in the Consultation Report (Volume 5, Document Reference 5.1).</p>
4.77	<p>The applicant should only include such information in the application as is necessary to enable the Examining Authority to examine the development consent issues and make a properly informed recommendation on the application.</p>	<p>The information in the application is only that which is necessary to enable the Examining Authority to examine the development consent issues and make a properly informed recommendation on the application.</p>
4.78	<p>In exceptional cases, where examination of an application would involve public disclosure of information about defence or</p>	<p>Not relevant to the application.</p>

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	national security which would not be in the national interest, the Secretary of State can intervene and may appoint an examiner to consider evidence in closed session.	
Health		
4.81	As described in the relevant sections of this NPS, where the proposed project has likely significant environmental impacts that would have an effect on human beings, any environmental statement should identify and set out the assessment of any likely significant adverse health impacts.	This is detailed in Section 6.2 of this Statement. Chapter 12 People and Communities of the ES (Volume 6, Document Reference 6.2) assesses the scheme with regard to its overall effects on human beings and identifies any likely significant adverse health impacts.
4.82	The applicant should identify measures to avoid, reduce or compensate for adverse health impacts as appropriate. These impacts may affect people simultaneously, so the applicant, and the Secretary of State (in determining an application for development consent) should consider the cumulative impact on health.	The Health Impact Assessment (HIA) carried out for the scheme (Volume 6, Document Reference 6.2, Appendix 12.1) provides a detailed assessment of the scheme on various aspects of health (including direct and indirect impacts) during both the construction and operation of the scheme. It finds that while there may be minor adverse impacts on some aspects of health during construction (particularly noise, air quality, amenity and accessibility), these will be temporary and mitigation is proposed, such as the implementation of the Outline CEMP (Volume 6 Document Reference 6.4 Appendix 16.1). The HIA does not find that there would be any long-term adverse impacts on health during the operational phase of the scheme.

Table 6 NPSNN Chapter 5 accordance table

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5.) Generic Impacts: overview		

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5.2	Sufficient relevant information is crucial to good decision-taking, particularly where formal assessments are required (such as Environmental Impact Assessment, Habitats Regulations Assessment and Flood Risk Assessment). To avoid delay, applicants should discuss what information is needed with statutory environmental bodies as early as possible.	This is detailed in Section 6.3 of this Statement. Consultation undertaken specifically with regard to the EIA process is detailed in Chapter 4 Approach to EIA of the Environmental Statement (Volume 6, Document Reference 6.2). All bodies that were consulted on the scheme during statutory consultation are detailed in the Consultation Report (Volume 5, Document Reference 5.1).
Air quality		
5.6	Where the impacts of the project (both on and off Scheme) are likely to have significant air quality effects in relation to meeting EIA requirements and / or affect the UK's ability to comply with the Air Quality Directive, the applicant should undertake an assessment of the impacts of the proposed project as part of the environmental statement.	Chapter 5 Air Quality of the Environmental Statement (Volume 6, Document Reference 6.2) sets out the assessment of the scheme in relation to air quality, the methodology and scope of the assessment (including modelling).
5.7	The environmental statement should describe: <ul style="list-style-type: none"> existing air quality levels; forecasts of air quality at the time of opening, assuming that the Scheme is not built (the future baseline) and taking account of the impact of the Scheme; and any significant air quality effects, their mitigation and any residual effects, distinguishing between the construction and operation stages and taking account of the impact of road traffic generated by the project. 	
5.8	Defra publishes future national projections of air quality based on evidence of future emissions, traffic and vehicle fleet. Projections are updated as the evidence base changes. Applicant's assessment should be consistent with this but may include more detailed modelling to demonstrate local impacts.	

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5.9	In addition to information on the likely significant effects of a project in relation to EIA, the Secretary of State must be provided with a judgement on the risk as to whether the project would affect the UK's ability to comply with the Air Quality Directive.	Chapter 5 Air Quality of the Environmental Statement (Volume 6, Document Reference 6.2) concludes that the scheme would not result in significant effects on air quality and that the scheme would be low risk with regard to impacting the UK's ability to comply with the Air Quality Directive.
5.10	The Secretary of State should consider air quality impacts over the wider area likely to be affected, as well as in the near vicinity of the Scheme. In all cases the Secretary of State must take account of relevant statutory air quality thresholds set out in domestic and European legislation. Where a project is likely to lead to a breach of the air quality thresholds, the applicant should work with the relevant authorities to secure appropriate mitigation measures with a view to ensuring so far as possible that those thresholds are not breached.	Chapter 5 Air Quality of the Environmental Statement (Volume 6, Document Reference 6.2) sets out the assessment of the scheme in relation to air quality, identifying any adverse impacts and any mitigation measures proposed to avoid or minimise adverse impacts. It identifies that the design of the scheme moves traffic away from local sensitive receptors which increases the pollutant dispersal distance between source and receptor.
5.12	The Secretary of State must give air quality considerations substantial weight where, after taking into account mitigation, a project would lead to a significant air quality impact in relation to EIA and / or where they lead to a deterioration in air quality in a zone/agglomeration.	During construction, the Outline CEMP (Volume 6 Document Reference 6.4 Appendix 16.1) proposes to adopt best practice mitigation measures for construction dust. An Air Quality Management Plan in Annex L of the Outline CEMP details measures to reduce dust generation and spread at source.
5.14	The Secretary of State should consider whether mitigation measures put forward by the applicant are acceptable. A management plan may help codify mitigation at this stage. The proposed mitigation measures should ensure that the net impact of a project does not delay the point at which a zone will meet compliance timescales.	
5.15	Mitigation measures may affect the project design, layout, construction, operation and/or may comprise measures to improve air quality in pollution hotspots beyond the immediate locality of the Scheme. Measures could include, but are not limited to, changes to the route of the new Scheme, changes to the proximity of vehicles to local receptors in the existing route, physical means including barriers to trap or better disperse emissions, and speed control. The implementation of mitigation	

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	measures may require working with partners to support their delivery.	
Carbon emissions		
5.17	Carbon impacts will be considered as part of the appraisal of Scheme options (in the business case), prior to the submission of an application for DCO. Where the development is subject to EIA, any Environmental Statement will need to describe an assessment of any likely significant climate factors in accordance with the requirements in the EIA Directive. It is very unlikely that the impact of a road project will, in isolation, affect the ability of Government to meet its carbon reduction plan targets. However, for road projects applicants should provide evidence of the carbon impact of the project and an assessment against the Government's carbon budgets.	This is detailed in section 6.3 of this Statement. Chapter 14 Climate Change of the Environmental Statement (Volume 6, Document Reference 6.2) assesses the scheme in relation to CO2 emissions and climate change. It is concluded that the scheme would not have a significant effect in relation to carbon emissions. Mitigation measures are identified in Chapter 14 of the ES including engineering design, materials and construction mitigation measures that have been designed in to the scheme.
5.18	The Government has an overarching national carbon reduction strategy (as set out in the Carbon Plan 2011) which is a credible plan for meeting carbon budgets. It includes a range of non-planning policies which will, subject to the occurrence of the very unlikely event described above, ensure that any carbon increases from road development do not compromise its overall carbon reduction commitments. The Government is legally required to meet this plan. Therefore, any increase in carbon emissions is not a reason to refuse development consent, unless the increase in carbon emissions resulting from the proposed Scheme are so significant that it would have a material impact on the ability of Government to meet its carbon reduction targets.	
5.19	Evidence of appropriate mitigation measures (incorporating engineering plans on configuration and layout, and use of materials) in both design and construction should be presented. The Secretary of State will consider the effectiveness of such mitigation measures in order to ensure that, in relation to design and construction, the carbon footprint	

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	is not unnecessarily high. The Secretary of State's view of the adequacy of the mitigation measures relating to design and construction will be a material factor in the decision-making process.	
Biodiversity		
5.22 – 5.23	Where the project is subject to EIA the applicant should ensure that the environmental statement clearly sets out any likely significant effects on internationally, nationally and locally designated sites of ecological or geological conservation importance (including those outside England) on protected species and on habitats and other species identified as being of principal importance for the conservation of biodiversity and that the statement considers the full range of potential impacts on ecosystems. The applicant should show how the project has taken advantage of opportunities to conserve and enhance biodiversity and geological conservation interests.	This is detailed in section 6.3 of this Statement. Chapter 8 Ecology and Nature Conservation of the Environmental Statement (Volume 6, Document Reference 6.2) assesses the impact of the scheme on biodiversity and ecological conservation, including designated and non-designated sites of ecological importance, habitats, protected species and other species of principal importance. Mitigation measures to minimise or avoid adverse impacts or to enhance existing habitats are also set out within the chapter.
5.25	As a general principle, and subject to the specific policies below, development should avoid significant harm to biodiversity and geological conservation interests, including through mitigation and consideration of reasonable alternatives. The applicant may also wish to make use of biodiversity offsetting in devising compensation proposals to counteract any impacts on biodiversity which cannot be avoided or mitigated. Where significant harm cannot be avoided or mitigated, as a last resort, appropriate compensation measures should be sought.	
5.26	In taking decisions, the Secretary of State should ensure that appropriate weight is attached to designated sites of international, national and local importance, protected species, habitats and other species of principal importance for the conservation of biodiversity, and to biodiversity and geological interests within the wider environment.	

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5.27	<p>The most important sites for biodiversity are those identified through international conventions and European Directives. The Habitats Regulations provide statutory protection for European sites (see also paragraphs 4.22 to 4.25). The National Planning Policy Framework states that the following wildlife sites should have the same protection as European sites:</p> <ul style="list-style-type: none"> • Potential Special Protection Areas and possible Special Areas of Conservation; • listed or proposed Ramsar sites; and • sites identified, or required, as compensatory measures for adverse effects on European sites, potential Special Protection Areas, possible Special Areas of Conservation and listed or proposed Ramsar sites. 	<p>Volume 6, Document Reference 6.5 of the DCO application contains a Statement to Inform an Appropriate Assessment in order to enable the Secretary of State to make an Appropriate Assessment when deciding whether to authorise the project, if so required. It presents the conclusions of the Assessment of Implications on European Sites which following Stage 2: Appropriate Assessment concluded that there project would not adversely affect the integrity of any European Site, alone or in combination with other plans or projects.</p>
5.28	<p>Many Sites of Special Scientific Interest (SSSIs) are also designated as sites of international importance and will be protected accordingly. Those that are not, or those features of SSSIs not covered by an international designation, should be given a high degree of protection. All National Nature Reserves are notified as SSSIs.</p>	<p>Not relevant. As set out in Chapter 8 Ecology and Nature Conservation of the Environmental Statement (Volume 6, Document Reference 6.2) the scheme would not impact an SSSI.</p>
5.29	<p>Where a proposed development on land within or outside a SSSI is likely to have an adverse effect on an SSSI (either individually or in combination with other developments), development consent should not normally be granted. Where an adverse effect on the site's notified special interest features is likely, an exception should be made only where the benefits of the development at this site clearly outweigh both the impacts that it is likely to have on the features of the site that make it of special scientific interest, and any broader impacts on the national network of SSSIs. The Secretary of State should ensure that the applicant's proposals to mitigate the harmful aspects of the development and, where possible, to</p>	

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	ensure the conservation and enhancement of the site's biodiversity or geological interest, are acceptable. Where necessary, requirements and/or planning obligations should be used to ensure these proposals are delivered.	
	<p>Marine Conservation Zones (MCZs), introduced under the Marine and Coastal Access Act 2009, are areas that have been designated for the purpose of conserving marine flora or fauna, marine habitat or types of marine habitat or features of geological or geomorphological interest.</p> <p>The protected feature or features and the conservation objectives for the MCZ are stated in the designation order for the MCZ, which provides statutory protection for these areas. Measures to restrict damaging activities will be implemented by the Marine Management Organisation (MMO) and other relevant organisations. As a public authority, the Secretary of State is bound by the duties in relation to MCZs imposed by sections 125 and 126 of the Marine and Coastal Access Act 2009.</p>	Not relevant. As set out in Chapter 8 Ecology and Nature Conservation of the Environmental Statement (Volume 6, Document Reference 6.2) the scheme would not impact an Marine Conservation Zone.
5.31	Sites of regional and local biodiversity and geological interest (which include Local Geological Sites, Local Nature Reserves and Local Wildlife Sites and Nature Improvement Areas) have a fundamental role to play in meeting overall national biodiversity targets, in contributing to the quality of life and the wellbeing of the community, and in supporting research and education. The Secretary of State should give due consideration to such regional or local designations. However, given the need for new infrastructure, these designations should not be used in themselves to refuse development consent.	Chapter 8 Ecology and Nature Conservation of the Environmental Statement (Volume 6, Document Reference 6.2) assesses the impact of the scheme on biodiversity and ecological conservation, including designated and non-designated sites of ecological importance, habitats, protected species and other species of principal importance. Mitigation measures to minimise or avoid adverse impacts or to enhance existing habitats are also set out within the chapter.
5.32	Ancient woodland is a valuable biodiversity resource both for its diversity of species and for its longevity as woodland. Once lost it cannot be recreated. The Secretary of State should not grant development consent for any development that would	Not relevant. As set out in Chapter 8 Ecology and Nature Conservation of the Environmental Statement (Volume 6, Document Reference 6.2) the scheme would not impact an ancient woodland.

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	result in the loss or deterioration of irreplaceable habitats including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the national need for and benefits of the development, in that location, clearly outweigh the loss. Aged or veteran trees found outside ancient woodland are also particularly valuable for biodiversity and their loss should be avoided. Where such trees would be affected by development proposals, the applicant should set out proposals for their conservation or, where their loss is unavoidable, the reasons for this.	
5.33	Development proposals potentially provide many opportunities for building in beneficial biodiversity or geological features as part of good design. When considering proposals, the Secretary of State should consider whether the applicant has maximised such opportunities in and around developments. The Secretary of State may use requirements or planning obligations where appropriate to ensure that such beneficial features are delivered.	Chapter 8 Ecology and Nature Conservation of the Environmental Statement (Volume 6, Document Reference 6.2) assesses the impact of the scheme on biodiversity and ecological conservation, including designated and non-designated sites of ecological importance, habitats, protected species and other species of principal importance. Mitigation measures to minimise or avoid adverse impacts or to enhance existing habitats are also set out within the chapter.
5.35	Other species and habitats have been identified as being of principal importance for the conservation of biodiversity in England and Wales and therefore requiring conservation action. The Secretary of State should ensure that applicants have taken measures to ensure these species and habitats are protected from the adverse effects of development. Where appropriate, requirements or planning obligations may be used to deliver this protection. The Secretary of State should refuse consent where harm to the habitats or species and their habitats would result, unless the benefits of the development (including need) clearly outweigh that harm.	
5.36	Applicants should include appropriate mitigation measures as an integral part of their proposed development, including identifying where and how that:	Chapter 8 Ecology and Nature Conservation of the Environmental Statement (Volume 6, Document Reference 6.2) assesses the impact of the scheme on biodiversity and ecological conservation, including designated and non-

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	<ul style="list-style-type: none"> during construction, they will seek to ensure that activities will be confined to the minimum areas required for the works; during construction and operation, best practice will be followed to ensure that risk of disturbance or damage to species or habitats is minimised (including as a consequence of transport access arrangements); habitats will, where practicable, be restored after construction works have finished; developments will be designed and landscaped to provide green corridors and minimise habitat fragmentation where reasonable; opportunities will be taken to enhance existing habitats and, where practicable, to create new habitats of value within the site landscaping proposals, for example through techniques such as the 'greening' of existing network crossing points, the use of green bridges and the habitat improvement of the network verge. 	designated sites of ecological importance, habitats, protected species and other species of principal importance. Mitigation measures to minimise or avoid adverse impacts or to enhance existing habitats are also set out within the chapter, during both construction and operation phases of the scheme.
5.37	The Secretary of State should consider what appropriate requirements should be attached to any consent and/or in any planning obligations entered into, to ensure that mitigation measures are delivered.	Draft requirements for the scheme are set out within the Draft DCO (Volume 3, Document Reference 3.1)
5.38	The Secretary of State will need to take account of what mitigation measures may have been agreed between the applicant and Natural England and/or the MMO, and whether Natural England and/or the MMO has granted or refused, or intends to grant or refuse, any relevant licences, including protected species mitigation licences.	<p>Highways England is entered into a Statement of Common Ground (SOCG) with Natural England (Volume 7, Document Reference 7.5) and has consulted Natural England during development of the scheme and through statutory consultation.</p> <p>Details of the other consents and licenses expected to be required for the construction and operation of the scheme are set out in Volume 7, Document Reference 7.2.</p>
Waste management		

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5.42	The applicant should set out the arrangements that are proposed for managing any waste produced. The arrangements described should include information on the proposed waste recovery and disposal system for all waste generated by the development. The applicant should seek to minimise the volume of waste produced and the volume of waste sent for disposal unless it can be demonstrated that the alternative is the best overall environmental outcome.	This is detailed in section 6.3 of this Statement. Chapter 10 Materials of the Environmental Statement (Volume 6, Document Reference 6.2) sets out the arrangements for managing waste relating to the site, including strategy to minimise the volume of waste. It identifies that due to limited availability of waste disposal in the region, during construction the scheme could result in moderate adverse effects. An outline Site Waste Management Plan (SWMP) has been prepared for the scheme as part of the outline Construction Environmental Management Plan (Outline CEMP) (Volume 6 Document Reference 6.4 Appendix 16.1).
5.43	The Secretary of State should consider the extent to which the applicant has proposed an effective process that will be followed to ensure effective management of hazardous and non-hazardous waste arising from the construction and operation of the proposed development. The Secretary of State should be satisfied that the process sets out: <ul style="list-style-type: none"> any such waste will be properly managed, both on-site and off-site the waste from the proposed facility can be dealt with appropriately by the waste infrastructure which is, or is likely to be, available. Such waste arising's should not have an adverse effect on the capacity of existing waste management facilities to deal with other waste arising's in the area; and adequate steps have been taken to minimise the volume of waste arising's, and of the volume of waste arising's sent to disposal, except where an alternative is the most sustainable outcome overall. 	
5.44	Where necessary, the Secretary of State should use requirements or planning obligations to ensure that appropriate measures for waste management are applied.	Draft requirements for the scheme are set out within the Draft DCO (Volume 3, Document Reference 3.1).
5.45	Where the project will be subject to the Environment Agency's environmental permitting regime, waste management arrangements during operations will be covered by the permit	Details of the other consents and licenses expected to be required for the construction and operation of the scheme are set out in Volume 7, Document Reference 7.2.

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	and the considerations set out in paragraphs 4.48 to 4.56 will apply.	
Civil and military aviation and defence interests		
5.54	Other operational defence assets may be affected by new development, e.g. the maritime acoustic facilities used to test and calibrate noise emissions from naval vessels, such as at Portland Harbour. The MoD also operates Air Defence radars and Meteorological radars which have wide coverage over the UK (onshore and offshore). It is important that new national networks infrastructure does not significantly impede or compromise the safe and effective use of any defence assets.	Not relevant; the scheme is not likely to affect any civil or military aviation sites or other defence assets.
5.55	Where the proposed development may have an effect on civil or military aviation and/or other defence assets, an assessment of potential effects should be carried out.	Not relevant; the scheme is not likely to affect any civil or military aviation sites or other defence assets.
5.56	The applicant should consult the MoD, CAA, National Air Traffic Services (NATS) and any aerodrome – licensed or otherwise – likely to be affected by the proposed development in preparing an assessment of the proposal on aviation or other defence interests.	The scheme is not likely to affect any civil or military aviation sites or other defence assets. Consultation with the MoD, CAA and NATS is detailed in the Consultation Report (Volume 5, Document Reference 5.1).
5.57	Any assessment on aviation or other defence interests should include potential impacts during construction and operation of the project upon the operation of CNS infrastructure, flight patterns (both civil and military), other defence assets and aerodrome operational procedures.	Not relevant; the scheme is not likely to affect any civil or military aviation sites or other defence assets.
5.58	If any relevant changes are made to proposals for an NSIP during the pre-application period or before the end of the examination of an application, it is the responsibility of the applicant to ensure that the relevant aviation and defence consultees are informed as soon as reasonably possible.	Not relevant; the scheme is not likely to affect any civil or military aviation sites or other defence assets.
5.59	The Secretary of State should be satisfied that effects on civil and military aviation and other defence assets have been addressed by the applicant and that any necessary	Not relevant; the scheme is not likely to affect any civil or military aviation sites or other defence assets.

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	assessment of the proposal on aviation or defence interests has been carried out. It should be satisfied that the proposal has been designed to minimise adverse impacts on the operation and safety of aerodromes and that reasonable mitigation is carried out. It may also be appropriate to expect operators of the aerodrome to consider making reasonable changes to operational procedures. The Secretary of State will have regard to the necessity, acceptability and reasonableness of operational changes to aerodromes, and the risks or harm of such changes when taking decisions. When making such a judgement in the case of military aerodromes, the Secretary of State should have regard to interests of defence and national security.	
5.60	If there are conflicts between the Government's national networks policies and military interests in relation to the application, the Secretary of State expects the relevant parties to have made appropriate efforts to work together to identify realistic and pragmatic solutions to the conflicts. In so doing, the parties should seek to protect the aims and interests of the other parties as far as possible.	Not relevant; the scheme is not likely to affect any civil or military aviation sites or other defence assets.
5.61	There are statutory requirements concerning lighting to tall structures. Where lighting is requested on structures that go beyond statutory requirements by any of the relevant aviation and defence consultees, the Secretary of State should be satisfied of the necessity of such lighting taking into account the case put forward by the consultees. The effect of such lighting on the landscape, local residents and ecology may be a relevant consideration, depending on the circumstances be a relevant consideration.	Not relevant; the scheme is not likely to affect any civil or military aviation sites or other defence assets.
5.62	Where, after reasonable mitigation, operational changes and planning obligations and requirements have been proposed, development consent should not be granted if the Secretary of State considers that:	Not relevant; the scheme is not likely to affect any civil or military aviation sites or other defence assets.

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	<ul style="list-style-type: none"> • a development would prevent a licensed aerodrome from maintaining its licence; • the benefits of the proposed development are outweighed by the harm to aerodromes serving business, training or emergency service needs; or • the development would significantly impede or compromise the safe and effective use of defence assets or significantly limit military training. 	
Coastal change		
5.71	Applications for development in a Coastal Change Management Area (CCMA) should make it clear why there is a need for it to be located in a CCMA. For developments in a CCMA, applicants should undertake an assessment of the vulnerability of the proposed development to coastal change, taking account of climate change, during the project's operational life.	Not relevant; the scheme is not located in a Coastal Change Management Area.
5.72	For any projects involving dredging or disposal into the sea, the applicant should consult the Marine Management Organisation (MMO), and where appropriate, for cross-boundary impacts, Natural Resource Wales and Scottish Natural Heritage, at an early stage. The applicant should also consult the MMO on projects which could impact on coastal change, since the MMO may also be involved in considering other projects which may have related coastal impacts.	Not relevant; the scheme does not involve dredging or disposal into the sea and does not impact coastal change.
5.73	The applicant should examine the broader context of coastal protection around the proposed project, and the influence in both directions, i.e. coast on project, and project on coast.	Not relevant; the scheme is not located in a Coastal Change Management Area.
5.74	The applicant should be particularly careful to identify any effects of physical changes on the integrity and special features of Marine Conservation Zones, candidate marine Special Areas of Conservation (SACs), coastal SACs and candidate coastal SACs, coastal Special Protection Areas	Not relevant; the scheme does not impact on any marine or coastal designated sites of ecological conservation or marine protected areas.

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	(SPAs) and potential coastal SPAs, Ramsar sites, Sites of Community Importance (SCIs) and potential SCIs and sites of Special Scientific Interest. For any projects affecting the above marine protected areas, the applicant should consult Natural England and where appropriate, for cross-boundary impacts, Natural Resource Wales and Scottish Natural Heritage, at an early stage.	
5.75	When assessing applications in a CCMA, the Secretary of State should not grant development consent unless it is demonstrated that the development: <ul style="list-style-type: none">• will be safe over its planned lifetime and will not have an unacceptable impact on coastal change;• will not compromise the character of the coast covered by designations;• provides wider sustainability benefits; and• does not hinder the creation and maintenance of a continuous signed and managed route around the coast.	Not relevant; the scheme is not located in a Coastal Change Management Area.
5.79	Applicants should propose appropriate mitigation measures to address adverse physical changes to the coast in consultation with the MMO, the Environment Agency, Natural England, Natural Resource Wales, Scottish Natural Heritage, Local Planning Authorities, other statutory consultees, Coastal Partnerships and other coastal groups, as it considers appropriate. The Secretary of State should consider whether the mitigation requirements put forward by an applicant are acceptable and will be delivered and whether requirements should be attached to any grant of development consent in order to secure their delivery.	
Dust, odour, artificial light, smoke steam		
5.82	Because of the potential effects of these emissions and in view of the availability of the defence of statutory authority against	This is detailed in section 6.3 of this Statement.

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	nuisance claims s.104 of the Planning Act 2008 described previously, it is important that the potential for these impacts is considered by the applicant in their application, by the Examining Authority in examining applications and by the Secretary of State in taking decisions on development consents.	The Statement of Statutory Nuisance (Volume 6, Document Reference 6.6) within the DCO application describes the sources of nuisances as a result of the scheme as defined in the Environmental Protection Act 1990, including dust and artificial light (the latter during construction only).
5.83	For nationally significant infrastructure projects of the type covered by this NPS, some impact on amenity for local communities is likely to be unavoidable. Impacts should be kept to a minimum and should be at a level that is acceptable.	<p>The Environmental Statement (Volume 6, Document Reference 6.2) sets out the assessment of the scheme in relation to impacts on amenity, including mitigation measures proposed to avoid or minimise adverse impacts.</p> <p>An Outline Construction Environmental Management Plan (Outline CEMP) (Volume 6 Document Reference 6.4 Appendix 16.1) has been produced to mitigate and manage the effects of construction, including dust, noise, lighting and working hours.</p>
5.84	Where the development is subject to an EIA, the applicant should assess any likely significant effects on amenity from emissions of odour, dust, steam, smoke and artificial light and describe these in the Environmental Statement.	<p>Chapter 5 Air Quality of the Environmental Statement (Volume 6, Document Reference 6.2) sets out the assessment of the scheme in relation to air quality including mitigation measures proposed to avoid or minimise adverse impacts.</p> <p>Odour, smoke and steam are not considered relevant to the scheme. Artificial light relates only to construction of the scheme; mitigation of its effects is detailed in the Outline Construction Environment Management Plan (Outline CEMP, Volume 6 Document Reference 6.4 Appendix 16.1).</p>
5.85	In particular, the assessment provided by the applicant should describe: the type and quantity of emissions; aspects of the development which may give rise to emissions during construction, operation and decommissioning; premises or locations that may be affected by the emissions; effects of the	Chapter 5 Air Quality of the Environmental Statement (Volume 6, Document Reference 6.2) sets out the assessment of the scheme in relation to air quality including mitigation measures proposed to avoid or minimise adverse impacts.

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	emission on identified premises or locations; and measures to be employed in preventing or mitigating the emissions.	
5.86	The applicant is advised to consult the relevant local planning authority and, where appropriate, the Environment Agency about the scope and methodology of the assessment.	Consultation undertaken specifically with regard to the EIA process is detailed in Chapter 4 Approach to EIA of the Environmental Statement (Volume 6, Document Reference 6.2).
5.87	The Secretary of State should be satisfied that all reasonable steps have been taken, and will be taken, to minimise any detrimental impact on amenity from emissions of odour, dust, steam, smoke and artificial light. This includes the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.	<p>The Environmental Statement (Volume 6, Document Reference 6.2) sets out the assessment of the scheme in relation to impacts on amenity, including mitigation measures proposed to avoid or minimise adverse impacts.</p> <p>Odour, smoke and steam are not considered relevant to the scheme. An Outline Construction Environmental Management Plan (Outline CEMP) (Volume 6 Document Reference 6.4 Appendix 16.1) has been produced to mitigate and manage the effects of construction, including dust, noise, lighting and working hours.</p>
5.88	If development consent is granted for a project, the Secretary of State should consider whether there is a justification for all of the authorised project (including any associated development) being covered by a defence of statutory authority against nuisance claims. If the Secretary of State cannot conclude that this is justified, then the defence should be disapplied, in whole or in part, through a provision in the Development Consent Order.	The Draft DCO (Volume 3, Document Reference 3.1) details the defence to proceedings brought in respect of statutory nuisance.
5.89	The Secretary of State should ensure the applicant has provided sufficient information to show that any necessary mitigation will be put into place. The Secretary of State should consider whether to require the applicant to abide by a Scheme of management and mitigation concerning emissions of odour, dust, steam, smoke, artificial light from the	The Environmental Statement (Volume 6, Document Reference 6.2) sets out the assessment of the scheme in relation to impacts on amenity, including mitigation measures proposed to avoid or minimise adverse impacts.

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	development to reduce any loss to amenity which might arise during the construction and operation of the development. A construction management plan may help codify mitigation.	Odour, smoke and steam are not considered relevant to the scheme. An Outline Construction Environmental Management Plan (Outline CEMP) (Volume 6 Document Reference 6.4 Appendix 16.1) has been produced to mitigate and manage the effects of construction, including dust, noise, lighting and working hours.
Flood risk		
5.92	Applications for projects in the following locations should be accompanied by a flood risk assessment (FRA): Flood Zones 2 and 3, medium and high probability of river and sea flooding; Flood Zone 1 (low probability of river and sea flooding) for projects of 1 hectare or greater, projects which may be subject to other sources of flooding (local watercourses, surface water, groundwater or reservoirs), or where the Environment Agency has notified the local planning authority that there are critical drainage problems.	This is detailed in Section 6.3 of this Statement. A Flood Risk Assessment (Volume 6 Document Reference 6.4 ES Appendix 13) has been undertaken for the scheme, taking into account climate change and the requirements of the NPSNN. The FRA identifies that the scheme is located in Flood Zone 1 and subsequently is at low risk of flooding.
5.93	This should identify and assess the risks of all forms of flooding to and from the project and demonstrate how these flood risks will be managed, taking climate change into account.	
5.94	In preparing an FRA the applicant should: consider the risk of all forms of flooding arising from the project (including in adjacent parts of the United Kingdom), in addition to the risk of flooding to the project, and demonstrate how these risks will be managed and, where relevant, mitigated, so that the development remains safe throughout its lifetime; take the impacts of climate change into account, clearly stating the development lifetime over which the assessment has been made; consider the vulnerability of those using the infrastructure including arrangements for safe access and exit; include the assessment of the remaining (known as 'residual') risk after risk reduction measures have been considered and	

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	demonstrate that this is acceptable for the particular project; consider if there is a need to remain operational during a worst-case flood event over the development's lifetime; and provide the evidence for the Secretary of State to apply the Sequential Test and Exception Test, as appropriate.	
5.96	Applicants for projects which may be affected by, or may add to, flood risk are advised to seek sufficiently early pre-application discussions with the Environment Agency, and, where relevant, other flood risk management bodies such as lead local flood authorities, Internal Drainage Boards, sewerage undertakers, highways authorities and reservoir owners and operators. Such discussions can be used to identify the likelihood and possible extent and nature of the flood risk, to help scope the FRA, and identify the information that will be required by the Secretary of State to reach a decision on the application once it has been submitted and examined. If the Environment Agency has concerns about the proposal on flood risk grounds, the applicant is encouraged to discuss these concerns with the Environment Agency and look to agree ways in which the proposal might be amended, or additional information provided, which would satisfy the Environment Agency's concerns, preferably before the application for development consent is submitted.	Consultation undertaken specifically with regard to the EIA process is detailed in Chapter 4 Approach to EIA of the Environmental Statement (Volume 6, Document Reference 6.2).
5.97	For local flood risk (surface water, groundwater and ordinary watercourse flooding), local flood risk management strategies and surface water management plans provide useful sources of information for consideration in Flood Risk Assessments. Surface water flood issues need to be understood and then account of these issues can be taken, for example flow routes should be clearly identified and managed.	A Flood Risk Assessment (Volume 6 Document Reference 6.4 ES Appendix 13) has been undertaken for the scheme, taking into account local flood risk. The FRA identifies that the scheme is located in Flood Zone 1 and subsequently is at low risk of flooding.
5.98	Where flood risk is a factor in determining an application for development consent, the Secretary of State should be satisfied that, where relevant:	A Flood Risk Assessment (Volume 6 Document Reference 6.4 ES Appendix 13) has been undertaken for the scheme.

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	the application is supported by an appropriate FRA; the Sequential Test (see the National Planning Policy Framework) has been applied as part of site selection and, if required, the Exception Test (see the National Planning Policy Framework).	The Sequential Test and the Exception Test are not relevant to the scheme.
5.99	When determining an application, the Secretary of State should be satisfied that flood risk will not be increased elsewhere and only consider development appropriate in areas at risk of flooding where (informed by a flood risk assessment, following the Sequential Test and, if required, the Exception Test), it can be demonstrated that: within the site, the most vulnerable development is located in areas of lowest flood risk unless there are overriding reasons to prefer a different location; and development is appropriately flood resilient and resistant, including safe access and escape routes where required, and that any residual risk can be safely managed, including by emergency planning; and priority is given to the use of sustainable drainage systems.	
5.100	For construction work which has drainage implications, approval for the project's drainage system will form part of any development consent issued by the Secretary of State. The Secretary of State will therefore need to be satisfied that the proposed drainage system complies with any National Standards published by Ministers under Paragraph 5(1) of Schedule 3 to the Flood and Water Management Act 2010. ⁹³ In addition, the development consent order, or any associated planning obligations, will need to make provision for the adoption and maintenance of any Sustainable Drainage Systems (SuDS), including any necessary access rights to property. The Secretary of State, should be satisfied that the most appropriate body is being given the responsibility for maintaining any SuDS, taking into account the nature and	Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (Volume 6, Document Reference 6.2) assesses the scheme in relation to drainage and provides detail of proposed mitigation relating to drainage and flood risk. With regard to surface water drainage, drainage features have been designed into the scheme to mitigate flood risk and ensure safe drainage of water from the highway. This includes infiltration of surface run off from the highway and the provision of attenuation storage ponds. The drainage system is designed to the requirements of the Design Manual for Roads and Bridges (DMRB) and will incorporate the Cornwall Council drainage requirements where applicable. Details of surface water management during the construction phase is a

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	security of the infrastructure on the proposed site. The responsible body could include, for example, the applicant, the landowner, the relevant local authority, or another body such as the Internal Drainage Board.	requirement of the draft DCO (Volume 3, Document Reference 3.1)
5.102	<p>The Secretary of State should expect that reasonable steps have been taken to avoid, limit and reduce the risk of flooding to the proposed infrastructure and others. However, the nature of linear infrastructure means that there will be cases where:</p> <ul style="list-style-type: none"> • upgrades are made to existing infrastructure in an area at risk of flooding; • infrastructure in a flood risk area is being replaced; • infrastructure is being provided to serve a flood risk area; and • infrastructure is being provided connecting two points that are not in flood risk areas, but where the most viable route between the two passes through such an area. 	A Flood Risk Assessment (Volume 6 Document Reference 6.4 ES Appendix 13) has been undertaken for the scheme. The FRA identifies that the scheme is located in Flood Zone 1 and subsequently is at low risk of flooding.
5.103	The design of linear infrastructure and the use of embankments in particular, may mean that linear infrastructure can reduce the risk of flooding for the surrounding area. In such cases the Secretary of State should take account of any positive benefit to placing linear infrastructure in a flood risk area.	
5.104	Where linear infrastructure has been proposed in a flood risk area, the Secretary of State should expect reasonable mitigation measures to have been made, to ensure that the infrastructure remains functional in the event of predicted flooding.	
5.109	In addition, any project that is classified as 'essential infrastructure' and proposed to be located in Flood Zone 3a or b should be designed and constructed to remain operational	Not relevant; the scheme is not located in Flood Zone 3a or 3b.

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	and safe for users in times of flood; and any project in Zone 3b should result in no net loss of floodplain storage and not impede water flows.	
5.112	Site layout and surface water drainage systems should cope with events that exceed the design capacity of the system, so that excess water can be safely stored on or conveyed from the site without adverse impacts.	A Flood Risk Assessment (Volume 6 Document Reference 6.4 ES Appendix 13) has been undertaken for the scheme. The FRA identifies that the scheme is located in Flood Zone 1 and subsequently is at low risk of flooding.
5.113	The surface water drainage arrangements for any project should be such that the volumes and peak flow rates of surface water leaving the site are no greater than the rates prior to the proposed project, unless specific off-site arrangements are made and result in the same net effect.	
5.114	It may be necessary to provide surface water storage and infiltration to limit and reduce both the peak rate of discharge from the site and the total volume discharged from the site. There may be circumstances where it is appropriate for infiltration attenuation storage to be provided outside the project site, if necessary through the use of a planning obligation.	
5.115	The sequential approach should be applied to the layout and design of the project. Vulnerable uses should be located on parts of the site at lower probability and residual risk of flooding. Applicants should seek opportunities to use open space for multiple purposes such as amenity, wildlife habitat and flood storage uses. Opportunities can be taken to lower flood risk by improving flow routes, flood storage capacity and using SuDS.	
Land stability		
5.117 – 5.118	Where necessary, land stability should be considered in respect of new development, as set out in the National Planning Policy Framework and supporting planning guidance. Specifically, proposals should be appropriate for the location,	This is detailed in section 6.2 of this Statement.

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	including preventing unacceptable risks from land instability. If land stability could be an issue, applicants should seek appropriate technical and environmental expert advice to assess the likely consequences of proposed developments on sites where subsidence, landslides and ground compression is known or suspected. Applicants should liaise with the Coal Authority if necessary.	Chapter 9 Geology and Soils of the Environmental Statement (Volume 6, Document Reference 6.2) provides an assessment of land stability for the scheme. The design, construction, operation and maintenance of the scheme will ensure that any unacceptable risks related to unstable natural or - man-made slopes, or related to ground compression, will be mitigated. Embankment and cutting side slopes will be designed to ensure long term stability and ground improvement works will be carried out where necessary. Chapter 9 Geology and Soils of the Environmental Statement (Volume 6, Document Reference 6.2) also includes details of ground investigations undertaken. The Coal Authority was consulted on the scheme during statutory consultation as detailed in the Consultation Report (Volume 5, Document Reference 5.1).
5.118	A preliminary assessment of ground instability should be carried out at the earliest possible stage before a detailed application for development consent is prepared. Applicants should ensure that any necessary investigations are undertaken to ascertain that their sites are and will remain stable or can be made so as part of the development. The site needs to be assessed in context of surrounding areas where subsidence, landslides and land compression could threaten the development during its anticipated life or damage neighbouring land or property. This could be in the form of a land stability or slope stability risk assessment report.	
5.119	<p>Applicants have a range of mechanisms available to mitigate and minimise risks of land instability. These include:</p> <p>Establishing the principle and layout of new development, for example avoiding mine entries and other hazards.</p> <p>Ensuring proper design of structures to cope with any movement expected, and other hazards such as mine and/or ground gases; or</p> <p>Requiring ground improvement techniques, usually involving the removal of poor material and its replacement with suitable inert and stable material.</p> <p>For development on land previously affected by mining activity, this may mean prior extraction of any remaining mineral resource.</p>	

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Historic environment		
5.125	The Secretary of State should also consider the impacts on other non-designated heritage assets (as identified either through the development plan process by local authorities, including 'local listing', or through the nationally significant infrastructure project examination and decision-making process) on the basis of clear evidence that the assets have a significance that merit consideration in that process, even though those assets are of lesser value than designated heritage assets.	This is detailed in section 6.3 of this Statement. Chapter 6 Cultural Heritage of the Environmental Statement (Volume 6, Document Reference 6.2) assesses the scheme in relation to designated and non-designated heritage asset, identifying impacts on the significance of the assets and their setting. It identifies mitigation proposed to avoid or minimise adverse impacts and any measures proposed to preserve or enhance the significance of assets.
5.126 – 5.127	<p>Where the development is subject to EIA the applicant should undertake an assessment of any likely significant heritage impacts of the proposed project as part of the EIA and describe these in the environmental statement.</p> <p>The applicant should describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the asset's importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum, the relevant Historic Environment Record should have been consulted and the heritage assets assessed using appropriate expertise. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, the applicant should include an appropriate desk-based assessment and, where necessary, a field evaluation.</p>	Chapter 6 Cultural Heritage of the Environmental Statement (Volume 6, Document Reference 6.2) assesses the scheme in relation to designated and non-designated heritage asset, identifying impacts on the significance of the assets and their setting. It identifies mitigation proposed to avoid or minimise adverse impacts and any measures proposed to enhance the significance of assets. It is informed by the HER, desk-based assessment and field evaluation.
5.128	In determining applications, the Secretary of State should seek to identify and assess the significance of any heritage asset that may be affected by the proposed development (including by development affecting the setting of a heritage asset),	Chapter 6 Cultural Heritage of the Environmental Statement (Volume 6, Document Reference 6.2) assesses the scheme in relation to designated and non-designated heritage asset, identifying impacts on the significance of the assets and their

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	<p>taking account of the available evidence and any necessary expertise from:</p> <p>relevant information provided with the application and, where applicable, relevant information submitted during examination of the application;</p> <p>any designation records;</p> <p>the relevant Historic Environment Record(s), and similar sources of information;</p> <p>representations made by interested parties during the examination; and</p> <p>expert advice, where appropriate, and when the need to understand the significance of the heritage asset demands it.</p>	<p>setting. It identifies mitigation proposed to avoid or minimise adverse impacts and any measures proposed to preserve or enhance the significance of assets.</p>
5.129	<p>In considering the impact of a proposed development on any heritage assets, the Secretary of State should take into account the particular nature of the significance of the heritage asset and the value that they hold for this and future generations. This understanding should be used to avoid or minimise conflict between their conservation and any aspect of the proposal.</p>	
5.130	<p>The Secretary of State should consider the desirability of sustaining and, where appropriate, enhancing the significance of heritage assets, the contribution of their settings and the positive contribution that their conservation can make to sustainable communities - including their economic vitality. The Secretary of State should also take into account the desirability of new development making a positive contribution to the character and local distinctiveness of the historic environment. The consideration of design should include scale, height; massing, alignment, materials, use and landscaping (for example, screen planting).</p>	
5.131	<p>When considering the impact of a proposed development on the significance of a designated heritage asset, the Secretary</p>	

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	<p>of State should give great weight to the asset's conservation. The more important the asset, the greater the weight should be. Once lost, heritage assets cannot be replaced and their loss has a cultural, environmental, economic and social impact. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. Given that heritage assets are irreplaceable, harm or loss affecting any designated heritage asset should require clear and convincing justification. Substantial harm to or loss of a grade II Listed Building or a grade II Registered Park or Garden should be exceptional. Substantial harm to or loss of designated assets of the highest significance, including World Heritage Sites, Scheduled Monuments, grade I and II* Listed Buildings, Registered Battlefields, and grade I and II* Registered Parks and Gardens should be wholly exceptional.</p>	
5.132	<p>Any harmful impact on the significance of a designated heritage asset should be weighed against the public benefit of development, recognising that the greater the harm to the significance of the heritage asset, the greater the justification that will be needed for any loss.</p>	
5.133	<p>Where the proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, the Secretary of State should refuse consent unless it can be demonstrated that the substantial harm or loss of significance is necessary in order to deliver substantial public benefits that outweigh that loss or harm, or alternatively that all of the following apply:</p> <ul style="list-style-type: none"> the nature of the heritage asset prevents all reasonable uses of the site; no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; 	

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	conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and the harm or loss is outweighed by the benefit of bringing the site back into use.	
5.134	Where the proposed development will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.	
5.135	Not all elements of a World Heritage Site or Conservation Area will necessarily contribute to its significance. The Secretary of State should treat the loss of a building (or other element) that makes a positive contribution to the site's significance either as substantial harm or less than substantial harm, as appropriate, taking into account the relative significance of the elements affected and their contribution to the significance of the Conservation Area or World Heritage Site as a whole.	
5.136	Where the loss of significance of any heritage asset has been justified by the applicant based on the merits of the new development and the significance of the asset in question, the Secretary of State should consider imposing a requirement that the applicant will prevent the loss occurring until the relevant development or part of development has commenced.	The Draft DCO (Volume 3, Document Reference 3.1) includes details of draft requirements for the scheme.
5.137	Applicants should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably.	Chapter 6 Cultural Heritage of the Environmental Statement (Volume 6, Document Reference 6.2) assesses the scheme in relation to designated and non-designated heritage asset, identifying impacts on the significance of the assets and their setting. It identifies mitigation proposed to avoid or minimise adverse impacts and any measures proposed to preserve or enhance the significance of assets.
5.138	Where there is evidence of deliberate neglect of or damage to a heritage asset the Secretary of State should not take its deteriorated state into account in any decision.	

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Landscape and visual impacts		
5.144 – 5.146	Where the development is subject to EIA the applicant should undertake an assessment of any likely significant landscape and visual impacts in the EIA and describe these in the environmental assessment. A number of guides have been produced to assist in addressing landscape issues. The landscape and visual assessment should include reference to any landscape character assessment and associated studies, as a means of assessing landscape impacts relevant to the proposed project. The applicant's assessment should also take account of any relevant policies based on these assessments in local development documents in England.	This is detailed in section 6.3 of this Statement. Chapter 7 Landscape of the Environmental Statement (Volume 6, Document Reference 6.2) provides an assessment of the scheme with regard to its impact on landscape and visual impact, including any mitigation proposed to minimise or avoid adverse impacts.
5.145	The applicant's assessment should include any significant effects during construction of the project and/or the significant effects of the completed development and its operation on landscape components and landscape character (including historic landscape characterisation).	
5.146	The assessment should include the visibility and conspicuousness of the project during construction and of the presence and operation of the project and potential impacts on views and visual amenity. This should include any noise and light pollution effects, including on local amenity, tranquillity and nature conservation.	
5.147	Any statutory undertaker commissioning or undertaking works in relation to, or so as to affect land in a National Park or Areas of Outstanding Natural Beauty, would need to comply with the respective duties in section 11A of the National Parks and Access to Countryside Act 1949 and section 85 of the Countryside and Rights of Way Act 2000.	Not relevant; the scheme does not impact a National Park or Area of Outstanding Natural Beauty.
5.148	For significant road widening or the building of new roads in National Parks and the Broads applicants also need to fulfil the requirements set out in Defra's English national parks and the	

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	broads: UK government vision and circular 2010 or successor documents. These requirements should also be complied with for significant road widening or the building of new roads in Areas of Outstanding Natural Beauty.	
5.149	Landscape effects depend on the nature of the existing landscape likely to be affected and nature of the effect likely to occur. Both of these factors need to be considered in judging the impact of a project on landscape. Projects need to be designed carefully, taking account of the potential impact on the landscape. Having regard to siting, operational and other relevant constraints, the aim should be to avoid or minimise harm to the landscape, providing reasonable mitigation where possible and appropriate.	Chapter 7 Landscape of the Environmental Statement (Volume 6, Document Reference 6.2) provides an assessment of the scheme with regard to its impact on landscape and visual impact, including any mitigation proposed to minimise or avoid adverse impacts.
5.150	Great weight should be given to conserving landscape and scenic beauty in nationally designated areas. National Parks, the Broads and Areas of Outstanding Natural Beauty have the highest status of protection in relation to landscape and scenic beauty. Each of these designated areas has specific statutory purposes which help ensure their continued protection and which the Secretary of State has a statutory duty to have regard to in decisions.	Not relevant; the scheme does not impact a National Park or Area of Outstanding Natural Beauty.
5.151	The Secretary of State should refuse development consent in these areas except in exceptional circumstances and where it can be demonstrated that it is in the public interest. Consideration of such applications should include as assessment of: the need for the development, including in terms of any national considerations, and the impact of consenting, or not consenting it, upon the local economy; the cost of, and scope for, developing elsewhere, outside the designated area, or meeting the need for it in some other way; and	

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	any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.	
5.152	There is a strong presumption against any significant road widening or the building of new roads and strategic rail freight interchanges in a National Park, the Broads and Areas of Outstanding Natural Beauty, unless it can be shown there are compelling reasons for the new or enhanced capacity and with any benefits outweighing the costs very significantly. Planning of the Strategic Road Network should encourage routes that avoid National Parks, the Broads and Areas of Outstanding Natural Beauty.	
5.153	Where consent is given in these areas, the Secretary of State should be satisfied that the applicant has ensured that the project will be carried out to high environmental standards and where possible includes measures to enhance other aspects of the environment. Where necessary, the Secretary of State should consider the imposition of appropriate requirements to ensure these standards are delivered.	
5.154	The duty to have regard to the purposes of nationally designated areas also applies when considering applications for projects outside the boundaries of these areas which may have impacts within them. The aim should be to avoid compromising the purposes of designation and such projects should be designed sensitively given the various siting, operational, and other relevant constraints. This should include projects in England which may have impacts on designated areas in Wales or on National Scenic Areas in Scotland.	Chapter 7 Landscape of the Environmental Statement (Volume 6, Document Reference 6.2) provides an assessment of the scheme with regard to its impact on landscape and visual impact, including any mitigation proposed to minimise or avoid adverse impacts.
5.156	Outside nationally designated areas, there are local landscapes that may be highly valued locally and protected by local designation. Where a local development document in England has policies based on landscape character assessment, these should be given particular consideration.	

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	However, local landscape designations should not be used in themselves as reasons to refuse consent, as this may unduly restrict acceptable development.	
5.157	In taking decisions, the Secretary of State should consider whether the project has been designed carefully, taking account of environmental effects on the landscape and siting, operational and other relevant constraints, to avoid adverse effects on landscape or to minimise harm to the landscape, including by reasonable mitigation.	
5.158	The Secretary of State will have to judge whether the visual effects on sensitive receptors, such as local residents, and other receptors, such as visitors to the local area, outweigh the benefits of the development. Coastal areas are particularly vulnerable to visual intrusion because of the potential high visibility of development on the foreshore, on the skyline and affecting views along stretches of undeveloped coast, especially those defined as Heritage Coast.	
5.159	Reducing the scale of a project or making changes to its operation can help to avoid or mitigate the visual and landscape effects of a proposed project. However, reducing the scale or otherwise amending the design or changing the operation of a proposed development may result in a significant operational constraint and reduction in function. There may, be exceptional circumstances, where mitigation could have a very significant benefit and warrant a small reduction in scale or function. In these circumstances, the Secretary of State may decide that the benefits of the mitigation to reduce the landscape effects outweigh the marginal loss of scale or function.	
5.160	Adverse landscape and visual effects may be minimised through appropriate siting of infrastructure, design (including choice of materials), and landscaping Schemes, depending on	

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	the size and type of proposed project. Materials and designs for infrastructure should always be given careful consideration.	
5.161	Depending on the topography of the surrounding terrain and areas of population it may be appropriate to undertake landscaping off site, although if such landscaping was proposed to be consented by the development consent order, it would have to be included within the order limits for that application. For example, filling in gaps in existing tree and hedge lines would mitigate the impact when viewed from a more distant vista.	
Land use including open space, green infrastructure and Green Belt		
5.165	The applicant should identify existing and proposed land uses near the project, any effects of replacing an existing development or use of the site with the proposed project or preventing a development or use on a neighbouring site from continuing. Applicants should also assess any effects of precluding a new development or use proposed in the development plan. The assessment should be proportionate.	This is detailed in section 6.3 of this Statement. Chapter 12 People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) provides an assessment of the scheme in relation to its effects on land use, open space, and public rights of way (PRoW), including details of any mitigation proposed to minimise or avoid adverse effects.
5.156	Existing open space, sports and recreational buildings and land should not be developed unless the land is surplus to requirements or the loss would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location. Applicants considering proposals which would involve developing such land should have regard to any local authority's assessment of need for such types of land and buildings.	
5.157	During any pre-application discussions with the applicant, the local planning authority should identify any concerns it has about the impacts of the application on land-use, having regard to the development plan and relevant applications, and including, where relevant, whether it agrees with any independent assessment that the land is surplus to	Consultation with the local planning authority, Cornwall Council, is detailed in the Consultation Report (Volume 5, Document Reference 5.1). A Statement of Common Ground with Cornwall Council is provided in Volume 7, Document Reference 7.5.

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	requirements. These are also matters that local authorities may wish to include in their Local Impact Report which can be submitted after an application for development consent has been accepted.	
5.168	Applicants should take into account the economic and other benefits of the best and most versatile agricultural land (defined as land in grades 1, 2 and 3a of the Agricultural Land Classification). Where significant development of agricultural land is demonstrated to be necessary, applicants should seek to use areas of poorer quality land in preference to that of a higher quality. Applicants should also identify any effects, and seek to minimise impacts, on soil quality, taking into account any mitigation measures proposed. Where possible, developments should be on previously developed (brownfield) sites provided that it is not of high environmental value. For developments on previously developed land, applicants should ensure that they have considered the risk posed by land contamination and how it is proposed to address this.	<p>Chapter 12 People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) provides an assessment of the scheme in relation to its effects on land use, open space, and public rights of way (PRoW), including details of any mitigation proposed to minimise or avoid adverse effects.</p> <p>An Agricultural Impact Assessment (AIA) located in Appendix 12.5 of the Environmental Statement (Volume 6 Document Reference 6.4) has been undertaken to assess the impact of the scheme's land take as well as to detail any mitigation proposed to minimise or avoid adverse impacts.</p>
5.169	Applicants should safeguard any mineral resources on the proposed site as far as possible.	Chapter 9 Geology and Soils of the Environmental Statement (Volume 6, Document Reference 6.2) considers the impact and mitigation of the scheme in relation to mineral resources.
5.170 – 5.171	The general policies controlling development in the countryside apply with equal force in Green Belts but there is, in addition, a general presumption against inappropriate development within them. Such development should not be approved except in very special circumstances. Applicants should therefore determine whether their proposal, or any part of it, is within an established Green Belt and, if so, whether their proposal may be considered inappropriate development within the meaning of Green Belt policy. Metropolitan Open Land, and land designated as Local Green Space in a local or neighbourhood plan, are subject to the same policies of protection as Green	Chapter 12 People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) provides an assessment of the scheme in relation to its effects on land use, open space, and public rights of way (PRoW), including details of any mitigation proposed to minimise or avoid adverse effects.

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	Belt, and inappropriate development should not be approved except in very special circumstances.	
5.171	Linear infrastructure linking an area near a Green Belt with other locations will often have to pass through Green Belt land. The identification of a policy need for linear infrastructure will take account of the fact that there will be an impact on the Green Belt and as far as possible, of the need to contribute to the achievement of the objectives for the use of land in Green Belts.	Not relevant; the scheme is not located within the Green Belt.
5.173	Where the project conflicts with a proposal in a development plan, the Secretary of State should take account of the stage which the development plan document has reached in deciding what weight to give to the plan for the purposes of determining the planning significance of what is replaced, prevented or precluded. The closer the development plan document is to being adopted by the local plan, the greater the weight which can be attached to the impact of the proposal on the plan.	Chapter 12 People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) provides an assessment of the scheme in relation to its effects on land use, open space, and public rights of way (PRoW), including details of any mitigation proposed to minimise or avoid adverse effects.
5.174	The Secretary of State should not grant consent for development on existing open space, sports and recreational buildings and land, including playing fields, unless an assessment has been undertaken either by the local authority or independently, which has shown the open space or the buildings and land to be surplus to requirements, or the Secretary of State determines that the benefits of the project (including need) outweigh the potential loss of such facilities, taking into account any positive proposals made by the applicant to provide new, improved or compensatory land or facilities.	
5.175	Where networks of green infrastructure have been identified in development plans, they should normally be protected from development, and, where possible, strengthened by or integrated within it. The value of linear infrastructure and its footprint in supporting biodiversity and ecosystems should also	Chapter 8 Ecology and Nature Conservation of the Environmental Statement (Volume 6, Document Reference 6.2) assesses the impact of the scheme on biodiversity and ecological conservation, including designated and non-designated sites of ecological importance, habitats, protected

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	be taken into account when assessing the impact on green infrastructure.	species and other species of principal importance. Mitigation measures to minimise or avoid adverse impacts or to enhance existing habitats are also set out within the chapter.
5.176	The decision-maker should take into account the economic and other benefits of the best and most versatile agricultural land. The decision maker should give little weight to the loss of agricultural land in grades 3b, 4 and 5, except in areas (such as uplands) where particular agricultural practices may themselves contribute to the quality and character of the environment or the local economy.	Chapter 12 People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) provides an assessment of the scheme in relation to its effects on land use, open space, and public rights of way (PRoW), including details of any mitigation proposed to minimise or avoid adverse effects. An Agricultural Impact Assessment (AIA) located in Appendix 12.5 of the Environmental Statement (Volume 6 Document Reference 6.4) has been undertaken to assess the impact of the scheme's land take as well as to detail any mitigation proposed to minimise or avoid adverse impacts.
5.177	In considering the impact on maintaining coastal recreation sites and features, the Secretary of State should expect applicants to have taken advantage of opportunities to maintain and enhance access to the coast. In doing so the Secretary of State should consider the implications for development of the creation of a continuous signed and managed route around the coast, as proposed in the Marine and Coastal Access Act 2009.	Not relevant; the scheme is not located in close proximity to coastal recreation sites and features.
5.178	When located in the Green Belt national networks infrastructure projects may comprise inappropriate development. Inappropriate development is by definition harmful to the Green Belt and there is a presumption against it except in very special circumstances. The Secretary of State will need to assess whether there are very special circumstances to justify inappropriate development. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. In	Not relevant; the scheme is not located within the Green Belt.

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	view of the presumption against inappropriate development, the Secretary of State will attach substantial weight to the harm to the Green Belt, when considering any application for such development.	
5.180	Where green infrastructure is affected, applicants should aim to ensure the functionality and connectivity of the green infrastructure network is maintained and any necessary works are undertaken, where possible, to mitigate any adverse impact and, where appropriate, to improve that network and other areas of open space, including appropriate access to new coastal access routes, National Trails and other public rights of way.	Chapter 12 People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) provides an assessment of the scheme in relation to its effects on public rights of way (PRoW), including details of any mitigation proposed to minimise or avoid adverse effects.
5.181	The Secretary of State should also consider whether mitigation of any adverse effects on green infrastructure or open space is adequately provided for by means of any planning obligations, for example, to provide exchange land and provide for appropriate management and maintenance agreements. Any exchange land should be at least as good in terms of size, usefulness, attractiveness, quality and accessibility. Alternatively, where Sections 131 and 132 of the Planning Act 2008 apply, any replacement land provided under those sections will need to conform to the requirements of those sections.	Chapter 8 Ecology and Nature Conservation of the Environmental Statement (Volume 6, Document Reference 6.2) assesses the impact of the scheme on biodiversity and ecological conservation, including designated and non-designated sites of ecological importance, habitats, protected species and other species of principal importance. Mitigation measures to minimise or avoid adverse impacts or to enhance existing habitats are also set out within the chapter.
5.182	Where a proposed development has an impact on a Mineral Safeguarding Area (MSA), the Secretary of State should ensure that the applicant has put forward appropriate mitigation measures to safeguard mineral resources.	Chapter 9 Geology and Soils of the Environmental Statement (Volume 6, Document Reference 6.2) considers the impact and mitigation of the scheme in relation to mineral resources.
5.184	Public rights of way, National Trails, and other rights of access to land (e.g. open access land) are important recreational facilities for walkers, cyclists and equestrians. Applicants are expected to take appropriate mitigation measures to address adverse effects on coastal access, National Trails, other public rights of way and open access land and, where appropriate, to	Chapter 12 People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) provides an assessment of the scheme in relation to its effects on public rights of way (PRoW), including details of any mitigation proposed to minimise or avoid adverse effects.

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	consider what opportunities there may be to improve access. In considering revisions to an existing right of way consideration needs to be given to the use, character, attractiveness and convenience of the right of way. The Secretary of State should consider whether the mitigation measures put forward by an applicant are acceptable and whether requirements in respect of these measures might be attached to any grant of development consent.	
Noise and vibration		
5.187	Noise resulting from a proposed development can also have adverse impacts on wildlife and biodiversity. Noise effects of the proposed development on ecological receptors should be assessed in accordance with the Biodiversity and Geological Conservation section of this NPS.	This is detailed in section 6.3 of this Statement. Chapter 8 Ecology and Nature Conservation of the Environmental Statement (Volume 6, Document Reference 6.2) assesses the impact of the scheme on biodiversity and ecological conservation, including noise.
5.189	<p>Where a development is subject to EIA and significant noise impacts are likely to arise from the proposed development, the applicant should include the following in the noise assessment, which should form part of the environment statement:</p> <ul style="list-style-type: none"> a description of the noise sources including likely usage in terms of number of movements, fleet mix and diurnal pattern. For any associated fixed structures, such as ventilation fans for tunnels, information about the noise sources including the identification of any distinctive tonal, impulsive or low frequency characteristics of the noise. identification of noise sensitive premises and noise sensitive areas that may be affected. the characteristics of the existing noise environment. a prediction on how the noise environment will change with the proposed development: <ul style="list-style-type: none"> - In the shorter term such as during the construction period; - In the longer term during the operating life of the infrastructure; 	Chapter 11 Noise and Vibration of the Environmental Statement (Volume 6, Document Reference 6.2) assesses the effects of the scheme relating to noise and vibration on residential and non-residential reception during both construction and operation. Mitigation measures proposed to minimise or avoid adverse impacts are identified.

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	<p>- at particular times of the day, evening and night as appropriate.</p> <p>An assessment of the effect of predicted changes in the noise environment on any noise sensitive premises and noise sensitive areas.</p> <p>measures to be employed in mitigating the effects of noise. Applicants should consider using best available techniques to reduce noise impacts.</p> <p>the nature and extent of the noise assessment should be proportionate to the likely noise impact.</p>	
5.190	The potential noise impact elsewhere that is directly associated with the development, such as changes in road and rail traffic movements elsewhere on the national networks, should be considered as appropriate.	
5.191	Operational noise, with respect to human receptors, should be assessed using the principles of the relevant British Standards and other guidance. The prediction of road traffic noise should be based on the method described in Calculation of Road Traffic Noise. For the prediction, assessment and management of construction noise, reference should be made to any relevant British Standards and other guidance which also give examples of mitigation strategies.	
5.192	The applicant should consult Natural England with regard to assessment of noise on designated nature conservation sites, protected landscapes, protected species or other wildlife. The results of any noise surveys and predictions may inform the ecological assessment. The seasonality of potentially affected species in nearby sites may also need to be taken into account.	Highways England is entered into a Statement of Common Ground (SOCG) with Natural England (Volume 7, Document Reference 7.5) and has consulted Natural England during development of the scheme and through statutory consultation as reported in the Consultation Report (Volume 5, Document Reference 5.1).

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5.193	Developments must be undertaken in accordance with statutory requirements for noise. Due regard must have been given to the relevant sections of the Noise Policy Statement for England, National Planning Policy Framework and the Government's associated planning guidance on noise.	Chapter 11 Noise and Vibration of the Environmental Statement (Volume 6, Document Reference 6.2) assesses the effects of the scheme relating to noise and vibration on residential and non-residential reception during both construction and operation. Mitigation measures proposed to minimise or avoid adverse impacts are identified.
5.194	The project should demonstrate good design through optimisation of Scheme layout to minimise noise emissions and, where possible, the use of landscaping, bunds or noise barriers to reduce noise transmission. The project should also consider the need for the mitigation of impacts elsewhere on the road and rail networks that have been identified as arising from the development, according to Government policy.	
5.195	The Secretary of State should not grant development consent unless satisfied that the proposals will meet, the following aims, within the context of Government policy on sustainable development: avoid significant adverse impacts on health and quality of life from noise as a result of the new development; mitigate and minimise other adverse impacts on health and quality of life from noise from the new development; and contribute to improvements to health and quality of life through the effective management and control of noise, where possible.	
5.196	In determining an application, the Secretary of State should consider whether requirements are needed which specify that the mitigation measures put forward by the applicant are put in place to ensure that the noise levels from the project do not exceed those described in the assessment or any other estimates on which the decision was based.	
5.197	The Examining Authority and the Secretary of State should consider whether mitigation measures are needed both for operational and construction noise over and above any which	

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	may form part of the project application. The Secretary of State may wish to impose requirements to ensure delivery of all mitigation measures.	
5.198	Mitigation measures for the project should be proportionate and reasonable and may include one or more of the following: engineering: containment of noise generated; materials: use of materials that reduce noise, (for example low noise road surfacing); lay-out: adequate distance between source and noise-sensitive receptors; incorporating good design to minimise noise transmission through screening by natural or purpose-built barriers; administration: specifying acceptable noise limits or times of use (e.g., in the case of railway station PA systems).	
5.199	For most national network projects, the relevant Noise Insulation Regulations will apply. These place a duty on and provide powers to the relevant authority to offer noise mitigation through improved sound insulation to dwellings, with associated ventilation to deal with both construction and operational noise. An indication of the likely eligibility for such compensation should be included in the assessment. In extreme cases, the applicant may consider it appropriate to provide noise mitigation through the compulsory acquisition of affected properties in order to gain consent for what might otherwise be unacceptable development. Where mitigation is proposed to be dealt with through compulsory acquisition, such properties would have to be included within the development consent order land in relation to which compulsory acquisition powers are being sought.	Chapter 11 Noise and Vibration of the Environmental Statement (Volume 6, Document Reference 6.2) assesses the effects of the scheme relating to noise and vibration on residential and non-residential reception during both construction and operation. Mitigation measures proposed to minimise or avoid adverse impacts are identified, as well as dwellings eligible for compensation under the Noise Insulation Regulations.
5.200	Applicants should consider opportunities to address the noise issues associated with the Important Areas as identified through the noise action planning process.	Chapter 11 Noise and Vibration of the Environmental Statement (Volume 6, Document Reference 6.2) assesses the effects of the scheme relating to noise and vibration on

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		residential and non-residential reception during both construction and operation. Mitigation measures proposed to minimise or avoid adverse impacts are identified.
Impacts on transport networks		
5.203	Applicants should have regard to the policies set out in local plans, for example, policies on demand management being undertaken at the local level.	This is detailed in section 6.3 of this Statement. Appendix B of this Planning Statement assesses the scheme against the policies set out in relevant local plans.
5.204	Applicants should consult the relevant highway authority, and local planning authority, as appropriate, on the assessment of transport impacts.	Consultation with the local highway and planning authority, Cornwall Council, is detailed in the Consultation Report (Volume 5, Document Reference 5.1). A Statement of Common Ground with Cornwall Council is provided in Volume 7, Document Reference 7.5.
5.205	Applicants should consider reasonable opportunities to support other transport modes in developing infrastructure. As part of this, consistent with paragraph 3.19-3.22 above, the applicant should provide evidence that as part of the project they have used reasonable endeavours to address any existing severance issues that act as a barrier to non-motorised users.	Chapter 12 People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) provides an assessment of the scheme in relation to its effects on public rights of way (PRoW), including details of any mitigation proposed to minimise or avoid adverse effects.
5.206	For road and rail developments, if a development is subject to EIA and is likely to have significant environmental impacts arising from impacts on transport networks, the applicant's environmental statement should describe those impacts and mitigating commitments. In all other cases the applicant's assessment should include a proportionate assessment of the transport impacts on other networks as part of the application.	The Environmental Statement (Volume 6, Document Ref 6.2) describes the impacts from the A30 scheme and provides details of all environmental mitigation. The Transport Report (Volume 7, Document Reference 7.5) assesses the scheme in relation to its impacts on transport networks and road users.
5.211	The Examining Authority and the Secretary of State should give due consideration to impacts on local transport networks and policies set out in local plans, for example, policies on demand management being undertaken at the local level.	Appendix B of this Planning Statement assesses the scheme against the policies set out in relevant local plans.

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5.212	Schemes should be developed and options considered in the light of relevant local policies and local plans, taking into account local models where appropriate, however the Scheme must be decided in accordance with the NPS except to the extent that one or more of sub-sections 104(4) to 104(8) of the Planning Act 2008 applies.	Appendix B of this Planning Statement assesses the scheme against the policies set out in relevant local plans. Chapter 6 of this Planning Statement assesses the scheme against the Assessment Principles and Generic Impacts contained in the National Policy Statement for National Networks (NPSNN).
5.215	Mitigation measures for Schemes should be proportionate and reasonable, focussed on promoting sustainable development.	Chapter 12 People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) provides an assessment of the scheme in relation to its effects on public rights of way (PRoW), including details of any mitigation proposed to minimise or avoid adverse effects.
5.216	Where development would worsen accessibility, such impacts should be mitigated so far as reasonably possible. There is a very strong expectation that impacts on accessibility for non-motorised users should be mitigated.	
5.217	Mitigation measures may relate to the design, layout or operation of the Scheme.	
Water quality and resources		
5.220	Where applicable, an application for a development consent order has to contain a plan with accompanying information identifying water bodies in a River Basin Management Plan.	This is detailed in section 6.3 of this Statement. Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (Volume 6, Document Reference 6.2) assesses the impacts of the scheme in relation to water quality and resources, identifying water bodies in the South West River Basin Management Plan (2015).
5.221	Applicants should make early contact with the relevant regulators, including the Environment Agency, for abstraction licensing and with water supply companies likely to supply the water. Where a development is subject to EIA and the development is likely to have significant adverse effects on the water environment, the applicant should ascertain the existing status of, and carry out an assessment of the impacts of the proposed project on water quality, water resources and physical characteristics as part of the environmental statement.	Consultation undertaken specifically with regard to the EIA process is detailed in Chapter 4 Approach to EIA of the Environmental Statement (Volume 6, Document Reference 6.2). The Environment Agency were consulted on the scheme during statutory consultation as detailed in the Consultation Report (Volume 5, Document Reference 5.1).

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		Details of the other consents and licenses expected to be required for the construction and operation of the scheme are set out in Volume 7, Document Reference 7.2.
5.222	For those projects that are improvements to the existing infrastructure, such as road widening, opportunities should be taken, where feasible, to improve upon the quality of existing discharges where these are identified and shown to contribute towards Water Framework Directive commitments.	Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (Volume 6, Document Reference 6.2) assesses the impacts of the scheme in relation to water quality and resources, identifying mitigation to avoid or minimise any adverse impacts and measures proposed to enhance or improve the quality of existing discharge in alignment with WFD commitments.
5.223	<p>Any environmental statement should describe:</p> <ul style="list-style-type: none"> the existing quality of waters affected by the proposed project; existing water resources affected by the proposed project and the impacts of the proposed project on water resources; existing physical characteristics of the water environment (including quantity and dynamics of flow) affected by the proposed project, and any impact of physical modifications to these characteristics; any impacts of the proposed project on water bodies or protected areas under the Water Framework Directive and source protection zones (SPZs) around potable groundwater abstractions; and any cumulative effects. 	Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (Volume 6, Document Reference 6.2) assesses the impacts of the scheme in relation to water quality and resources in accordance with the NPSNN criteria.
5.225	The Secretary of State will generally need to give impacts on the water environment more weight where a project would have adverse effects on the achievement of the environmental objectives established under the Water Framework Directive.	Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (Volume 6, Document Reference 6.2) assesses the impacts of the scheme in relation to water quality and resources, identifying mitigation to avoid or minimise any adverse impacts and measures proposed to enhance or improve the quality of existing discharged in alignment with WFD commitments.

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5.226	The Secretary of State should be satisfied that a proposal has had regard to the River Basin Management Plans and the requirements of the Water Framework Directive (including Article 4.7) and its daughter directives, including those on priority substances and groundwater. The specific objectives for particular river basins are set out in River Basin Management Plans. In terms of Water Framework Directive compliance, the overall aim of projects should be no deterioration of ecological status in watercourses, ensuring that Article 4.7 of the Water Framework Directive Regulations does not need to be applied.	Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (Volume 6, Document Reference 6.2) assesses the impacts of the scheme in relation to water quality and resources, having regard to the South West River Basin Management Plan (2015) and Water Framework Directive.
5.227	The Examining Authority and the Secretary of State should consider proposals put forward by the applicant to mitigate adverse effects on the water environment and whether appropriate requirements should be attached to any development consent and/or planning obligations. If the Environment Agency continues to have concerns and objects to the grant of development consent on the grounds of impacts on water quality/resources, the Secretary of State can grant consent, but will need to be satisfied before deciding whether or not to do so that all reasonable steps have been taken by the applicant and the Environment Agency to try to resolve the concerns, and that the Environment Agency is satisfied with the outcome.	Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (Volume 6, Document Reference 6.2) assesses the impacts of the scheme in relation to water quality and resources, identifying mitigation to avoid or minimise any adverse impacts and measures proposed to enhance or improve the quality of existing discharge in alignment with WFD commitments.
5.229	The Secretary of State should consider whether the mitigation measures put forward by the applicant which are needed for operation and construction (and which are over and above any which may form part of the project application) are acceptable. A construction management plan may help codify mitigation.	Measures to mitigate impacts of the scheme relating to water during construction are detailed in the Outline CEMP (Volume 6, Document Reference 6.4, Appendix 16.1).
5.230	The project should adhere to any National Standards for sustainable drainage systems (SuDs). The National SuDs Standards will introduce a hierarchical approach to drainage design that promotes the most sustainable approach but	Chapter 13 Road Drainage and the Water Environment of the Environmental Statement (Volume 6, Document Reference 6.2) sets out the drainage mitigation for the scheme with reference to SUDs.

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	recognises feasibility, and use of conventional drainage systems as part of a sustainable solution for any given site given its constraints.	

Appendix B Local Policy Assessment

B.1.1.1 This Appendix provides an assessment of the scheme against relevant adopted and emerging local planning policy.

Table 7 Local policy assessment: air quality

Policy Document	Policy Reference	Assessment
Air Quality		
Adopted Policy Context		
Cornwall Local Plan: Strategic Policies 2010-2030 (Cornwall Council, 2016)	Policy 16: Health and Wellbeing – Part 2 Development and Air Quality Management Areas	Chapter 5 Air Quality of the ES (Volume 6, Document Reference 6.2) provides an assessment of the air quality impacts of the scheme, taking into account existing air quality levels and the future projections with and without the scheme. It concludes that the scheme would not result in significant effects on air quality. With regard to mitigation during construction, the ES identifies that the Outline CEMP (Volume 6, Document Reference 6.4, Appendix 16.1) proposes to adopt best practice mitigation measures for construction dust. An Air Quality Management Plan in Annex L of the Outline CEMP details measures to reduce dust generation and spread at source. The proposed development therefore accords with the requirements of identified local planning policy relating to air quality.
Connecting Cornwall: 2030 Strategy (Cornwall Council, 2016)	Objective 14: Reducing Noise and Air Quality Impacts	
	Policy 28	
Clean Air for Cornwall Strategy and Air Quality Action Plan (AQAP)	Commitment AQ12	

Table 8 Local policy assessment: cultural heritage

Policy Document	Policy Reference	Assessment
Cultural Heritage		
Adopted Policy Context		
Cornwall Local Plan: Strategic Policies 2010 – 2030 (Cornwall Council, 2016)	Policy 2: Spatial Strategy (1) Respecting and Enhancing Quality of Place	<p>Chapter 6 of the ES identifies that there would be no direct impacts of the scheme upon designated heritage assets. However, the scheme would result in some adverse impacts to the setting of designated heritage assets.</p> <p>Where possible, these impacts would be mitigated through appropriate screening. Listed milestones (Grade II) that would otherwise be impacted, these would be carefully removed and replaced in accordance with a Method Statement (Outline CEMP, Volume 6, Document Reference 6.4, Appendix 16.1, Annex J: Methodology for the protection of milestones).</p> <p>With regard to archaeology, Chapter 6 of the ES identifies that buried archaeological remains would experience direct impacts to a likely moderate adverse scale. Additional trial trenching was undertaken in July 2018 to further understand potential impacts of the scheme on Neolithic archaeology. It is proposed that a programme of archaeological recording would be implemented. This would be secured by way of Requirement in the Draft DCO (Volume 3, Document Reference 3.1).</p> <p>The scheme would result in some beneficial heritage impacts, such as reuniting Scheduled Monuments (barrows) which were divided by the existing A30.</p> <p>Overall, the scheme would not result in substantial harm to the significance of heritage assets or their setting such that it would outweigh the public benefits of the scheme.</p> <p>It is considered that the scheme broadly meets the requirements of identified local planning policy relating to cultural heritage.</p>
	Policy 12: Design	
	Policy 23: Natural Environment	
	Policy 24: Historic Environment	
Cornwall Local Plan Strategic Policies 2010-2030: Community Network Areas	PP6: Truro and Roseland: Objective 8 - Landscape	
	PP7: St Agnes and Perranporth: Objective 8 – Natural and Historic Landscape	
Connecting Cornwall 2030 Strategy (Cornwall Council, 2016)	Objective 7 – Make the most out of opportunities to protect and enhance the environment	
Minerals Local Plan (1998)	Policy E3 - Landscape	
Truro and Kenwyn Local Neighbourhood Plan (Truro City and Kenwyn Parish Councils, 2016)	Policy E6 – Character and Setting of Settlements	
	Policy C3 - Boundaries	

Table 9 Local policy assessment: landscape

Policy Document	Policy Reference	Assessment
Landscape		
Adopted Policy Context		
Cornwall Local Plan: Strategic Policies 2010 – 2030 (Cornwall Council, 2016)	Policy 3 – Role and Function of Places	<p>Chapter 7 Landscape of the Environmental Statement (Volume 6, Document Reference 6.2) has assessed the scheme in terms of its impact upon landscape, utilising a qualitative assessment of effects.</p> <p>Desk based studies were adopted to establish baseline conditions using; The Cornwall Landscape Character Study, Cornwall Council Interactive Online Maps, OS maps, Google Earth Pro Street View, Bing Maps and GIS.</p> <p>The engineering team has designed for aesthetic appearance as well as function and cost. In addition, design options for structures and drainage, and route options for the scheme design were assessed and influenced by environmental specialists including the landscape team. This is detailed Section 7.10 of Chapter 7 of the ES (Volume 6, Document Reference 6.2).</p>
	Policy 12 - Design	
	Policy 16 – Health and Wellbeing	
	Policy 21 – Best Use of Land and Existing Buildings	
	Policy 23 – Natural Environment	
	Policy 24 – Historic Environment	
	Policy 25 – Green Infrastructure	
	Policy 27 – Transport and Accessibility	
Cornwall Local Plan Strategic Policies 2010-2030: Community Network Areas	Policy 28 - Infrastructure	
	PP6: Truro and Roseland: Objective 8 - Landscape	<p>The landscape strategy has been prepared to address mitigation requirements for both ecology and landscape assets. The design rationale has focused on replacement of vegetation lost during construction, enhancing natural habitats, providing screening vegetation and integrating the scheme into the landscape. Where planting is proposed, it would include native species reflecting those currently on site, and would be of local provenance, as described in the Forestry Commission's Practice Note on Using Local Stock for Planting Native Trees and Shrubs. This design rationale also sits in line with the requirements of Cornwall Council's Cornwall Design Guide (2013) where proposed landscaping should be based on locally sourced species native to Cornwall and appropriate to the specific locality.</p>
Connecting Cornwall: 2030 Strategy (Cornwall Council, 2016)	PP7: St Agnes and Perranporth: Objective 8 - Landscape	
	Policy 15	<p>The landscape strategy has been prepared to address mitigation requirements for both ecology and landscape assets. The design rationale has focused on replacement of vegetation lost during construction, enhancing natural habitats, providing screening vegetation and integrating the scheme into the landscape. Where planting is proposed, it would include native species reflecting those currently on site, and would be of local provenance, as described in the Forestry Commission's Practice Note on Using Local Stock for Planting Native Trees and Shrubs. This design rationale also sits in line with the requirements of Cornwall Council's Cornwall Design Guide (2013) where proposed landscaping should be based on locally sourced species native to Cornwall and appropriate to the specific locality.</p>
Minerals Local Plan (1998)	Policy 16	
	Policy E3 - Landscape	<p>The landscape strategy has been prepared to address mitigation requirements for both ecology and landscape assets. The design rationale has focused on replacement of vegetation lost during construction, enhancing natural habitats, providing screening vegetation and integrating the scheme into the landscape. Where planting is proposed, it would include native species reflecting those currently on site, and would be of local provenance, as described in the Forestry Commission's Practice Note on Using Local Stock for Planting Native Trees and Shrubs. This design rationale also sits in line with the requirements of Cornwall Council's Cornwall Design Guide (2013) where proposed landscaping should be based on locally sourced species native to Cornwall and appropriate to the specific locality.</p>
Truro and Kenwyn Local Neighbourhood Plan (Truro City and Kenwyn Parish Councils, 2016)	Policy E6 – Character and Setting of Settlements	

Policy Document	Policy Reference	Assessment
Landscape		
Adopted Policy Context		
		<p>Local native species would be introduced in areas where vegetation removal is required to accommodate construction. Swathes of native tree and shrub species would be punctuated with more mature trees giving instant height and impact. Over time, this vegetation would mature to offer effective integration and screening whilst also reinforcing the character of the local landscape. Hedgerows would also be incorporated to define new boundaries and tie into the existing field pattern. Cornish hedgerows are used where appropriate to the local character and to provide acoustic mitigation.</p> <p>The full details of the landscape mitigation are detailed in section 7.10 of Chapter 7 of the ES (Volume 6, Document Reference 6.2) and shown in the Environmental Masterplans (Volume 6, Document Reference 6.3, ES Figure 7.6).</p> <p>Following mitigation there would still be significant adverse residual visual effects particularly on a number of residential and recreational receptors, as set out in section 8.1, Table 8-14 of Chapter 7 of the ES (Volume 6, Document Reference 6.2).</p> <p>The adverse, permanent impacts on visual receptors as a result of the scheme are not considered significant such that it outweighs the public benefit of the scheme.</p> <p>It is considered that the scheme broadly meets the requirements of identified local planning policy relating to landscape.</p>

Table 10 Local policy assessment: ecology

Policy Document	Policy Reference	Assessment
Ecology		
Adopted Policy Context		
Cornwall Design Guide (2013)		<p>Chapter 8 Ecology of the Environmental Statement (Volume 6, Document Reference 6.2) has assessed the scheme in terms of its impact upon ecology, utilising an assessment of effects.</p> <p>Chapter 8 Ecology and Nature Conservation of the ES (Volume 6, Document Reference 6.2) assesses the impact of the scheme on biodiversity and ecological conservation, including designated and non-designated sites of ecological importance, habitats, protected species and other species of principal importance.</p> <p>Chapter 8 of the ES concludes that there would be slight adverse and moderate to slight adverse effects during construction of the scheme, relating to general habitat loss and fragmentation, as well as the loss of heathland habitat.</p> <p>Chapter 8 concludes that the mitigation measures proposed in the scheme as detailed in the Environmental Masterplans (Figure 7.6 of Volume 6, Document Reference 6.3), once fully planted and maturing, would provide a moderate beneficial impact on biodiversity and ecology during operation. Landscape planting on the scheme has been designed to provide a net gain for biodiversity and connectivity into the wider landscape, while numerous multi-species crossings for safe connectivity of mobile species would be provided, including a Green Bridge.</p> <p>Chapter 9 Geology and Soils of the ES (Volume 6, Document Reference 6.2) identifies that there are no statutory or non-statutory designated geological sites within the study area of the scheme. There would subsequently be no significant effect in relation to this aspect of biodiversity and ecological conservation.</p>
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		
Truro and Kenwyn Local Neighbourhood Plan (Truro City and Kenwyn Parish Councils, 2016)	Policy E5 – Green Infrastructure	

Policy Document	Policy Reference	Assessment
Ecology		
Adopted Policy Context		
		<p>The assessment methodology used has been prepared in consultation with Natural England, as outlined in the Statement of Common Ground with Natural England (Volume 7, Document Reference 7.5).</p> <p>A Statement to Inform an Appropriate Assessment (Volume 6, Document Reference 6.5) has also been prepared in order to enable the competent authority, in this case the Secretary of State for Transport, to make an Appropriate Assessment when deciding whether to authorise the project, if so required.</p> <p>The report presents the conclusions of the 'Assessment of Implications on European Sites' (AIES) for the scheme, which contains the information required to determine whether the project is likely to have significant effects on European Sites. The Statement concluded that no reasonable scientific doubt remains and in 'the light of the best scientific knowledge in the field', the project would not adversely affect the integrity of any European Site, alone or in combination with other plans or projects.</p> <p>It is considered that the scheme meets with the requirements of identified local planning policy relating to ecology.</p>

Table 11 Local policy assessment: geology and soils

Policy Document	Policy Reference	Assessment
Geology and Soils		
Adopted Policy Context		
	Policy 17 – Minerals General Principles	Chapter 9 Geology and Soils of the Environmental Statement (Volume 6, Document Reference 6.2) has assessed the scheme
	Policy 18 – Minerals Safeguarding	

Policy Document	Policy Reference	Assessment
Geology and Soils		
Adopted Policy Context		
Cornwall Local Plan: Strategic Policies 2010-2030 (Cornwall Council, 2016)	Policy 21 – Best Use of Land and Existing Buildings	in terms of its impact upon geology and soils, utilising a qualitative assessment of effects of the geology/geomorphology, instability and land contamination. The assessment includes a baseline assessment which assessed the existing geology and soils issues within the study area as well as the presence of designated Minerals Safeguarding Sites.
	Policy 23 – Natural Environment	
Connecting Cornwall: 2030 Strategy (Cornwall Council, 2016)	Objective 7 – Make the most of opportunities to protect and enhance the environment	The scheme would provide engineering design mitigation to ensure that imported or site won materials used in embankments are not contaminated. Construction activities would be undertaken in line with current best practice and guidance detailed within the Outline CEMP (Volume 6, Document Reference 6.4, Appendix 16.1). This would include; dust control measures, health and safety training, protective clothing and equipment, unexpected contamination action plans, management of construction related waters and environmental monitoring. Chapter 9 Geology and Soils of the ES (Volume 6, Document Reference 6.2) also provides an assessment of land stability for the scheme, in accordance with the Design Manual for Roads and Bridges (DMRB). This details that intrusive ground investigations have been undertaken to inform the ES assessment, as well as a site walkover and other survey information. The design, construction, operation and maintenance of the scheme will ensure that any unacceptable risks related to unstable natural or - man-made slopes, or related to ground compression, will be mitigated. Embankment and cutting side slopes will be designed to ensure long term stability and ground improvement works will be carried out where necessary.
Minerals Local Plan (1998)	Policy E3 - Landscape	
	Policy S1 – Mining Consultation Areas	
Emerging Policy Context		
Minerals Safeguarding Development Plan Document (2018)	Policy MS1	

Policy Document	Policy Reference	Assessment
Geology and Soils		
Adopted Policy Context		
		The scheme is therefore considered to accord with the requirements of identified local planning policy relating to geology and soils.

Table 12 Local policy assessment: materials

Policy Document	Policy Reference	Assessment
Materials		
Adopted Policy Context		
Cornwall Local Plan: Strategic Policies 2010-2030 (Cornwall Council, 2016)	Policy 17 – Minerals	Chapter 10 Materials of the Environmental Statement (Volume 6, Document Reference 6.2) has assessed the scheme in terms of its impact upon materials utilising an assessment of effects. The material resource management assessment was undertaken in accordance with guidance provided within IAN 153/11 and the new EIA Directive. The scheme’s scoping report states that IAN 153/11 would be used as guidance for the assessment, as noted by the Inspectorate in the Scoping Opinion (Volume 6, Document Reference 6.4 ES Appendix 4.1). A detailed level of assessment was required in accordance with IAN 153/11. Quantitative assessment exercises were carried out to identify and quantify the following: <ul style="list-style-type: none">The types and quantities of materials required for the project;Details of the source/origin of materials, site-won materials to replace virgin materials, materials from secondary/recycled sources or virgin/non-renewable sources;
	Policy 18 – Minerals Safeguarding	
	Policy 19 – Strategic Waste Management Principles	
	Policy 20 – Managing the Provision of Waste Management Facilities	
Connecting Cornwall: 2030 Strategy (Cornwall Council, 2016)	Policy 17	
	Policy 18	
Minerals Local Plan (1998)	Policy S1 – Mining Consultation Areas	
Emerging Policy Context		
Minerals Safeguarding Development Plan Document (2018)		

		<ul style="list-style-type: none"> • The cut and fill balance; • The types and quantities of forecast waste arisings from the project, including the identification of any forecast hazardous wastes; • Surplus materials and waste falling under regulatory controls; • Waste that requires storage on site prior to re-use, recycling or disposal; • Waste to be pre-treated on site for re-use within the project; • Wastes requiring treatment and/or disposal off site; • The impacts that would arise from the issues identified in relation to materials and waste; • A conclusion about the magnitude and nature of the impacts; and • The identification of measures to mitigate the identified impacts. <p>An Outline Site Waste Management Plan has been provided within the Outline CEMP (Volume 6, Document Reference 6.4, Appendix 16.1) which outlines the mitigation measures provided to minimise adverse impacts on the local road network as a result of removing excess/unsuitable materials. Further mitigation measures associated with the construction phase are outlined in table 10.11 of the Environmental Statement.</p> <p>Paragraph 10.12.5 concludes that during the construction of the scheme, a moderate adverse impact. However, with mitigation in place, the significance of environmental effects would be reduced to slight adverse.</p> <p>During the operational phase, there would be no significant effects anticipated associated with material resources.</p> <p>The scheme is therefore considered to accord with the requirements of identified local planning policy relating to materials.</p>
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Table 13 Local policy assessment: noise and vibration

Policy Document	Policy Reference	Assessment
Noise and Vibration		
Adopted Policy Context		
Cornwall Local Plan: Strategic Policies 2010-2030 (Cornwall Council, 2016)	Policy 12 - Design	Chapter 11 Noise and Vibration of the Environmental Statement (Volume 6, Document Reference 6.2) provides an assessment of noise and vibration impacts of the scheme during both construction and operation. The assessment was carried out in accordance with the DMRB, Calculation of Road Traffic Noise, WebTAG and relevant British Standards. The assessment concludes that construction of the scheme would result in temporary significant construction noise effects at 12 residential locations and 4 non-residential locations. In order to mitigate this, works would be undertaken according to Best Practicable Means as set out in the Outline Construction Environmental Management Plan (Outline CEMP, Volume 6, Document Reference 6.4, Appendix 16.1). If situations arise where despite the implementation of BPM, the noise exposure exceeds the criteria defined in the Outline CEMP, the main contractors may offer noise insulation or ultimately temporary re-housing. In order to mitigate the significant adverse impacts where they occur, measures such as landscaping and noise fencing is proposed. Two dwellings would be potentially eligible for noise insulation under the Noise Insulation Regulations. Existing noise for many residents currently exceeds recommended noise thresholds for highway noise and these are located within 'Noise Important Areas' (as defined by Defra). During operation of the scheme, Chapter 11 of the ES identified that with the mitigated scheme, significant beneficial effects would occur for 56 dwellings in these and other areas. However, there would also be significant adverse noise effects from the scheme at 39 dwellings across the area of the scheme. These would occur either as a direct effect from the
	Policy 13 – Development Standards	
	Policy 16 – Health and Wellbeing	
Connecting Cornwall: 2030 Strategy (Cornwall Council, 2016)	Policy 14 – Reducing Noise and Air Quality Impact	
Truro and Kenwyn Local Neighbourhood Plan (Truro City and Kenwyn Parish Councils, 2016)	Policy E6 – Character and Setting of Settlements	

Policy Document	Policy Reference	Assessment
Noise and Vibration		
Adopted Policy Context		
		<p>new scheme, or as a result of indirect effects from scheme-related traffic changes on other roads.</p> <p>Beyond the significant adverse impacts described, the scheme would also result in beneficial impacts on 46 dwellings through reduction in noise. Furthermore, it is noted in the assessment that without the scheme, 70 residential properties, of which some are in Noise Important Areas, are predicted to be exposed to high noise levels by 2023.</p> <p>It is concluded that while the scheme would result in long-term significant adverse noise impacts for a number of residential receptors, mitigation is proposed to minimise these impacts where practicable. With mitigation in place, residual significant effects are still predicted. The residual effects are considered to be acceptable when balanced against the noise benefits of the scheme to a number of properties, and the likelihood of increased noise impacts predicted in Noise Important Areas in the future if the scheme were not to be implemented.</p> <p>With regard to vibration, the assessment in Chapter 11 of the ES finds that the scheme would not result in significant effects relating to temporary vibration during construction, subject to mitigation controls defined in the Outline CEMP. There would not be any significant effects during operation of the scheme relating to vibration.</p> <p>It is considered that the scheme broadly meets the requirements of identified local planning policy relating to noise and vibration.</p>

Table 14 Local policy assessment: people and communities

Policy Document	Policy Reference	Assessment
People and Communities		
Adopted Policy Context		
Cornwall Local Plan: Strategic Policies 2010-2030 (Cornwall Council, 2016)	Policy 16 – Health & Wellbeing	Chapter 12 People and Communities of the Environmental Statement (Volume 6, Document Reference 6.2) has assessed the scheme in terms of its impact on people (health), land use (planned development), agricultural land, public rights of way and WCH. <u>Health</u>
	Policy 21 – Best Use of Land and Existing Buildings	
	Policy 25 – Green Infrastructure	
	Policy 27 – Transport and Traffic	
Cornwall Local Plan Strategic Policies 2010-2030: Community Network Areas	PP6 Truro and Roseland – Objective 3: Employment	A Health Impact Assessment (HIA) has been carried out for the scheme (Volume 6, Document Reference 6.2, Appendix 12.1) which provides a detailed assessment of the scheme on various aspects of health (including direct and indirect impacts) during both the construction and operation of the scheme. The HIA finds that while there may be minor adverse impacts on some aspects of health during construction (particularly noise, air quality, amenity and accessibility), these will be temporary and mitigation is proposed, such as the implementation of the Outline CEMP (Volume 6 Document Reference 6.4 Appendix 16.1). The HIA does not find that there would be any long-term adverse impacts on health during the operational phase of the scheme. <u>Land use</u>
	PP6 Truro and Roseland – Objective 4: Sustainable Transport	
	PP6 Truro and Roseland – Objective 5: Shops and Services	
	PP6 Truro and Roseland – Objective 6: Community Facilities	
	PP7 St Agnes and Perranporth - Objective 3: Rural Business	
	PP7 St Agnes and Perranporth – Objective 4: Services and Public Transport	
	PP7 St Agnes and Perranporth – Objective 5: Community Facilities	
	PP7 St Agnes and Perranporth – Objective 6: Needs of the Elderly	
Connecting Cornwall: 2030 Strategy (Cornwall Council, 2016)	Policy 20	In relation to land use, Chapter 12 of the ES identifies that there are no development allocations within the Cornwall Local Plan which would be directly affected by the scheme, nor any known current pending planning applications within the Order Limits of the scheme. <u>Agricultural land</u> The scheme would lead to the temporary loss of approximately 27.9ha of agricultural land classified as best and most versatile
	Policy 21	
	Policy 28	
	Policy 29	
	Policy 30	

Policy Document	Policy Reference	Assessment
People and Communities		
Adopted Policy Context		
Truro and Kenwyn Local Neighbourhood Plan (Truro City and Kenwyn Parish Councils, 2016)	Policy 31	<p>(Grades 2 and 3a) with a further 9.7ha of lower quality agricultural land and 14.6ha of non-agricultural land also temporarily lost. It is considered that this would constitute a moderate adverse effect which would be significant. However, the land take would be temporary and mitigation measures proposed in the Outline CEMP (Volume 6, Document Reference 6.4, ES Appendix 16.1) would return land to its former use; subsequently, the construction phase of the scheme is not considered to lead to any long-term residual significant effects on agricultural land.</p> <p>The scheme would lead to the permanent loss of approximately 86.3ha of agricultural land classified as best and most versatile with a further 23.5ha of lower quality agricultural land and 38.9ha of non-agricultural land also lost. It is concluded that this would be a moderate adverse effect, which would be significant. The scheme includes a number of private accesses to mitigate for severance to agricultural holdings and accommodate farm vehicles where necessary.</p> <p>Where this mitigation is deemed insufficient, Highway's England would seek to mitigate through land negotiations in accordance with their relevant Compensation Code and discussions with the District Valuer.</p> <p><u>PRoW</u></p> <p>Seven new PRoW routes are proposed, utilising private means of access and seeking to improve connectivity between existing and proposed PRoW. These seek to provide enhancement/improved linkages on the PRoW network with an aim of reduce severance and linking up existing routes.</p> <p><u>WCH</u></p>
	Policy T3 – Sustainable Transport	
	Policy EJ1 – Communities at Work	

Policy Document	Policy Reference	Assessment
People and Communities		
Adopted Policy Context		
		<p>As demonstrated in identified local policies, enhancements to walking, cycling and horse riding infrastructure would be provided by the scheme.</p> <p>Changes have been made to the scheme since statutory consultation relating to WCH provision at Chiverton junction:</p> <ul style="list-style-type: none"> • a new off-carriageway connection between the realigned B3277 and the realigned A3075; • a new off-carriageway connection between the realigned A390 and the existing A30; and • a new underpass between the proposed roundabout at Chiverton Cross and the location of the existing roundabout, which connects the realigned B3277 with the realigned A390. <p>These changes mean that WCH users will be able to use Chiverton Cross without travelling on the main carriageway. Other changes that have been made throughout the scheme relating to WCH provision:</p> <ul style="list-style-type: none"> • the ramped access to the green bridge which crosses the scheme at Marazanvose has been amended to accommodate WCHs; • a new bridleway has been included north of Chybucca to connect two bridleways (BR314/64/1 and BR314/65/1) for WCHs; • a new bridleway has been included between Mitchell and Carland Cross to provide safe access for WCHs; and • the width of the verges on the junctions and side roads has been amended where appropriate to accommodate WCH routes.

Policy Document	Policy Reference	Assessment
People and Communities		
Adopted Policy Context		
		The scheme is considered to broadly accord with the requirements of identified local planning policy.

Table 15 Local policy assessment: road drainage and the water environment

Policy Document	Policy Reference	Assessment
Road Drainage and The Water Environment		
Adopted Policy Context		
Cornwall Local Plan: Strategic Policies 2010-2030 (Cornwall Council, 2016)	Policy 26 – Flood Risk Management and Coastal Change	<p>A Flood Risk Assessment (Volume 6 Document Ref 6.4, Appendix 13) has been undertaken for the scheme, in accordance with the EIA Scoping Report. The FRA identifies that the scheme is located in Flood Zone 1 and subsequently is at low risk of flooding.</p> <p>As detailed in the FRA and also in Chapter 13 Road Drainage and the Water Environment of the ES (Volume 6, Document Reference 6.2), the scheme is not expected to cause any detriment to fluvial, surface or groundwater flood risk. There are subsequently no significant effects of flood risk resulting from the scheme.</p> <p>With regard to existing water courses, the provision of culverts will maintain flows and will be designed to flood condition size to prevent blockage.</p> <p>With regard to surface water drainage, drainage features have been designed into the scheme to mitigate flood risk and ensure safe drainage of water from the highway. This includes infiltration of surface run off from the highway and the provision of attenuation storage ponds.</p>
Cornwall Local Plan Strategic Policies 2010-2030: Community Network Areas	PP6 Truro and Roseland – Objective 10: Reduce the Risk of Flooding	
Connecting Cornwall: 2030 Strategy (Cornwall Council, 2016)	Policy 6	
	Policy 15	
Truro and Kenwyn Local Neighbourhood Plan (Truro City and Kenwyn Parish Council, 2016)	Policy E2 – Sustainable Drainage	
The Cornwall Local Flood Risk Management Strategy: Part 1 Strategic Vision (2014-2020)		

Policy Document	Policy Reference	Assessment
Road Drainage and The Water Environment		
Adopted Policy Context		
		<p>Residual risks of the scheme are assessed in the FRA and recommendations of how to manage these are made.</p> <p>The FRA concludes that overall the measures proposed will ensure that third party flood risks upstream and downstream are not exacerbated and would in fact be marginally improved over the design life of the scheme, including taking into account current allowances for climate change impact.</p> <p>Whilst located in a coastal region, the scheme itself is not situated on the coast and is approximately 4 miles from the nearest coastline, which is considered a sufficient distance such that an assessment relating to coastal change is not required for the scheme.</p> <p>Chapter 13 Road Drainage and the Water Environment of the ES (Volume 6, Document Reference 6.2) assesses the impacts of the scheme in relation to water quality and resources. It identifies that there are approximately 26 watercourses and surface water features within the study area of the scheme (within the South West River Basin Management Plan 2015) all of which are classified as Ordinary Watercourses and therefore come under the jurisdiction of Cornwall Council. Main rivers are located in excess of 1km from the scheme.</p> <p>A detailed baseline of the existing status and objectives of Water Framework (WFD) quality elements within the study area has been included in the WFD compliance assessment within the ES (Volume 6, Document Reference 6.4, Appendix 13.1). ES Figure 13-3 and ES Figure 13-4 (Volume 6, Document Reference 6.3) show the WFD surface water bodies and WFD ground water bodies respectively. The WFD compliance assessment has indicated that the scheme will not result in a change in status of any WFD quality elements or</p>

Policy Document	Policy Reference	Assessment
Road Drainage and The Water Environment		
Adopted Policy Context		
		<p>prevent any water bodies from reaching good status in the future.</p> <p>Chapter 13 details the mitigation measures relating to the engineering design, construction and operation of the scheme that would minimise any harmful impacts to the water environment around the scheme, including reduction of soluble and suspended pollutants in the carriageway runoff prior to groundwater discharge and reduction of flood risk. Measures to mitigate impacts during construction are detailed in the Outline CEMP (Volume 6, Document Reference 6.4, Appendix 16.1).</p> <p>Chapter 13 concludes that there would be an overall neutral impact on water quality in both surface water and groundwater in the short and long term.</p> <p>The scheme is therefore considered to accord with the requirements of identified local planning policy relating to road drainage and the water environment.</p>

Table 16 Local policy assessment: climate change

Policy Document	Policy Reference	Assessment
Climate Change		
Adopted Policy Context		
Cornwall Local Plan: Strategic Policies 2010-2030 (Cornwall Council, 2016)	Policy 16 – Health and Wellbeing	Chapter 14 Climate Change of the Environmental Statement (Volume 6, Document Reference 6.2) has assessed the scheme in terms of its impact upon climate change. Within this, the climate change resilience assessment considers the potential impacts of climate change on the design, construction and operation of the scheme over its lifetime.
	Policy 26 – Flood Risk Management & Coastal Change	
Connecting Cornwall: 2030 Strategy (Cornwall Council, 2016)	Policy 1	
	Policy 6	

Policy Document	Policy Reference	Assessment
Climate Change		
Adopted Policy Context		
Truro and Kenwyn Local Neighbourhood Plan (Truro City and Kenwyn Parish Councils, 2016)	Policy E2 – Sustainable Drainage	<p>The assessment finds that there are no significant effects with regard to climate change resilience and subsequently, no further climate change resilience measures are proposed for the scheme other than those already integrated into the scheme design.</p> <p>Chapter 14 of the ES details the measures designed into the scheme to reduce carbon, such as: reducing the level of material import required; reducing journey distance through provision of additional farm accesses; and reduced lighting during construction and operation.</p> <p>In Chapter 14 of the ES the carbon assessment concludes that the scheme would result in a net reduction in carbon emissions. Although the total distance travelled by vehicles would increase compared to the baseline with an associated emissions increase, the reduction in congestion would outweigh this resulting in overall benefit and a reduction of carbon by 316,380 tonnes CO₂e by 2050. A short term increase in carbon emissions during construction is expected however this would not be significant.</p> <p>The scheme is considered to accord with the requirements of identified local planning policy relating to climate change.</p>

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