

A303 Sparkford to Ilchester Dualling Scheme TR010036

1.1 Introduction to the Application

APFP Regulation 5(2)(q)
Planning Act 2008

Infrastructure Planning (Applications: Prescribed
Forms and Procedure) Regulations 2009
July 2018

Volume 1.0



Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning
(Applications: Prescribed Forms and
Procedure) Regulations 2009**

**A303 Sparkford to Ilchester Dualling Scheme
Development Consent Order 201[x]**

INTRODUCTION TO THE APPLICATION

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1 Introduction

1.1 Purpose of this document

- 1.1.1 Highways England (the Applicant) has submitted an application under Section 37 of the Planning Act 2008 for an order to grant development consent (a DCO) for the A303 Sparkford to Ilchester Dualling Scheme (the Scheme).
- 1.1.2 This document provides an accessible guide to the Scheme, Applicant and application, and it will assist those in reviewing the application documentation.

1.2 Structure of this document

- 1.2.1 This document comprises 14 sections as described below:
- Chapter 1 - Introduces this document;
 - Chapter 2 - Provides a high-level description of the proposed Scheme;
 - Chapter 3 - Introduces Highways England;
 - Chapter 4 - Gives an overview of the application documentation - explains the structure of the documentation submitted as part of the DCO application with a summary of each volume;
 - Chapter 5 - A list of the application documents within each volume and individual reference numbers;
 - Chapter 6 to 13 - These sections explain the purpose of each of the documents submitted; and
 - Chapter 14 - A Glossary of the abbreviations and definitions used within the Application.

2 The Scheme

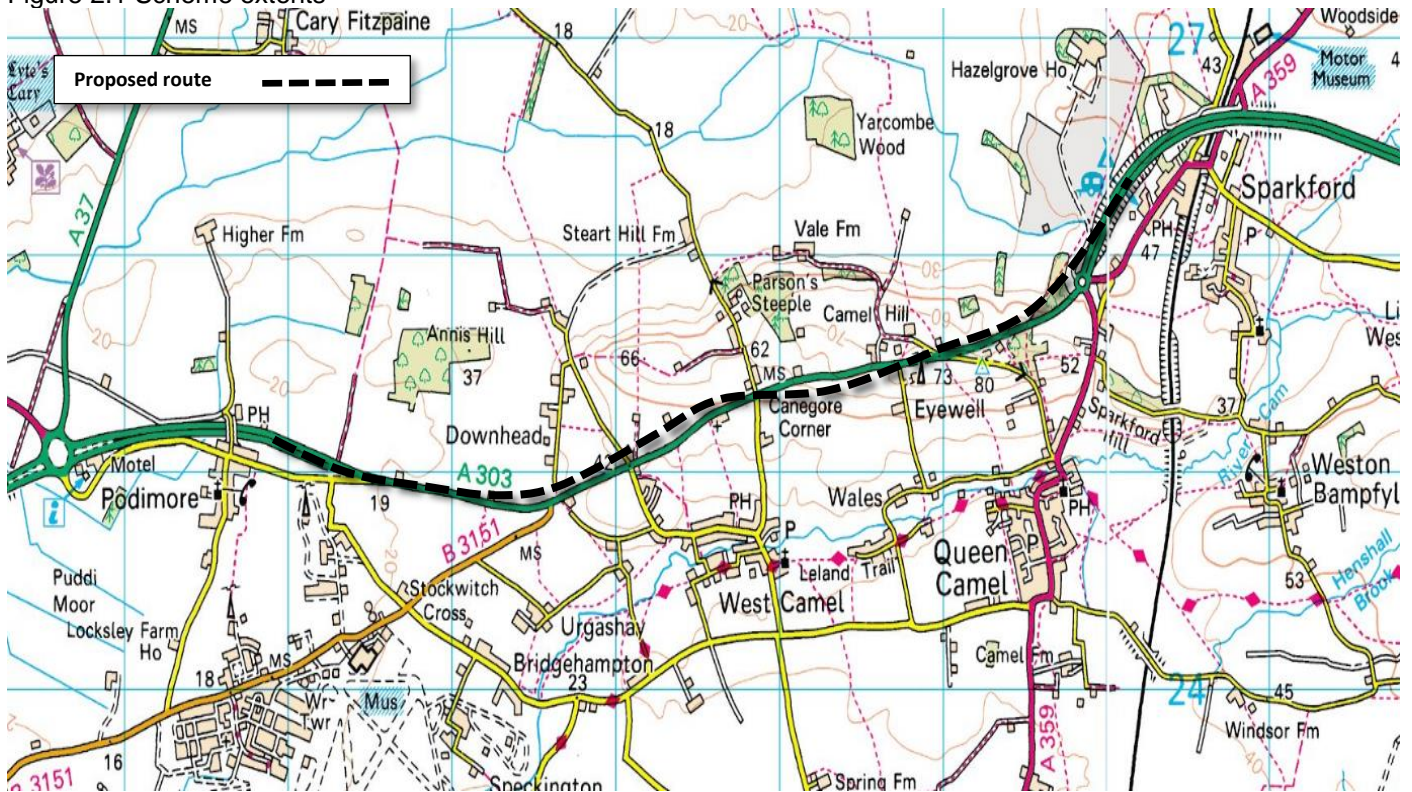
2.1 Description of the existing route corridor

- 2.1.1 The A303 forms part of the strategic road network and a strategic link between the south-west peninsula and the rest of the south, south-east and London. The route is comprised of multiple road standards including dual carriageway, single carriageway, and single carriageway sections with overtaking lanes. Speed limits also vary between 40mph and 70mph depending on the character of the road and its surroundings.

2.2 Existing project road

- 2.2.1 The section of the A303 that is being upgraded as part of this project commences at the eastern limits of the existing dual carriageway Podimore Bypass. Travelling east, the route reaches the junction with the B3151 before bearing north east and rising upwards through Canegore Corner to reach the crest of Camel Hill at Eyewell. This section of the route is characterised by a single lane road, with double white lines prohibiting overtaking and subject to a 50mph speed limit. There are several priority junctions along the route giving access to the settlements of Queen Camel and West Camel to the south and Downhead to the north, as well as several farm accesses and parking laybys.
- 2.2.2 From the crest of Camel Hill, the route descends to meet the roundabout at the western limit of the dual carriageway at Sparkford Bypass ('Hazlegrove Roundabout'). This section comprises two lanes in the westbound direction, one lane in the eastbound direction and is also subject to a 50mph speed limit. Hazlegrove Roundabout forms a junction between the A303 and the A359 which runs south through Queen Camel and north-east through Sparkford. The roundabout also provides access to a service station, and to a school at Hazlegrove House.
- 2.2.3 The section of the A303 that is to be upgraded is almost 3.5 miles, or approximately 5.6 kilometres in length.
- 2.2.4 The extents of the Scheme are illustrated in Figure 2.1. This figure also illustrates the line of the proposed route.

Figure 2.1 Scheme extents



2.3 Scheme proposals

2.3.1 The proposed Scheme is to provide a continuous dual carriageway on the A303 linking the Podimore Roundabout and the Sparkford Bypass. The Scheme will involve the removal of at-grade junctions and direct accesses. The new junctions will be constructed to grade separated standards, or to compact grade separated standards depending upon anticipated traffic flows.

2.4 Scheme description

2.4.1 The route follows the existing corridor of the A303 very closely. It is generally considered to be an online solution although is often deliberately aligned just to the side of the existing carriageway in order to allow re-use of the existing route for local access, to avoid property or facilitate construction. At its maximum offset the route is typically 100m either north or south of the existing A303.

2.4.2 At its western limits, the route ties in with the existing dual carriageway at A303 Podimore Bypass. Travelling eastwards, the route initially follows the existing A303 closely until the B3151 before moving north of the existing carriageway and rising up just to the south of Downhead before crossing over the existing A303 at Canegore Corner. This passes very close to the Noise Important Area at the West Camel Methodist Church (depicted by a small “+” symbol on Figure 2.1 Scheme extents, just to the west of Canegore Corner). The route then takes a southerly alignment briefly before meeting up with the existing road again to pass between a Scheduled Ancient Monument and a Ministry of Defense (MOD) signal station at the crest of Camel Hill. Finally, the route then bypasses the existing Hazelgrove Roundabout to the north through a registered park and garden associated with

Hazlegrove House before tying into the existing A303 north of Sparkford Village.

- 2.4.3 A new all movements grade separated junction will be provided near the Hazlegrove Roundabout. This will enable free flowing passage of traffic on the A303. The junction will incorporate entry and exit slip roads in both directions providing connections to Hazlegrove House, the A359, access to villages south of the route, and access to properties at Camel Hill to the north of the route. A limited movements junction comprising eastbound slips only will be provided in the vicinity of Downhead. A limited movement junction will be provided in the vicinity of the junction with the B3151 comprising westbound exit and entry slip roads.
- 2.4.4 A connection will be provided between local roads to the north and south of the route in the vicinity of Canegore Corner via an overbridge, incorporating a link to the A303 eastbound via the junction at Downhead. At the western end of the Scheme the existing westbound slip road to Podimore village will be closed. Access to Podimore village will therefore be via the A303 / A37 junction ('Podimore Roundabout').

2.5 Key project milestones

- 2.5.1 The key milestones associated with the Scheme are presented in Table 2-1 below.

Table 2-1 Key Project Milestones

Milestone	Date
Preferred Route Announcement	Autumn 2017
End of Preliminary Design and DCO submission	Summer 2018
End of DCO Statutory Process	Winter 2019
End of detail design and construction preparation	Spring 2020
Start of works	Spring 2020
End of works	Winter 2022/23

2.6 Scheme Objectives

- 2.6.1 The key objectives of the proposed A303 Sparkford to Ilchester Dualling scheme are summarised below.
- 2.6.2 The Scheme will be developed to be 'high quality dual carriageway' to support the long term aspirations of the Road Investment Strategy (RIS).
- 2.6.3 The Scheme has ensured throughout design that road users and communities are fully considered. Specifically, this includes:
- Understanding the needs of all customers (including vulnerable users), stakeholders and partners.
 - Responding to those needs such that the end product delivers an improved customer experience.

- Assessing the impact of works on roads users and communities, minimising disruption and delivering appropriate mitigation measures. This assessment should also look at issues through customers' eyes.

2.6.4 The need for the Scheme is comprehensively set out in the ***Case for the Scheme (document reference TR010036/APP/7.1)*** and ***Statement of Reasons (document reference TR010036/APP/4.1)***.

2.7 Qualification as a Nationally Significant Infrastructure Project

2.7.1 The scheme is a nationally significant infrastructure project ("NSIP") within sections 14(1)(h) and 22(1) of the Planning Act 2008. Under section 22 an NSIP must fall within one of the three categories specified, which are expressly stated to be alternatives. This scheme is the "construction" of a highway within the meaning of section 22(1)(a). While the scheme includes some alteration and improvement of the existing A303, the new carriageway will follow a different alignment requiring construction of sections of new highway with a speed limit in excess of 50 miles per hour on an area in excess of 12.5 hectares. The land proposed for the new carriageway and embankments alone is 62.37 hectares. The scheme is wholly located in England and Highways England, a strategic highways company, will be the highway authority for the highway to be constructed under the scheme. The scheme therefore complies with the requirements of sections 22(2) and 22(4).

3 The Applicant

3.1 Highways England

3.1.1 The Applicant is appointed and licensed by the Secretary of State for Transport as the strategic highways company for England. It is responsible for operating, maintaining and improving the strategic road network in England on behalf of the Secretary of State for Transport. The network is made up of England's motorways and all-purpose trunk roads (the major "A" roads), and the existing A303 Sparkford to Ilchester is part of the trunk road network for which Highways England is responsible. Following construction of the Scheme, Highways England will be responsible for operating, maintaining and improving (under its general statutory powers in respect of the latter) the new route of the A303 Sparkford to Ilchester.

3.1.2 The Scheme contact details are:

A303 Sparkford to Ilchester Dualling Scheme Project Team, Regional Investment Programme, Major Projects

Highways England
Temple Quay House
2 The Square
Temple Quay
Bristol
BS1 6HA

Email: A303SparkfordtoIlchesterDualling@highwaysengland.co.uk

Telephone: 0300 123 5000

3.2 The A303 Sparkford to Ilchester Dualling Scheme Project Team

3.2.1 The Scheme is managed by Highways England from its Bristol office by the A303 Sparkford to Ilchester Dualling Scheme Project Team, which is responsible for delivering the Scheme in accordance with the Scheme's requirements.

4 Overview of the Application Documentation

- 4.1.1 The reports, drawings and plans that make up the DCO application have been organised into 8 volumes as listed in Table 4-1 DCO Application Volumes, below. The 8 volumes are explained in more detail in sections 6 to 13.

Table 4-1 DCO Application Volumes

Volume		Content
1	Application Form / Information / background	The completed application form and an introduction to the Scheme.
2	DCO Plans	These include plans that illustrate the location of the Scheme, the proposed works, the land that will be acquired or used, and engineering details.
3	Draft Development Consent Order	This is the document that sets out the legal powers that Highways England is seeking to enable it to build, operate and maintain the Scheme, together with a separate document, the Explanatory Memorandum, explaining the provisions of the Order
4	Compulsory Acquisition Information	Documents setting out in tabular form the land to be acquired or used, and reports justifying the seeking of compulsory acquisition powers over this land.
5	Consultation Report	The Consultation Report and associated annexes relevant for the specific DCO.
6	Environmental Impact Assessment (EIA) information	An assessment of the likely significant effects (both positive and negative) of the Scheme on the environment and a description of mitigation measures proposed to reduce any negative impacts.
7	Other Documents	Additional documents that support the DCO application; these are not legally required but provide useful information on the case for the Scheme.
8	Statements of Common Ground	Statements of Common Ground with key statutory bodies / stakeholders

5 Application Documents

- 5.1.1 A list of documents within the application is set out below in Table 5-1 Application Documents. If a copy of any of the application documents are required, or parts of them, please contact the A303 Sparkford to Ilchester Dualling Scheme Project Team (contact details in Section 3.1.2). A USB stick containing these documents will be provided free of charge; a reasonable charge for printing and distribution of hard copies may be made.

Table 5-1 Application Documents

Volume	Document Number	Document Name	Hard Copy Folder Number
VOLUME 1 Application Form / information / background	1.1	Introduction to the Application	Volume 1 Folder 1 of 1
	1.2	Covering letter and completed Section 55 checklist	
	1.3	Application Form	
VOLUME 2 DCO Plans	2.1	Location Plan	Volume 2 Folder 1 of 1
	2.2	Land Plans	
	2.3	Works Plans	
	2.4	Rights of Way and Access Plans	
	2.5	Permanent Speed Limit Order Plans	
	2.6	General Arrangement Plans	
	2.7	Classification of Roads Plan	
	2.8	Not Used	
	2.9	Not Used	
	2.10	Traffic Regulation Measures Plans	
	2.11	Outline Drainage Works Plans	
	2.12	Crown Land Plans	
	2.13	Red Line Boundary Plan	
	2.14	Not used	
	2.15	Not Used	
	2.16	Detrunking Plans	
	2.17	Engineering Section Drawings	

A303 Sparkford to Ilchester Dualling Scheme
Introduction to the Application

Volume	Document Number	Document Name	Hard Copy Folder Number
VOLUME 3 Draft Development Consent Order	3.1	Draft Development Consent Order	Volume 3 Folder 1 of 1
	3.2	Explanatory Memorandum	
	3.3	Consents and Agreements Position Statement	
VOLUME 4 Compulsory Acquisition Information	4.1	Statement of Reasons	Volume 4 Folder 1 of 1
	4.2	Funding Statement	
	4.3	Book of Reference	
VOLUME 5 Consultation Report	5.1	Consultation Report	Volume 5 Folder 1 of 3
	5.2	ANNEX A: Options consultation brochure	
	5.3	ANNEX B: The Infrastructure Planning (EIA Regulations) 2017: Regulation 8(1) letter to PINS and acknowledgement	
	5.4	ANNEX C: Copy of the draft SoCC provided to local authorities	
	5.5	ANNEX D: Letter to local authorities for SoCC consultation	
	5.6	ANNEX E: Response from local authorities on the draft SoCC	
	5.7	ANNEX F: Published SoCC with location and date	
	5.8	ANNEX G List of statutory consultees compared to PINS Scoping list and Schedule 1 of the (APFP Regs)	
	5.9	ANNEX H: List of land interests consulted	
	5.10	ANNEX I: S42 letters and enclosures with date	Volume 5 Folder 2 of 3
	5.11	ANNEX J: S46 letter and the enclosures sent to PINS (with date)	
	5.12	ANNEX K: S47 consultation material	Volume 5 Folder 3 of 3
	5.13	ANNEX L: S48 newspaper notices with locations and dates	
	5.14	ANNEX M: List of any additional consultation recipients (noting their interest)	
	5.15	ANNEX N: Tables evidencing regard had to consultation responses (in accordance with s49 of the Planning Act 2008)	
VOLUME 6 Environmental Impact Assessment Information	6.1	Environmental Statement	Volume 6 Folder 1 of 6
	6.2	Environmental Statement Figures	Volume 6 Folder 2 of 6

A303 Sparkford to Ilchester Dualling Scheme
Introduction to the Application

Volume	Document Number	Document Name	Hard Copy Folder Number
	6.3	Environmental Statement Appendices (Part 1)	Volume 6 Folder 3 of 6
		Environmental Statement Appendices (Part 2)	Volume 6 Folder 4 of 6
		Environmental Statement Appendices (Part 3)	Volume 6 Folder 5 of 6
	6.4	Environmental Statement Non-Technical Summary	Volume 6 Folder 6 of 6
	6.5	Statement of Statutory Nuisances	
	6.6	Habitat Assessment Report: Finding of No Significant Effects Report	
	6.7	Outline Environmental Management Plan	
VOLUME 7 Other Documents	7.1	Case for the Scheme	Volume 7 Folder 1 of 3
	7.2	Not used	
	7.3	Transport Report	Volume 7 Folder 2 of 3
	7.4	Not Used	
	7.5	Not Used	
	7.6	Combined Modelling and Appraisal Report	
	7.7	Road Safety Audit	Volume 7 Folder 3 of 3
	7.8	Proposed Lighting Layout Plan	
	7.9	Stear Hill Overbridge General Arrangement Plan	
	7.10	Hazlegrove Junction Underbridge General Arrangement Plan	
VOLUME 8 Statement of Common Ground	8.1	Environment Agency	Volume 8 Folder 1 of 1
	8.2	Historic England	
	8.3	Natural England	
	8.4	Somerset County Council and South Somerset District Council	
	8.5	Not used	
	8.6	Somerset Internal Drainage Boards Consortium	
	8.7	Not used	
	8.8	Ministry of Defence	

6 Volume 1 Application Form / Information / Background

- 6.1.1 The ***Introduction to the Application (document reference TR010036/APP/1.1)*** is this document.
- 6.1.2 The ***Covering Letter and Section 55 checklist (document reference TR010036/APP/1.2)*** This is completed to evidence how the application fulfils the conditions for acceptance by the Planning Inspectorate (PINS) under Section 55 of the Planning Act 2008. The Schedule of Compliance with Section 55 will also be completed by the Planning Inspectorate on receipt of the DCO application.
- 6.1.3 The ***Application Form (document reference TR010036/APP/1.3)*** is a standard form and provides a high level summary of the Scheme and the documents that have been submitted. It is a form that originates from Schedule 2 of the Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009.

7 Volume 2 DCO Plans

- 7.1.1 There are 13 sets of plans as described below. Where a plan comprises three or more separate sheets, a key plan is provided, showing the relationship between the different sheets. Each plan (and each sheet within a set of plans) includes a key, which explains the use of symbols / lines / shading to denote features and information in the plans.
- 7.1.2 The **Location Plan (document reference TR010036/APP/2.1)** identify the location of the proposed development in its wider context, and provide a single page overview of the Scheme layout.
- 7.1.3 The **Land Plans (document reference TR010036/APP/2.2)** correspond to the **Book of Reference (document reference TR010036/APP/4.3)** and, in summary, set out:
- the limits of land to be acquired or used permanently or temporarily;
 - the land to be acquired or used permanently for construction, operation and maintenance works for the Scheme;
 - any land over which temporary possession may be taken; and
 - any land to be used temporarily and for rights in the land to be acquired permanently.
- 7.1.4 The **Works Plans (document reference TR010036/APP/2.3)** show the centre line of the proposed works and the limits of deviation within which the development and works may be carried out.
- 7.1.5 The **Rights of Way and Access Plans (document reference TR010036/APP/2.4)** show any new or altered means of access, stopping up of streets, roads and any diversions, extinguishment, or creation of rights of way.
- 7.1.6 The **Permanent Speed Limit Order Plans (document reference TR010036/APP/2.5)** show all proposed speed limits on new or altered roads or streets.
- 7.1.7 The **General Arrangement Plans (document reference TR010036/APP/2.6)** provide a technical illustration of the Scheme shown against an Ordnance Survey base map.
- 7.1.8 The **Classification of Roads Plans (document reference TR010036/APP/2.7)** show highways classifications which are proposed to apply to the Scheme where new classifications are required and existing classifications are changed.
- 7.1.9 The **Traffic Regulation Measures Plans (document reference TR010036/APP/2.10)** are provided to show the clearways, restrictions on vehicle weights and classes of user which are proposed to be applied to the Scheme.
- 7.1.10 The **Outline Drainage Works Plans (document reference TR010036/APP/2.11)** are provided to show the extents of the proposed drainage that is required as part of the Scheme. These plans also detail the locations and levels of proposed drainage outfalls.
- 7.1.11 The **Crown Land Plans (document reference TR010036/APP/2.12)** show any

land belonging to the Crown that is affected by the Scheme. In effect, this land is held by Government departments on behalf of the Crown.

- 7.1.12 The **Red Line Boundary Plan (document reference TR010036/APP/2.13)** shows the extent of land which is affected by the proposed works as part of this DCO submission.
- 7.1.13 The **Detrunking Plans (document reference TR010036/APP/2.16)** show sections of road that will be operated and maintained by the local highways authority, Somerset County Council, and no by longer Highways England.
- 7.1.14 The **Engineering Sections (document reference TR010036/APP/2.17)** show the levels of the proposed works including the ground levels, the height of certain structures and the depths of any cuttings required for the project.

8 Volume 3 Draft Development Consent Order

- 8.1.1 The ***Draft Development Consent Order (document reference TR010036/APP/3.1)*** sets out the powers that Highways England is seeking to enable it to construct and maintain the Scheme. This includes a description of the works and where relevant the parameters the works need to be constructed within. It consists of 8 schedules as outlined below:-
- **Schedule 1 Authorised Development** – lists the works that would be authorised by the grant of development consent, which are shown on the works plans and to which the schedule refers.
 - **Schedule 2 Requirements** – sets out the conditions that Highways England would be required to accord with when implementing the development authorised by the DCO.
 - **Schedule 3 Classification of Roads, Etc.** – lists the road classifications and relevant traffic regulation measures that the new and altered highways would be subject to (for example, speed limits, weight limits etc.).
 - **Schedule 4 Permanent stopping up of highways and private means of access & provision of new highways and private means of access** – sets out the highways and private means of access that would be permanently stopped up as a result of the Scheme (and any relevant replacements).
 - **Schedule 5 Land in which only new rights etc. may be acquired** – sets out the land in which Highways England is only seeking to acquire new land rights (such as a right to maintain new drainage infrastructure or access to construct tracks that are located on another person's land) rather than acquiring the entire freehold interest in that land.
 - **Schedule 6 Modification of compensation and compulsory purchase enactments for creation of new rights** – amends relevant compulsory acquisition legislation to ensure that it can apply to the DCO (particularly in relation to compensation provisions in connection with land and rights compulsorily acquired under the DCO).
 - **Schedule 7 Land of which temporary possession may be taken** – sets out the land which Highways England is seeking to possess temporarily for the purpose of constructing the Scheme.
 - **Schedule 8 Protective provisions** – includes provisions to protect the interests of various bodies in the context of the Scheme (for example, statutory undertakers).
- 8.1.2 The ***Explanatory Memorandum to Draft Development Consent Order (document reference TR010036/APP/3.2)*** - explains the purpose and effect of each provision in the draft order including why it is considered necessary.
- 8.1.3 The ***Consents and Agreements Position Statement (document reference TR010036/APP/3.3)*** explains the proposed approach to a range of consents and agreements to construct and operate the Scheme. Some of these are included in

the draft DCO and would therefore be granted to Highways England as part of the DCO. However, there are a range of other consents from different regulatory organisations that will be required separately to the DCO. For example, licences will be required from Natural England.

9 Volume 4 Compulsory Acquisition Information

- 9.1.1 In order to implement the Scheme, Highways England will need to use statutory powers to acquire land and rights in land, and to possess and use land temporarily. Highways England is required to provide evidence that the use of these powers would be justified, proportionate and in the public interest and this evidence is set out in a **Statement of Reasons (document reference TR010036/APP/4.1)**, **Funding Statement (document reference TR010036/APP/4.2)** and **Book of Reference (document reference TR010036/APP/4.3)** as explained below.
- 9.1.2 **Statement of Reasons (document reference TR010036/APP/4.1)** - explains that there is a compelling case in the public interest which would justify Highways England's exercise of powers of compulsory acquisition in order to acquire land and rights permanently and to use land temporarily to enable it to construct, operate and maintain the Scheme.
- 9.1.3 **Funding Statement (document reference TR010036/APP/4.2)** - explains how the Scheme, including any compulsory purchase acquisition, would be funded.
- 9.1.4 **Book of Reference (document reference TR010036/APP/4.3)** - identifies all Parties who own or occupy land and / or have an interest in or right over the land affected by the Scheme, and / or who may be entitled to make a 'relevant claim' as defined in Section 57 of the Planning Act 2008. It is structured in five parts in accordance with relevant regulatory requirements. The five parts are:
- **Part 1:** Names and addresses for service of each person / organisation within Categories 1 and 2 as defined in Section 57 of the Planning Act 2008 in respect of any land which it is proposed shall be subject to:
 - powers of compulsory acquisition;
 - rights to use land, including the right to attach brackets or other equipment to buildings; or
 - rights to carry out protective works to buildings;Category 1 interests are owners, lessees, tenants, or occupiers of land. Category 2 interests are those who have an interest in the land or who have the power to sell and convey the land or release the land.
 - **Part 2:** Names and addresses for service of each person / organisation within Category 3. These are interests who might be entitled to make a relevant claim if the DCO were consented and implemented, for example, potential claimants under Part 1 of the Land Compensation Act 1973 (c. 26), Section 10 of the Compulsory Purchase Act 1965, Section 152(3) of the Planning Act 2008.
 - **Part 3:** Names of all those entitled to enjoy easements or other private rights over land (including private rights of navigation over water) which it is proposed shall be extinguished, suspended or interfered in the proposed DCO. Note: these all need inclusion in Part 1 also.
 - **Part 4:** Owner of any Crown interest in the land which it is proposed to be used for the purposes of the order for which application is being made.
 - **Part 5:** Land the acquisition of which could be subject to special parliamentary procedure, is special category land, or is replacement land.

10 Volume 5 Consultation Report

- 10.1.1 The **Consultation Report (document reference TR010036/APP/5.1)** provides an account of the pre-application consultation undertaken on the Scheme. The report includes details of the statutory consultation which Highways England is required to undertake in accordance with the Planning Act 2008, the informal engagement that has taken place, and how Highways England has had regard to the comments received when developing the Scheme.
- 10.1.2 A range of annexes that support the report are described below in Table 10-1 Consultation Report Annexes:

Table 10-1 Consultation Report Annexes

Appendix Number	Annex Name	Hard copy location
5.2	ANNEX A: Options consultation brochure	Volume 5 Folder 1 of 3
5.3	ANNEX B: The Infrastructure Planning (EIA Regulations) 2017: Regulation 8(1) letter to PINS and acknowledgement	
5.4	ANNEX C: Copy of the draft SoCC provided to local authorities	
5.5	ANNEX D: Letter to local authorities for SoCC	
5.6	ANNEX E: Response from local authorities on the draft SoCC	
5.7	ANNEX F: Published SoCC with location and date	
5.8	ANNEX G List of statutory consultees compared to PINS Scoping list and Schedule 1 of the (APFP Regs)	
5.9	ANNEX H: List of land interests consulted	
5.10	ANNEX I: S42 letters and enclosures with date	Volume 5 Folder 2 of 3
5.11	ANNEX J: S46 letter and the enclosures sent to PINS (with date)	
5.12	ANNEX K: S47 consultation material	Volume 5 Folder 3 of 3
5.13	ANNEX L: S48 newspaper notices with locations and dates	
5.14	ANNEX M: List of any additional consultation recipients (noting their interest)	
5.15	ANNEX N: Tables evidencing regard had to consultation responses (in accordance with s49 of the Planning Act 2008)	

11 Volume 6 Environmental Impact Assessment Information

- 11.1.1 Highways England has undertaken an environmental impact assessment (EIA) of the Scheme to consider what significant effects the Scheme is likely to have on the environment. The ***Environmental Statement (document reference TR010036/APP/6.1)*** reports the findings of the EIA.
- 11.1.2 The Environmental Statement also provides general information on the Scheme including context, description of the Scheme and its construction, main alternatives considered, the consultation process that was part of the EIA and technical information on a range of topics. This chapter provides an overview of the structure of the document to assist with navigation.
- 11.1.3 The Environmental Statement includes the following Chapters:
- Chapter 1 - Introduction
 - Chapter 2 - The Proposed Scheme
 - Chapter 3 - Assessment of Alternatives
 - Chapter 4 - Environmental Assessment Methodology
 - Chapter 5 - Air Quality
 - Chapter 6 - Cultural Heritage
 - Chapter 7 - Landscape
 - Chapter 8 - Biodiversity
 - Chapter 9 - Geology and Soils
 - Chapter 10 – Material Assets and Waste
 - Chapter 11 - Noise and Vibration
 - Chapter 12 - People and Communities
 - Chapter 13 - Climate
 - Chapter 14 - Combined and Cumulative Effects
 - Chapter 15 - Summary
 - Chapter 16 - Glossary
- 11.1.4 The Environmental Statement is accompanied by a series of appendices which support the findings of the EIA. They are listed below in Table 11-1 Environmental Statement Appendices.

Table 11-1 Environmental Statement Appendices

Appendix Number	Appendix Name	Hard copy folder number
4.1	Scoping Opinion	Folder 3 of 6
4.2	Scoping Opinion Schedule of Comments and Responses	Folder 3 of 6
4.3	Road Drainage and the Water Environment Assessment Summary	Folder 3 of 6
4.4	HAWRAT Assessment	Folder 3 of 6
4.5	Water Framework Directive Screening and Scoping Assessment	Folder 3 of 6
4.6	Flood Risk Assessment	Folder 3 of 6
4.7	Drainage Strategy Report	Folder 3 of 6
4.8	Assessment of Major Accidents and Natural Disasters	Folder 3 of 6
4.9	Environmental Consultation Meeting Minutes	Folder 3 of 6
5.1	SATURN Traffic Data	Folder 3 of 6
5.2	Local Air Quality Monitoring	Folder 3 of 6
5.3	Model Verification	Folder 3 of 6
5.4	Local Air Quality Receptor Results	Folder 3 of 6
6.1	Cultural Heritage Desk Based Assessment	Folder 3 of 6
6.2	Hazlegrove House Registered Park and Garden Statement of Significance	Folder 3 of 6
7.1	Arboricultural Constraints Report	Folder 3 of 6
7.2	Landscape Character Areas	Folder 3 of 6
7.3	Arboriculture Impact Assessment	Folder 3 of 6
7.4	Visual Baseline and Impact Schedules	Folder 3 of 6
7.5	Photomontage Methodology	Folder 3 of 6
8.1	Protected Species Legislation and Policy	Folder 4 of 6
8.2	National Vegetation Classification Technical Report	Folder 4 of 6
8.3	Hedgerow Technical Report	Folder 4 of 6
8.4	Bat Technical Report	Folder 4 of 6
8.5	Barn Owl Technical Report	Folder 4 of 6
8.6	Breeding Bird Technical Report	Folder 4 of 6
8.7	Reptile Technical Report	Folder 4 of 6
8.8	Dormouse Technical Report	Folder 4 of 6
8.9	Great Crested Newt Technical Report	Folder 4 of 6

Appendix Number	Appendix Name	Hard copy folder number
8.10	Water Vole and Otter Technical Report	Folder 4 of 6
8.11	Invertebrate Technical Report	Folder 4 of 6
8.12	Brown Hairstreak Technical Report	Folder 4 of 6
8.13	Macroinvertebrate Technical Report	Folder 4 of 6
N/A	Confidential Badger Technical Report	N/A
9.1	Preliminary Sources Study Report (August 2016)	Folder 5 of 6
9.2	Annex A to the Preliminary Sources Study Report (July 2017)	Folder 5 of 6
9.3	Ground Investigation Location Plan and Schedule of Investigations	Folder 5 of 6
11.1	Baseline Noise Survey Results	Folder 5 of 6
11.2	Construction Activities and Plant for Noise Assessment	Folder 5 of 6
11.3	Construction Assessment for Residential Properties	Folder 5 of 6
12.1	Non-Motorised User Survey Results	Folder 5 of 6
12.2	Demographic Profile	Folder 5 of 6
12.3	People and Communities Supplementary Information	Folder 5 of 6
12.4	Agricultural Impact Assessment Baseline Report	Folder 5 of 6
12.5	Driver Stress in Operation	Folder 5 of 6
13.1	Carbon Assessment Report	Folder 5 of 6

- 11.1.1 The ***Environmental Statement Non-Technical Summary*** (document reference ***TR010036/APP/6.4***) summarises the findings of the EIA.
- 11.1.2 A ***Statement of Statutory Nuisance*** (document reference ***TR010036/APP/6.5***) identifies the matters set out in Section 79 of the Environmental Protection Act 1990 in respect of statutory nuisances, and considers whether the proposed development would engage one or more of those matters. Where any matters may be potentially engaged, this statement sets out its proposals for mitigating or limiting them.
- 11.1.3 There are a number of other supporting documents which may be relevant for specific DCO and not dealt elsewhere in the application, these are;
- ***Habitat Regulations Assessment: Finding of No Significant Effects Report*** (document reference ***TR010036/APP/6.6***). This Report is prepared to inform the Secretary of State's role as a competent authority for the purposes of the Conservation of Habitats and Species Regulations 2017.
- Outline Environmental Management Plan*** (document reference ***TR010036/APP/6.7*** includes a Register of Environmental Actions and Commitments and outline plans such as an outline Site Waste Management

Plan within annexes to the OEMP. The Outline Environmental Management Plan provides an essential project specific tool to manage on-site construction activities that may affect the environment. The Outline Environmental Management Plan will be developed into a full Construction Environmental Management Plan prior to construction. The key aims of the OEMP are to document the environmental mitigation, and the aims of the CEMP are to ensure all environmental mitigation, DCO requirements, consents and licences are met and to minimise and manage the risk of adverse environmental impacts.

12 Volume 7 Other Documents

- 12.1.1 A range of additional documents have been submitted with the DCO application. These documents are not legally required but are intended to provide useful information on the Scheme and aid detailed understanding of the application and its justification.
- 12.1.2 The ***Case for the Scheme (document reference TR010036/APP/7.1)*** contains the National Policy Statement (NPS) Accordance Table, and sets out the need for the Scheme, the objectives that it seeks to address, options and alternatives considered and an explanation of the Scheme over time. It sets out how the Scheme meets its objectives and how it aligns with government policy in the NNNPS.
- 12.1.3 There are a number of other supporting documents which may be relevant for specific DCO and not dealt elsewhere in the application these are;
- ***Transport Report***, including a Transport Assessment and a summary of information from the Traffic & Economic reports, (***document reference TR010036/APP/7.3***)
 - ***Combined Modelling and Appraisal Report (document reference TR010036/APP/7.6)***
 - ***Road Safety Audit (document reference TR010036/APP/7.7)***
 - ***Proposed Lighting Layout Plan (document reference TR010036/APP/7.8)***
 - ***Stearthill Overbridge General Arrangement Plan (document reference TR010036/APP/7.9)***
 - ***Hazlegrove Junction Underbridge General Arrangement Plan (document reference TR010036/APP/7.10)***

13 Volume 8 Statements of Common Ground

- 13.1.1 Statements of Common Ground seek to provide clarity to the examining authority and participants at the examination about what matters are agreed, not agreed and the subject of further consideration between Highways England and the relevant parties. The main purpose of SoCGs is to facilitate a more focused and efficient examination of the application within the statutory maximum timescale of 6 months. The content of the SoCGs vary depending on the particular areas of interest of the different parties. They are produced as part of the application but will be updated during the examination as matters are considered and positions are refined in response to the inquisitorial process. See Table 13-1 Statements of Common Ground submitted as part of this application.

Table 13-1 Statements of Common Ground

Document Number	Appendix Name	Hard copy folder number
8.1	Environment Agency	Volume 8 Folder 1 of 1
8.2	Natural England	
8.3	Historic England	
8.4	Somerset County Council and South Somerset District Council	
8.5	Not being used	
8.6	Somerset Drainage Boards Consortium	
8.7	Not being used	
8.8	Ministry of Defense	

14 Glossary

14.1.1 Abbreviations and Definitions used through the application for A303 Sparkford to Ilchester Dualling scheme are in Table 14-1 Glossary.

Table 14-1 Glossary

Term Meaning	Definition
The Act	The Planning Act 2008
The Applicant	Highways England
Benefit Cost Ratio (BCR)	The benefit cost ratio is a presentation of the amount of benefit being bought for every £1 of cost to the public purse – the higher the BCR the greater the benefit for every £1 spent.
DCO	Development Consent Order
Examining authority	The person(s) appointed by the Secretary of State (SoS) to assess the DCO application and make a recommendation to the SoS.
Grade separated junction	Roads crossing the carriageway pass at a different level, so as not to disrupt the flow of traffic. Slip roads connect the carriageway to the junction.
At grade junction	The meeting of two or more roads at the same level.
Limits of Deviation	Limits of Deviation
Net present value	Net present value (NPV) is simply calculated as the sum of future discounted benefits minus the sum of future discounted costs.
Non-motorised users (NMUs)	Pedestrians, cyclists, equestrians.
NSIP	Nationally Significant Infrastructure Project, further defined within Chapter 1 of the Case for the Scheme.
NPSNN or NPS	National Networks National Policy Statement or National Policy Statement.
Order limit	The extent of land required for the scheme
The scheme	The A303 Sparkford to Ilchester Dualling scheme.
Secretary of State (SoS)	The Secretary of State for Transport.
Please see the Glossary in Chapter 16 of the Environmental Statement for specific terminology within the Environmental Statement.	
Please see the Glossary in the Combined Modelling and Appraisal Report for specific terminology within the Combined Modelling and Appraisal Report.	