



Highways England
Complex Infrastructure Programme
Temple Quay House
2, The Square
Temple Quay
Bristol
BS1 6HA

Date: 12 November 2018

Richard Price
National Infrastructure Planning - Case Manager
The Planning Inspectorate
Temple Quay House
Temple Quay
Bristol
BS1 6PN

Dear Richard

**Planning Act 2008
Application (the “Application”) for a Development Consent Order for the
A303 Amesbury to Berwick Down Scheme (the “Scheme”)
Highways England
Application Reference TR010025**

Further to our call on Thursday afternoon last week, as promised we append to this letter a Signposting Document on the development consent sought under the Application.

The Signposting Document is designed to help the Planning Inspectorate (‘the Inspectorate’), and in due course the Examining Authority and Interested Parties, to navigate the relationships between Schedule 1 to the draft DCO and the key plans connected to it. It consists of introductory text, setting out the key concepts underlying the Application documents and the various other DCO applications like it, followed by a detailed table which sets out, on a work-by-work basis, where further details of each component part of each numbered work in Schedule 1 can be found in the DCO plans and drawings and other relevant application documents.

We understand that the Inspectorate wishes to understand these relationships better in order to assess whether the Application is of a satisfactory standard and therefore can be accepted.

On our call last week, the Inspectorate explained that at root this went to understanding what the Application was applying for. In particular the Inspectorate wanted to understand better where the location of certain works is set out, where controls on e.g. the size and scale of certain works is set out, and why the Application takes a different approach from other recent Highway England applications.

The Inspectorate also asked for confirmation of the relationship between what was being applied for and the Environmental Statement, confirmation of where in the application documents construction was controlled, and directed Highways England to the Navitus Bay decision with regard to level of detail required in an application for development in a WHS.

This letter now responds in executive summary form to those points; further detail is contained in the Signposting Document. It then goes on to consider how those answers and the information contained in those documents inform the tests that the Secretary of State must apply in considering whether to accept the Application.

1. Project Description

- 1.1. Before dealing with the Inspectorate's specific queries, Highways England believes it is important to deal with a general point. Highways England entirely accepts the need to understand what is being applied for in any DCO application, in particular for development in a sensitive area like a World Heritage Site (WHS). In Highways England's submission, the overall proposed scheme and its proposed components are clear from a common sense reading of the suite of documents contained in the Application and referring in particular to the documents referred to in the table contained in the Signposting Document. There is sufficient information for the Application to be examined and the Application is of a satisfactory standard.
- 1.2. That is not to say, however, that the precise mechanics of how every component of the scheme is committed to are settled and beyond debate. They do not need to be. Any large scale infrastructure promoter would expect there to be some discussion during examination around the degree of flexibility that they seek in their project description and whether the mechanics of the application documents 'work' to commit to the elements of the scheme that require to be secured. There is no single 'correct' approach and different promoters will take different approaches, indeed the same promoters will take different approaches to different projects depending on the circumstances surrounding them.
- 1.3. Promoting and allowing the discussion around the level of detail and the degree of flexibility contained in an application is of course one of the purposes of examination. It invariably results in the draft DCO evolving over the course of the six month period, amending the mechanics to secure certain aspects of the scheme, while leaving flexibility in others.

There will often still be a disagreement as to the appropriate degree of flexibility at the end of examination, leaving the Secretary of State to make the final decision on what has been justified for inclusion in the made Order.

- 1.4. This can be seen in almost all DCO applications including, to take some recent examples, A14, Silvertown and Tilbury 2. It follows, therefore, that the fact there may be some questions as to whether the degree of flexibility sought by a scheme is appropriate, or whether the mechanics of committing to parts of the scheme ‘work’, does not mean that the application is not suitable for examination. To make these questions into issues for acceptance would be a significant departure from DCO practice to date and would result in a significant degree of uncertainty for promoters of nationally significant infrastructure projects, all in the context of a regime that is designed to do the opposite, namely aid certainty.
- 1.5. The Signposting Document guides the reader on the overall approach of the Application documents and where the proposed details of each work are set out. That approach retains flexibility in a number of areas, for the reasons set out in section 4 of this letter. However the overall proposed Scheme and its components can be understood from the Application documents , so the degree of flexibility proposed at the point of application is not a reason for concluding that the application is not of a satisfactory standard and so cannot be accepted for examination.
- 1.6. Further comprehensive detail is contained in the Signposting Document. Dealing with the specific questions raised by the Inspectorate on our call:

2. Questions raised by the Inspectorate

Where is the location of works not shown in the Works Plans set out?

- 2.1. The answer to this question varies for different works but will include:
 - 2.1.1. the engineering section drawings, secured by Requirement 3 in the draft DCO;
 - 2.1.2. the limits of deviation set out in Art 7 of the draft DCO and on relevant plans;
 - 2.1.3. the Rights of Way and Access Plans and Schedule 3 of the draft DCO;
 - 2.1.4. the design commitments contained in Table 3.2 of the Outline Environmental Management Plan;
 - 2.1.5. the work’s association with the Work number of which it forms part; and/or
 - 2.1.6. in some cases the text of the work description itself.
- 2.2. The Inspectorate queried in particular the references in Schedule 1 to works shown “illustratively” in the Rights of Way and Access Plans.

Highways England's approach is described in more detail in section 3.2ff in the Signposting Document. The key point is that those plans show what is intended to be delivered, subject to detailed design. The term 'illustrative' when used in the Application is intended to explain that the plans show the preliminary design on which the detailed design will, necessarily (due to the elements that are secured by the DCO) be based.

- 2.3. All of this goes to show how the location of these works is intended to be constrained with reference to these matters and in particular, that the drafting does not allow for them to simply be located anywhere within the Order limits. Just the fact that works are listed under a specific works number means that they would have to be located in an area where it was clear they were associated with it. To do otherwise would be perverse and subject to legal challenge.

Where are the other aspects of the works, such as size and scale, set out and controlled?

- 2.4. Again, the answer to this question will include:
 - 2.4.1. the engineering section drawings, secured by Requirement 3 in the draft DCO;
 - 2.4.2. the limits of deviation set out in Art 7 of the draft DCO and on relevant plans (which are set vertically as well as horizontally);
 - 2.4.3. the design commitments contained in Table 3.2 of the Outline Environmental Management Plan (OEMP) secured by Requirement 4 of the draft DCO; and/or
 - 2.4.4. in some cases, highways design standards.
- 2.5. As with location, then, it is clear that the dimensions of the various works will be constrained in a number of different respects, indeed limits of deviation have been carefully set, for instance to ensure that the tunnel development does not go above ground level within the WHS.
- 2.6. On our call the Inspectorate queried the lack of a limit on downwards vertical deviation of the tunnel: by way of explanation, this is justified by the fact that all potential archaeology would be expected to be above the highest level of the tunnel.

Why does the Application take a different approach to the works plans from the recently submitted A30 Chiverton and A303 Sparkford applications?

- 2.7. The circumstances of different projects require different approaches and different degrees of flexibility. Smaller or less expensive projects like A30 Chiverton and A303 Sparkford can sometimes lend themselves more easily to a greater level of detail, because of the better knowledge of the smaller site and therefore a reduced need to allow for unforeseen ground conditions or circumstances. We also understand, for instance, that the A30 Chiverton scheme has seen a number of iterations and as a

result Highways England has existing knowledge of the area for development. Similarly a flagship scheme with significant costs like the Scheme has a greater need to allow contractors a reasonable degree of flexibility within which to find cost savings (while still delivering acceptable environmental impacts), therefore reducing burden on the public purse.

- 2.8. Highways England is therefore of the view that the level of prescription and the consequential inflexibility that could result from the other two applications' approach would not be appropriate for the Scheme, for the reasons set out below in paragraph 4 below.
- 2.9. As explained above, the approach of the Application on this front is supported by practice on other DCO schemes. Specifically in relation to the Works Plans and numbered works in Schedule 1 of the draft DCO, the Works Plans submitted in support of the Scheme follow an approach which is preceded in other DCO applications and which has previously been accepted by the Inspectorate, most notably in the made Silvertown Tunnel Order 2018. Other examples of orders featuring broadly similar approaches to the presentation of Works Plans include the made North Wales Wind Farms Connection Order 2016 and the M20 Junction 10a Development Consent Order 2017. Also broadly comparable is the approach taken on the works plans relating to both the A14 Cambridge to Huntingdon Improvement Scheme Development Consent Order 2015 and the M20 Junction 10a Development Consent Order 2017. In addition, Highways England is aware that the recently accepted application for the Lake Lothing Third Crossing Scheme (accepted August 2018) features a similar approach in the presentation of its Works Plans.
- 2.10. For the reasons set out below (in paragraph 4) Highways England is of the view that this approach is the most appropriate approach for the Scheme.
- 2.11. Having consulted the Inspectorate on working draft samples of the Works Plans for the Scheme in July 2018, well in advance of the submission of the Application in October 2018, and having received no comments questioning the level of detail relating to the numbered works shown in those sample draft Works Plans, Highways England had understood that the Inspectorate shared Highways England's view that the format of the Works Plans (showing only the linear work centrelines and the non-linear work boundaries, as preceded by the Silvertown and Lake Lothing Third Crossing DCO applications) was acceptable.
- 2.12. Similarly, with the Inspectorate having also seen Highways England's draft DCO requirements (including the detailed design requirement – now Requirement 3) at that early pre-submission stage, Highways England is concerned to learn at this stage that the Inspectorate may in fact have a preference for a different approach, as this was not raised during the review of the draft documentation.

How does the Environmental Statement fit with the project description in the Application?

- 2.13. In simple terms, the Environmental Statement assesses the development for which development consent is sought. See section 2.17 of the Signposting Document.
- 2.14. The Application therefore proposes a readily understood description of development, as confirmed in the Signposting Document, the impacts of which are carefully assessed in the Environmental Statement with due regard for the sensitive area within which the Scheme is proposed. The Application documents therefore arm an Examining Authority to examine the proposed Scheme and its impacts.

Where are controls on the construction of the Scheme set out?

- 2.15. Environmental controls and standard industry practice are set out in the OEMP, which sets out what each Construction Environmental Management Plan prepared by a contractor must contain and that the Contractor must comply with it. Compliance with the OEMP (and therefore with the CEMPs produced under it) is secured by Requirement 4 of the draft DCO. The OEMP contains provisions dealing with control of noise and working hours, the two example areas of control raised by the Inspectorate on our call, as well as numerous other areas. Please see section 4 of the Signposting Document for more detail.

3. The Scheme in context – the WHS and collaboration with ICOMOS in the development of the Scheme

- 3.1. In discussions on our call last week, the Planning Inspectorate referred Highways England to the Navitus Bay Wind Park project and suggested that, given its connection with a WHS, it would be a useful comparator for gauging what levels of detail might be appropriately included (or inappropriately excluded) in the presentation of the application, and what levels of detail might be necessary to secure the timely and productive engagement of the relevant WHC advisory body in the context of a statutorily time-limited examination. Highways England had already considered the WHS aspects of the Navitus Bay decision pre-application but following the call, has reviewed the documents once more, with a view to these issues. Before considering that, we set out some background on the extensive engagement already done to date with ICOMOS by Highways England, and how that contrasts with the engagement done by the Navitus Bay Project on WHS issues.
- 3.2. In developing the Scheme which is the subject of the Application, the A303 Amesbury to Berwick Down project team undertook extensive engagement with the United Nations Educational, Scientific and Cultural Organisation ('UNESCO') and (through involvement in UNESCO's procedures), with the World Heritage Committee ('WHC'). In the course of this engagement, the WHC provided its views on the Scheme – a

brief summary of which (along with the engagement process described above) is set out in paragraphs 4.3.8 and 4.3.9 of the Design and Access Statement (Application Document 7.2).

- 3.3. The Convention Concerning the Protection of the World Cultural and Natural Heritage ('the World Heritage Convention') identifies three international non-governmental or intergovernmental organisations to advise the WHC in its deliberations. Those three advisory bodies undertake engagement with the World Heritage Convention signatories and prepare reports for consideration by the WHC. In the case of the Scheme, the relevant advisory body is the International Council on Monuments and Sites ('ICOMOS').
- 3.4. For the purposes of comparison, Highways England notes that in relation to the Navitus Bay project, the relevant WHC advisory body was the International Union for Conservation of Nature ('IUCN').
- 3.5. A comparative analysis of the involvement of ICOMOS in the development of the design of the Scheme and of the IUCN in the development of the Navitus Bay project is set out in the table below:

A303 Amesbury/Berwick Down	Navitus Bay
<p>October 2015: First ICOMOS Advisory Mission. The Advisory Mission took place from 27 to 30 October 2015 and consisted of presentation meetings with the relevant authorities (including Highways England), detailed field visits and a stakeholder session</p> <p>January and February 2017: Highways England holds non-statutory consultation taking account of the first ICOMOS Advisory Mission</p> <p>February 2017: Second Advisory Mission: The Advisory Mission took place from 1 to 3 February 2017, and involved various presentations and meetings (involving Highways England) and a site visit. The Advisory Mission makes various recommendations as to design; it also expressly considered the DCO process and how ICOMOS/WHC could</p>	<p>February 2014: Department for Culture, Media and Sport ('DCMS') sends IUCN a draft Environmental Statement ('ES')</p> <p>April 2014: DCO application submitted</p> <p>May 2014: DCMS submits a Relevant Representation 'on behalf of UNESCO' appending a response from IUCN to the draft ES in relation to effects on the Jurassic Coast WHS. The IUCN response makes clear that this is IUCN's view (rather than the official view of UNESCO, as the matter has not been considered by the WHC). The response's only substantive comment on design related to the distance of the project from the shore, and queried whether the applicant had considered reasonable alternatives. Both points were considered throughout the Examination as the Lease Zone promoted by the Government in</p>

A303 Amesbury/Berwick Down	Navitus Bay
<p>appropriately be involved in it.</p> <p>June 2017: World Heritage Committee considers the report of the second Advisory Mission and promotes consideration of option F10 (outside the World Heritage Site), longer tunnel options to remove dual carriageway cuttings from the WHS and further detailed investigations regarding tunnel alignment and the location of both eastern and western portal locations.</p> <p>October 2017: Preferred Route Announcement issued by Highways England in respect of the Scheme</p> <p>January – March 2018: Highways England carried out statutory pre-application consultation</p> <p>March 2018: ICOMOS Third Advisory Mission. The mission itself included presentation meetings (involving Highways England) and site visits. The Advisory Mission notes design changes made to date and makes various further recommendations.</p> <p>July 2018: WHC considers the Third Mission’s report and urges exploration of further design refinement, with a view to avoiding impact on the Outstanding Universal Value (‘OUV’) of the property, including longer tunnel options that do not require an open dual carriageway cutting within the property and to avoid impact due to noise, lighting and visibility; and urges the State Party to minimise the</p>	<p>which the Navitus Bay project was brought forward was closer than 12 nautical miles to the coast, a distance which did not comply with the recommendation of the SEA for the development of the lease zones.</p> <p>26 November 2014: IUCN report was considered at Issue Specific Hearing. In its Post-Hearing Submissions, the applicant confirmed that it had seen the May 2014 IUCN response in draft prior to it being published, and had as a result changed its assessment methodology; however, the report did not mention design or the level of detailed design information presented in the application for consent.</p> <p>11 June 2015: Examining Authority’s Report of Recommendation</p> <p>August 2015: Post-Examination letter from the applicant confirms that the 2015 meeting of the World Heritage Committee did not consider the IUCN report on the Jurassic Coast – so the WHC did not express a view on it.</p> <p>11 September 2015: Secretary of State’s Decision to refuse the application</p>

A303 Amesbury/Berwick Down	Navitus Bay
<p>length of the culvert element of the tunnel in order to reduce impacts on the cultural landscape and the archaeology. The WHC also notes the positive progress with implementation of previous Committee decisions to address protection and management issues identified in the Statement of OUV for the property, and commends the State Party for having invited two Advisory Missions to advise on the process for determining and evaluating options for the proposed upgrading of the main A303 road across the World Heritage property.</p> <p>October 2018: DCO application submitted</p> <p>The Design and Access Statement (Application Document 7.2) and part 3.10 of the Consultation Report (Application Document 5.1) indicate how Highways England has had regard to the input from ICOMOS/the WHC.</p> <p>The 43rd session of the World Heritage Committee will take place on 30 June – 10 July 2019.</p>	

- 3.6. As the timelines set out in the table above demonstrate, the level of involvement of the IUCN and the WHC in the Navitus Bay project prior to the submission of the application for development consent for that project was significantly less than that of ICOMOS and the WHC in the Scheme. As a result, Highways England considers that the relevant WHS stakeholder heritage bodies will have a significantly greater familiarity with the Scheme and will be better placed to engage in the examination of the DCO application. The current position is that Highways England has already addressed many of ICOMOS' most recently expressed concerns and is encouraged by the fact that the report of the Third Advisory Mission was more measured than the previous Mission reports. Highways England's understanding is that the

WHC is content with the progress made to date. In addition, it is Highways England 's and ICOMOS' shared intention to continue to collaborate on the development of the Scheme going forward, with such collaboration including detailed planning to ensure that any further recommendations made by the WHC may be taken into account during the examination of the DCO application.

- 3.7. Highways England also notes that the promoter of the Navitus Bay project considered (on the basis of its Environmental Statement) that the project would not give rise to any likely significant effects which would affect the WHS or its OUV. Nevertheless, the promoter did present an alternative 'Mitigation Option', in the form of a smaller wind farm further out at sea, with the objective of reducing visual effects and wave heights (and noting the IUCN's view on distance, as set out in the table above).
- 3.8. The promoter's view was that this option would not have an effect on the assessment result from a heritage point of view, albeit that the Examining Authority disagreed with this point in its report of recommendation, where it stated that reducing the visual effect of the project per se would clearly benefit the experience of the setting of the WHS.
- 3.9. Highways England notes, however, that irrespective of the reasons underlying the development of the Mitigation Option, it was not brought forward specifically in the context of the WHS or its OUV or the WHS duty, but simply more generally in relation to the visual impact of the project as a whole.
- 3.10. Highways England 's understanding therefore, is that although matters of design were tested during the examination of the Navitus Bay application, the design-related discussions did not turn on the acceptability of the level of detail in the design presented in the DCO application.
- 3.11. Highways England understands and acknowledges the importance in a World Heritage Site of identifying the development for which consent is sought. However in Highways England's submission, that does not result in a requirement that an application must contain a certain level of granular detail in order to be of a satisfactory standard. As explained above, Highways England has involved relevant heritage stakeholders in the development of the design of the Scheme to date (see paragraphs 4.3.4 to 4.3.6 of the Design and Access Statement (Application Document 7.2)); as a consequence, those stakeholders are comfortable with the available level of detail in the design at this stage.
- 3.12. Instead, the normal requirements apply. The application must be clear on what is being applied for. The Signposting Document and its Appendix confirm in detail that the Application does this. The environmental effects of that proposed development must be assessed. Again, the Signposting Document signposts to the parts of the ES confirming that that assessment has been done. In relation to the WHS,

as well as the cultural heritage chapter of the ES, the application documents include a comprehensive Heritage Impact Assessment. Using these and the other application documents, the Examining Authority, ICOMOS and all other interested parties will be well equipped to examine the effects on the WHS of the development for which Highways England is seeking consent.

4. The Need for Flexibility

- 4.1. Over the last ten years, during which time the Planning Act 2008 regime has become established, it has been increasingly recognised that a degree of flexibility within the terms of the consent for a nationally significant infrastructure project such as the Scheme, is necessary to enable that consent to accommodate the detailed design and value engineering processes which commonly take place between the application for, and the implementation of, the consent. Such flexibility is also necessary as a form of safeguard, to ensure that circumstances which may only come to light as design and construction works are progressed, do not render the consent incapable of lawful implementation without recourse to the onerous procedures for varying the terms of a DCO.
- 4.2. Although the Planning Act 2008 consenting regime for NSIPs came into force in 2010, due to the scale and timescales of many NSIPs, it took several years before projects applying for consent under the regime entered the construction phase. Once a number of projects reached this phase, it became apparent that there needed to be more focus on the relationship between how a project was consented and how it was delivered, and in particular on the balance between detail and flexibility in the DCO consenting process.
- 4.3. As the Inspectorate is aware, it was in this context that (in 2016) the National Infrastructure Planning Association commissioned the Bartlett School of Planning at University College London to carry out a research project¹ to address the question of flexibility in the DCO process. A number of recommendations resulted from that research, and key amongst them was the recommendation that DCO drafting should address flexibility for deliverability as a core component.
- 4.4. The Scheme is one of the flagship NSIP schemes comprising Highways England's Complex Infrastructure Programme ('CIP') under the Road Investment Strategy for 2015-2020. As such, its scale, complexity and cost are significant. As a result, the need to incorporate a proportionate level of flexibility into the application for development consent is imperative. Highways England's experience of delivering one of its other flagship CIP projects, the A14 Cambridge to Huntingdon Improvement Scheme, has demonstrated this need, as unexpected conditions in certain areas have led to challenges of implementation.

¹ NIPA Insights Programme 2016 Research Project – Infrastructure Delivery: the DCO process in context (June 2017)

- 4.5. In this context, Highways England is of the view that the Application achieves a satisfactory balance between, on the one hand, building in adequate control measures (to provide clarity and certainty about the nature of the Scheme for which consent is sought and which would be delivered if consent was granted), and, on the other hand, ensuring that an adequate level of flexibility is incorporated into the terms of the consent applied for. As set out in section 1 and below, however, in Highways England's submission the testing of the appropriateness of the balance has to be a matter for examination, not acceptance.
- 4.6. Highways England intends to continue to liaise with key stakeholders, including heritage stakeholders (as explained in paragraph 3 above), during the ongoing development of the design of the Scheme, and this is also a factor which requires a degree of flexibility to be inherent in the consent sought and granted, so that the positive outputs of that collaborative process can be accommodated and realised.
- 4.7. It is also important to ensure that the DCO is drafted in terms which can accommodate unforeseeable physical site circumstances, such as, for example, geological and ground composition complications, which can give rise to unexpected issues on major civil engineering projects at the project implementation stage. It is prudent to plan for a consent which can accommodate such issues, enabling implementation of the scheme without its promoter having to have recourse to additional consenting procedures, such as applications for material or non-material changes, which inevitably have undesirable budgeting and programming implications with the potential to derail a project.
- 4.8. In any event, for the reasons set out in section 1 of this letter and the Signposting Document, the degree of flexibility sought for the reasons outlined above would not allow for major changes in alignment of the highway or for the re-positioning of key features (e.g. tunnel portals, structures) (other than within the limits of deviation provided for), so the final design of the Scheme would not differ materially from that presented in the DCO Plans.
- 4.9. The Planning Inspectorate's Advice Note 9 – Using the Rochdale Envelope (July 2018) ('AN9') advises (at paragraph 5.7) that in determining an appropriate level of flexibility applicants should have regard to information contained within relevant National Policy Statements, notably the NPS for National Networks (paragraphs 4.18 to 4.19) which explains that "*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.*"

- 4.10. In circumstances such as this, the NPS advocates an approach which incorporates sufficient flexibility to enable delivery of the finalised scheme without subsequent recourse to additional consenting processes.
- 4.11. Accordingly, where a project is still being developed (as the Scheme is), it is reasonable for the consent to be applied for in terms which include a proportionate degree of flexibility. As AN9 makes clear (at paragraph 5.8), "***The examination will, amongst other things, consider the need for and acceptability of the flexibility included within the DCO, having regard to the relevant NPS (as applicable).***" [emphasis added].
- 4.12. Highways England's interpretation of paragraph 5.8 of AN9 (cited above) is consistent with its position set out at the beginning of section 1 of this letter: provided there is consistency between what has been assessed for the purposes of the Environmental Statement and what is presented in the application for consent, then the need for and acceptability of any flexibility included within a DCO application is a matter to be considered during the examination of that application (rather than at the acceptance stage). As explained in the Signposting Document, Highways England has developed the Scheme proposals (for which consent is now sought) in conjunction with carrying out the environmental assessments recorded in the ES supporting the DCO application, such that there is consistency between the environmental assessments carried out and the Scheme for which development consent is sought.
- 4.13. Highways England is of the view that the application for development consent for the Scheme contains sufficient information about the Scheme to enable the application to be examined. Should there be any matters which require further or more detailed consideration (e.g. if there are any outstanding issues requiring resolution, or any matters which require correction) then Highways England would expect that these would be addressed post-acceptance, either during the examination stage or before that, through the issuing by the Planning Inspectorate of section 51 advice in parallel with the acceptance stage.
- 4.14. Indeed, Highways England is conscious that one of the functions of the examination is to provide an opportunity for the draft DCO (and the terms of other documents comprised in the application for development consent) to evolve in a manner which reflects the contributions of interested parties and stakeholders, Highways England's collaboration with community and stakeholder groups, and the engagement of the Examining Authority. The way in which the terms of DCO Requirement 3 (design principles and design review panel) developed during the Silvertown Tunnel examination is a pertinent example of this collaborative process in action.
- 4.15. Highways England would not wish to be deprived of the opportunity to allow the terms of the consent sought for the Scheme to evolve in a similarly bespoke and collaborative manner, not least since it perceives

no material difference between the approach adopted in the Works Plans and DCO Schedule 1 on both the Silvertown and Lake Lothing Third Crossing applications, and the equivalent approach which it has applied in preparing those documents as part of the application for consent for the Scheme.

- 4.16. In recent discussions, the Planning Inspectorate appeared to suggest that there might be a direct link between the level of design detail included in an application for development consent and the question of whether or not an application was of a sufficiently satisfactory standard to be accepted for examination. Highways England understands that such links may indeed be a matter influencing the Inspectorate's decisions as to whether or not to accept an application for examination. Of course, an application must include a sufficient degree of detail to be compliant with the requirements of the APFP Regulations and with the provisions of the Planning Act 2008. However, Highways England is of the view that the degree of flexibility sought in an application (and, by extension, in a grant of consent) is a different issue. The two should not be confused. Whilst the first (being a lack of detail rendering compliance with the relevant regulatory requirements an impossibility) should clearly be an acceptance issue, the second (being a bid to secure a robust consent, incorporating sufficient flexibility to render it capable of implementation irrespective of unforeseen circumstances arising at the detailed design stage or during construction), should not. Instead, the latter should be a matter to be tested during the examination.
- 4.17. As the NPS for National Networks acknowledges (see paragraph 4.10 above) in certain circumstances flexibility has an important role to play. The DCO examination process (rather than the acceptance stage) provides a proper forum for testing the need for and level of flexibility required by an applicant in connection with a particular project.
- 4.18. In the case of the Application submitted for the Scheme, Highways England considers that the approach to the presentation of the Works Plans, in conjunction with the other plans and documents referenced above, and the relationships between those plans and documents, as noted in Signposting Document, is appropriate for project and its particular circumstances. The approach seeks to incorporate the level of flexibility necessary to accommodate the detailed design process, to achieve the required levels of environmental protection, to respond to the special circumstances which might arise in the context of the WHS, and to deal with real world conditions, including unforeseen issues, and the need to deliver value for money within targeted timescales, limited budgets and within a consented envelope.

5. Legal and policy compliance

- 5.1. In light of all of the above and the information flagged in the Signposting Document, this section seeks to assist the Inspectorate by considering the key statutory tests in relation to acceptance.

- 5.2. Under s55(3)(f) of the Planning Act 2008, the Secretary of State may accept the Application only if the Secretary of State concludes that the Application (including accompaniments) is of a standard that the Secretary of State considers satisfactory.
- 5.3. Under s55(5A), in assessing that standard the Secretary of State must have regard to the extent to which:
 - 5.3.1. the Application complies with the requirements in section 37(3), and
 - 5.3.2. any guidance under section 37(4) has been followed in relation to the Application.
- 5.4. The relevant parts of section 37(3) specify that an application must, so far as necessary to secure that the application (including accompaniments) is of a standard that the Secretary of State considers satisfactory:
 - 5.4.1. specify the development to which it relates (s37(3)(a)),
 - 5.4.2. be made in the prescribed form (s37(3)(b))...and
 - 5.4.3. be accompanied by documents and information of a prescribed description (s37(3)(d)).
- 5.5. The key guidance under s37(4) is the Guidance on the Pre-Application process (DCLG, March 2015).
- 5.6. The following summarises how the Application meets these tests for acceptance in light of the information in this submission.

Specify the development to which it relates

- 5.7. Much of this letter and the Signposting Document is taken up with showing how the Application specifies the development to which it relates, meaning that the Application is suitable for examination within the statutory 6 month period. In Highways England's submission, the detailed analysis contained in the Signposting Document shows that this test is met.

Prescribed form/documents of prescribed description

- 5.8. The key Application documents referenced in this letter and the Signposting Document are compliant with the requirements of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 ('the APFP Regulations'), as set out in the Covering Letter and s55 checklist (Application Document 1.2).
- 5.9. Specifically, in the case of the Works Plans (Regulation 5(2)(j) of the APFP Regulations), the centrelines show, "*in relation to existing features*

–

5.9.1. “the proposed **location** or (for a linear scheme) the proposed **route and alignment of the development and works**; and

5.9.2. “the **limits** within which the development and works may be carried out and **any limits of deviation** provided for in the draft order” [emphasis added].

5.10. The APFP Regulations do not require the Works Plans to show every detail of the authorised development as listed in DCO schedule 1 – only the route/alignment and limits of deviation are required to be shown. The Works Plans submitted in support of the application for development consent for the scheme show what is required for compliance with the APFP Regulations. When the Works Plans are read in conjunction with the other DCO plans and documents identified above, the details of the scheme for which consent is sought are readily apparent.

5.11. Paragraphs 5.7 to 5.10 inclusive therefore evidence that the Application complies with the requirements in section 37(3).

Have regard to the extent to which s37 guidance is followed

5.12. Considering the parts of the Pre-Application Guidance bearing upon the points raised by the Inspectorate, the Application has had regard to the guidance as follows.

5.13. Paragraph 100 notes that applicants are free to draft their Order in a manner of their choosing, subject to the conditions of the Planning Act. The Application is not obliged to follow the same approach as other Highways England applications. Under paragraphs 101 and 102 the draft Order must include a full description of the proposed development: the Signposting Document sets out in detail how the Application delivers this.

5.14. Paragraph 103 recognises the need for flexibility in the Order, considered in detail in relation to the Application in section 4 above, as does paragraph 110 in the context of environmental assessment. In that context, the guidance states that the flexibility must be justified (see section 4 of this letter), the parameters of the consented envelope should be clearly defined and reasonable (see the Signposting Document for where this is achieved in the Application documents and section 4 of this letter regarding the balance of flexibility and certainty). The likely significant effects on the environment of the consented envelope must be assessed (see paragraphs 1.19-20 above).

5.15. In paragraph 114 on acceptance, the guidance notes that the Secretary of State will consider the ability of the Examining Authority to examine the Application within the six month statutory period. This letter and the Signposting Document show that the Application contains (among other things) the necessary project description and a comprehensive

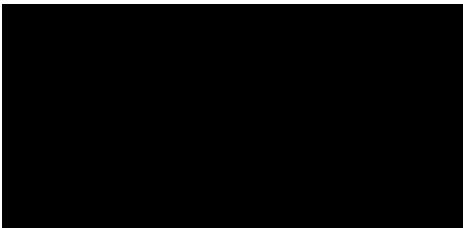
assessment of its effects on the environment and on the WHS and follows an advanced programme of engagement in relation to the proposed Scheme with relevant UK and international stakeholders, all meaning that the required information and engagement channels are pre-prepared to ensure examination within the statutory period. Paragraph 116 notes how the level of detail and definition and the resulting quality of information in the Application as a whole will be considered: again, this letter and the Signposting Document set out in detail how an appropriate level of detail is included in the Application, balancing against the need for proportionate flexibility, which is also recognised by the guidance.

5.16. It is clear, then, that the provisions of the guidance to the Inspectorate's points raised on the call have been followed by the Application.

5.17. The Application therefore meets the relevant statutory tests under ss55(3)(f) and 37(3) and (4) of the Planning Act and so should be accepted.

I hope that this letter and the Signposting Document comprehensively address the Inspectorate's specific and general queries. I should be grateful if you would confirm as soon as you are able and if you have any queries, of course please do not hesitate to contact me.

Yours sincerely,



David Cox
DCO Application & Examination Lead, A303 Amesbury to Berwick Down
Technical Partner

APPENDIX

SIGNPOSTING DOCUMENT

1. PURPOSE OF THE 'SIGNPOSTING' DOCUMENT

- 1.1 This document has been produced in response to the Planning Inspectorate's ('the Inspectorate') request for the provision, by Highways England ('the Applicant'), of 'signposting' to facilitate interested parties' navigation of the development consent order ('DCO') application documentation relating to the A303 Amesbury to Berwick Down scheme ('the Scheme') (which is identified on the Planning Inspectorate's website as 'A303 Stonehenge').
- 1.2 The purpose of this document is therefore to support or enhance interested parties' understanding of the nature of the Scheme for which Highways England seeks development consent, and of the 'consent envelope' within which, if development consent were granted, the Scheme could be brought forward.
- 1.3 In particular, this document seeks to highlight the relationships between certain key DCO application documents (as submitted) and the concepts which underpin those documents and the relationships between them.
- 1.4 As such, this document simply points to some of the relationships between the various DCO application documents as included in the submitted DCO application. It does not change or add to the content of those documents or the relationships between them, all of which remain entirely as submitted to the Planning Inspectorate on 19 October 2018.

2. KEY CONCEPTS UNDERLYING THE DCO APPLICATION DOCUMENTS

2.1 The authorised development

- 2.2 The Scheme is described in Schedule 1 to the draft DCO, where it is referred to as the 'authorised development'. At the DCO application stage, the term 'authorised development' is borrowed from a future scenario in which development consent has been granted, a DCO has been made by the Secretary of State, and, accordingly, the development is authorised.

2.3 Numbered works

- 2.4 Schedule 1 is essentially a textual description of the authorised development, in which the Scheme is divided up into a series of component parts, referred to in the DCO application documentation as 'numbered works'. Each numbered work comprises an element of the Scheme.

- 2.5 There is no prescribed approach for dividing a scheme into a series of numbered works; it is open to an applicant to do this in whatever way is most appropriate for the scheme for which it seeks development consent. Accordingly, a variety of contrasting approaches can be seen in DCO applications accepted by the Planning Inspectorate to date (and these are considered in more detail in paragraph 5 of the letter to the Inspectorate, to which this document is appended).

- 2.6 In the case of the Scheme, the description of the authorised development comprises nine numbered works (Work Nos. 1 to 9). However, some of those numbered works are themselves sub-divided, in recognition of the fact that they have several distinct but interdependent component parts. For instance, as a whole, Work No.1 is 'the construction of a new all-purpose dual carriageway ('the new A303') and of improvements to sections of the existing A303'. However, given its scale, Work No. 1

is broken down into Work Nos. 1A to 1H. Similarly, each of Work Nos. 1A to 1H comprises a number of further component parts, and these are described in a series of separate sub-paragraphs (see for example Work No. 1A, paragraphs (i) to (vii)).

2.7 **DCO plans and drawings**

2.8 The elements of the Scheme (or the authorised development), which are described in draft DCO Schedule 1 in the form of Numbered Works, are also represented visually in a series of technical plans and drawings ('the DCO Plans') included in the DCO application. Each set of DCO Plans provides information about a particular aspect of the Scheme.

2.9 The names of the plan sets are informative – for example:

2.9.1 the **Land Plans** (Application Document 2.2) show the land required for the Scheme;

2.9.2 the **Works Plans** (Application Document 2.5) show the layout of the numbered works (in headline terms only);

2.9.3 the **Engineering Section Drawings (Plan and Profiles)** (Application Document 2.7) comprise a series of longitudinal cross-sections and corresponding plans;

2.9.4 the **Engineering Section Drawings (Cross-Sections)** (Application Document 2.8) comprise a series of transverse cross-sections; and

2.9.5 the **Rights of Way and Access Plans** (Application Document 2.6) show all of the public rights of way (including the new and improved highway which is the principal element of the Scheme) and private means of access which would be interfered with in a permanent manner by the construction and/or operation of the Scheme (these plans also show how, where necessary, any stopped up rights of way and means of access would be substituted or replaced).

2.10 Compliance with certain key DCO Plans is secured by **DCO Requirement 3**: '*the authorised development must be designed in detail and carried out so that it is compatible with the works plans, the engineering section drawings (plan and profiles) and the engineering section drawings (cross sections)*'.

2.11 **Limits of deviation**

2.12 The draft DCO includes (at article 7) limits of deviation. The limits of deviation are designed to ensure that the development consent, if granted, includes a proportionate amount of flexibility, allowing a degree of potential departure from certain aspects of the consented Scheme as shown in certain DCO plans – in this case the Works Plans and the Engineering Section Drawings – as these are the documents which set the constraints by reference to which the limits of deviation are subsequently defined.

2.13 Limits of deviation are necessary because development consent is being applied for whilst the Scheme is still at the preliminary / reference design stage. In accordance with standard industry practice, a contractor is unlikely to be appointed to carry out the detailed design of the Scheme until consent for the Scheme has been obtained. It is therefore imperative that the consent has sufficient flexibility built in to ensure that the Scheme can be implemented in due course without the risk of a breach of the terms of the DCO.

2.14 It is also important to ensure that the consent is drafted in terms which can accommodate unforeseeable physical site circumstances, such as, for example, geological and ground composition complications, which can give rise to unexpected

issues on major civil engineering projects at the project implementation stage. It is prudent to plan for a consent which can accommodate such issues, enabling implementation to proceed without the scheme promoter having to have recourse to additional consenting procedures, such as applications for material or non-material DCO changes, which inevitably have undesirable budgeting and programming implications with the potential to derail a project.

2.15 **Design commitments contained in the Outline Environmental Management Plan**

2.16 Compliance with the **Outline Environmental Management Plan** (Application Document 6.3) ('OEMP') is secured by DCO Requirement 4: '*the authorised development must be carried out in accordance with the OEMP*'. In addition to its main purpose, setting out environmental controls on the construction of the Scheme, the OEMP commits to certain key design elements mitigating the environmental effects of the Scheme and delivering environmental mitigation performance and standards. The Appendix to this signposting document sets out the commitments that are relevant to the numbered works set out in DCO Schedule 1.

2.17 **Consistency between environmental assessments carried out and the Scheme for which development consent is sought**

2.18 In terms of what has been assessed in the Environmental Statement (Application Document 6.1) ('the ES'), chapter 2 of the ES explains the approach taken in the assessment and sets out what has been assessed, namely the works proposed to be authorised in the draft DCO (see in particular paragraph 2.3.1 in chapter 2 of the ES).

2.19 The environmental assessments are therefore based on a realistic 'worst case' assessment of the likely impacts associated with the Scheme, incorporating into that assessment the limits of deviation provided for in the DCO, and providing an envelope within which the detailed design of the Scheme would be able to be brought forward. As such, there is consistency between the scope of the assessments carried out and the features of the Scheme for which development consent is sought.

3. **RELATIONSHIP BETWEEN THE DCO AND THE DCO PLANS**

3.1 As indicated above, as submitted to the Planning Inspectorate, the application for development consent for the Scheme comprises a number of key documents which need to be read in conjunction with one another. In summary terms, the relationships between the submitted documents are as follows:

3.1.1 **DCO Schedule 1** (Application Document 3.1) sets out a description of the Scheme, broken down into its component parts - see paragraphs 2.3 to 2.6 above, on '**numbered works**' and paragraphs 2.1 to 2.2 on the '**authorised development**'.

3.1.2 Each of the **numbered works** is shown on the **Works Plans** (Application Document 2.5) by way of a **centreline** (in the case of linear works, of which the Scheme is, in the main, comprised and, in the case of non-linear works, by way of a boundary/limit of deviation). In the first instance, the **Works Plans should be read in conjunction with DCO Schedule 1**.

3.1.3 The centreline (or non-linear work boundary) shown on the **Works Plans** is the visual equivalent of a 'headline' in the context of a newspaper – it does not set out all of the detail comprised in a numbered work; nor is it required to – see paragraph 5 of the letter to the Inspectorate (to which this document is appended) on legal compliance and conformity with precedents.

3.1.4 The more detailed component parts of each numbered work are shown on **other sets of plans/drawings** as appropriate, e.g.:

- (a) the **Engineering Section Drawings (Plan and Profiles)** (Application Document 2.7) provide more detail than the Works Plans, and show key features of the Scheme which take the form of built structures, such as bridges, junctions, slip roads, roundabouts, and the tunnel itself, presenting these elements in both plan view and longitudinal cross-section, whilst also linking back to the Works Plans and DCO Schedule 1 by way of references throughout to the 'headline' numbered works shown on the Works Plans (and by reference to 'chainage' (which is a series of measurements running along the length of the Scheme, and including a marker every 100 metres – see the numbers set out in boxes, arranged perpendicular to the line of the road on the plan)). The Engineering Section Drawings (Plan and Profiles) are also linked with **DCO article 7 (limits of deviation)** as they provide the reference points for the application of the upwards and downwards vertical limits of deviation applicable to the elements of the works shown on them; they should also be read in conjunction with the other documents mentioned above and below;
 - (b) the **Engineering Section Drawings (Cross Sections)** (Application Document 2.8) provide more detail than the Works Plans, and show a series of transverse cross sections presenting typical features at key locations along the route of the Scheme. The Engineering Section Drawings (Cross Sections) are also linked with **DCO article 7 (limits of deviation)** as they provide reference points for the application of the upwards and downwards vertical limits of deviation applicable to the elements of the works shown on them. They should be read in conjunction with the other documents mentioned above and below;
 - (c) the **Tunnel Limits of Deviation Plan** (Application Document 2.16) in conjunction with **DCO article 7 (limits of deviation)** shows the vertical limits of deviation applicable to the bored tunnel (Work No. 1F);
 - (d) the **Rights of Way and Access Plans** (Application Document 2.6) show the detail of all the public rights of way and private means of access which would be affected by the Scheme on a permanent basis (if the Scheme was implemented). These plans show rights of way and accesses which are proposed to be stopped up and, where appropriate, replaced with substitute rights of way or accesses.
- 3.1.5 The existing connections between DCO Schedule 1 and the Works Plans, and the other sets of plans/drawings listed in paragraph 3.1.4 above are fully articulated in **the Appendix to this 'signposting' document**.
- 3.1.6 The Appendix lists each of the numbered works in Schedule 1 (including each component part of each numbered work) and then identifies (or 'signposts'):
- (a) where each part of a work is shown on a DCO plan or drawing, and by extension where it is **located** within the context of the Scheme itself (in addition to any locational information provided in the description of the work itself, within DCO Schedule 1); and
 - (b) what measures or provisions are included in the DCO (or other DCO application documents) to regulate (or control) aspects such as the **dimensions or location** of each part of a numbered work.

3.1.7 The relationships between the various categories of works in Schedule 1 and the other application documents can be summarised as follows:

- (a) **centrelines of linear works**, as described in DCO Schedule 1, are shown on the Works Plans and in the Engineering Section Drawings (Plan and Profiles). They are subject to lateral/horizontal limits of deviation as set out in DCO article 7; DCO Requirement 3, which requires detailed design to be carried out so that it is compatible with the Works Plans, the Engineering Section Drawings (Plan and Profiles) and the Engineering Section Drawings (Cross Sections); and Requirement 4, which requires the authorised development to be carried out in accordance with the Outline Environmental Management Plan ('OEMP'), which includes design commitments as described above;
- (b) **key elements of the numbered/linear works, e.g. the tunnel (including its service buildings), bridge and viaduct structures (including the series of Green Bridges) and side roads and slip roads** are shown in the Engineering Section Drawings (Plan and Profiles) and (in some instances) in the Engineering Section Drawings (Cross Sections). They are subject to lateral/horizontal and vertical upwards/downwards limits of deviation, as set out in DCO article 7. They are also subject to a number of additional controls, including Requirement 3 (see (a) above) and Requirement 4, which requires the authorised development to be carried out in accordance with the Outline Environmental Management Plan ('OEMP'), which includes design commitments as described above;
- (c) **new non-motorised user provision** ('NMU provision'), in the form of byways open to all traffic, restricted byways, bridleways, footpaths and also **private means of access** ('PMAs') – shown in the Rights of Way and Access Plans (Application Document 2.6). By way of explanation, where NMU provision or PMAs are to be stopped up and replaced (or not replaced as the case may be) both the original/existing and the new/substitute provisions are shown on the Rights of Way and Access Plans (this is in contrast to the other sets of plans/drawings comprised in the DCO application, where generally only the new elements of the development for which consent is sought are shown); and
- (d) **various traffic/construction management-related works**, e.g. the installation of variable message signs – the proposed locations of which are shown on the General Arrangement Drawings (Application Document 2.9).

3.2 **Relationship between DCO Schedule 1 and the Rights of Way and Access Plans**

3.3 The description of the authorised development in DCO Schedule 1 includes references to the elements of the Scheme which are shown on the Rights of Way and Access Plans. In Schedule 1, those elements are expressed as being shown **'illustratively'** on the Rights of Way and Access Plans.

3.4 The Applicant's intention in applying the term 'illustratively' is to allow for the fact that what is shown on the Rights of Way and Access Plans does not - and cannot, at this stage - represent the final design / as built drawings, because the detailed design process has not yet taken place. In this context, the term 'illustratively' signals – or illustrates – the Applicant's intention. The term 'illustratively' should therefore be interpreted on the basis of its ordinary meaning, i.e. 'serving as an example or illustration' of something (Oxford Advanced Learners Dictionary); 'serving, tending or

designed to illustrate' (Merriam Webster dictionary); 'serving as an explanation or example' of something (Oxford English Dictionary); or 'helping to explain or prove something' (Cambridge Dictionary).

- 3.5 The Rights of Way and Access Plans therefore show what is intended to be delivered, subject to detailed design. The term 'illustrative', when used in the DCO application, is intended to explain that the plans show the preliminary design on which the detailed design will, necessarily (due to the elements that are secured by the DCO) be based.
- 3.6 **DCO Schedule 3**, which accompanies the Rights of Way and Access Plans and describes the locations, features and functions of what is shown on them, also evidences the Applicant's intention to deliver the parts of the authorised development which are shown here.
- 3.7 Other control mechanisms relevant to the elements shown on the Rights of Way and Access Plans are the facts that each component element: (i) is particular to a specific work number / numbered work and therefore must be in the area associated with that work; (ii) must serve the relevant land (in particular where it is a replacement private means of access, as narrated in Schedule 3); and (iii) may only be delivered where the land use powers to deliver the relevant element have been sought in the DCO.
- 3.8 For all of these reasons, the use of the word 'illustratively' is neither intended to, nor could it, result in the relevant element being delivered anywhere within the Order limits. In reality, the flexibility that it offers will be restricted by the factors noted in paragraph 3.7 above, and the presumption is that it will be delivered as shown in the Rights of Way and Access Plans.

4. **CONTROL OF CONSTRUCTION OF THE SCHEME**

- 4.1 The Inspectorate also asked for confirmation of the location of the controls over the construction of the Scheme within the application documentation. They are principally contained within the Outline Environmental Management Plan (OEMP) referred to above. Despite its title, the OEMP covers a lot of the same ground as used to be contained within a Code of Construction Practice. Compliance with the OEMP is secured by DCO Requirement 4: "*the authorised development must be carried out in accordance with the OEMP*". The construction of the Scheme must therefore be carried out in accordance with the provisions of that document.
- 4.2 Paragraphs 1.1.6 and 1.1.7 of the OEMP in turn stipulate that the requirements of the OEMP will be incorporated into a series of Construction Environmental Management Plans ('CEMPs'), which must be based on, and incorporate, the requirements of the OEMP, and which must be applied by the contractor(s) in delivering the Scheme. In summary, then, the effect of Requirement 4 is that if the requirements of a CEMP are not complied with, it will constitute a breach of the OEMP, and therefore a breach of Requirement 4.
- 4.3 Dealing with the examples specifically raised by the Inspectorate, the OEMP includes measures to determine working hours and noise (in Table 3.2b of the OEMP see items MW-NOI1 to MW-NOI6 and D-NOI1 on noise and items MW-G12 and MW-G13 on working hours).

Appendix

SIGNPOSTING FOR THE DCO APPLICATION DOCUMENTATION

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
Work No.1 – as shown on sheets 1 to 11 of the works plans and being the construction of a new all-purpose dual carriageway ('the new A303') and of improvements to the existing A303 to include—				
1A	(a) as shown on sheets 1, 2, 3 and 4 of the works plans and being the construction of the new A303 and of improvements to sections of the existing A303, to include—			
	(i)	the improvement of the existing A303 eastbound and westbound single and dual lane carriageway	<p>Works Plans (Application Document 2.5) – centreline is shown on sheets 1 to 4 (see Work No.1A)</p> <p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – mainline A303 is shown on sheets 1 to 4 in both plan and profile</p>	<p>DCO Requirement 3 provides that the authorised development must be designed in detail and carried out so that it is compatible with the Works Plans and the Engineering Section Drawings (Plan and Profiles)</p> <p>In terms of horizontal limits of deviation, DCO article 7 (limits of deviation) provides (at para 7(3)(a)) that the situation of the centreline may be varied up to a maximum of 3 metres either side of the centreline as shown on the Works Plans.</p> <p>In terms of vertical limits of deviation, DCO article 7 permits variance of 1 metre upwards or downwards from the levels shown in the Engineering Section Drawings (see article 7(4))</p>
	(ii)	the construction of a new bridge (Green Bridge One) to carry a new restricted byway and private means of access over the new	Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – Green Bridge One is shown on	DCO Requirement 3 provides that the authorised development must be designed in detail and carried out so that it is

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
		A303 as shown illustratively on sheet 3 of the rights of way and access plans	<p>sheet 3 at chainage 2850 in both plan and profile</p> <p>Rights of Way and Access Plans (Application Document 2.6) – new restricted byway and private means of access (crossing Green Bridge One) is shown on sheet 3 and its location is described in DCO Schedule 3 (see reference B)</p> <p>Within the area of Work No. 1A (as shown on the Works Plans) and as described in DCO Schedules 1 and 3</p>	<p>compatible with the Engineering Section Drawings (Plan and Profiles)</p> <p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – the height of Green Bridge One is shown on sheet 3 at chainage 2850 in the mainline longitudinal section (profile)</p> <p>In terms of vertical limits of deviation, DCO article 7 permits variance of 1 metre upwards or downwards from the levels shown in the Engineering Section Drawings (see article 7(4))</p> <p>New restricted byway and private means of access to be provided as shown on the Rights of Way and Access Plans (Application Document 2.6)</p>
	(iii)	the construction of new restricted byways on the northern and southern sides of the new alignment of the A303 as shown illustratively on sheets 1, 2 and 3 of the rights of way and access plans	<p>Rights of Way and Access Plans (Application Document 2.6) – new restricted byways are shown on sheets 1 to 3 and their locations are described in DCO Schedule 3 (see references A and B in Part 1)</p> <p>Within the area of Work No. 1A (as shown on the Works Plans) and as described in DCO Schedules 1 and 3</p>	New restricted byways to be provided as shown on the Rights of Way and Access Plans (Application Document 2.6) – see related commentary in paragraph 3 of this Signposting document (above)
	(iv)	the construction of a new byway open to all traffic as shown illustratively on sheets 2 and 3 of the rights of way and access plans	Rights of Way and Access Plans (Application Document 2.6) – new byway open to all traffic is shown on sheets 2 to 3 and its location is described in DCO Schedule 3 (see	New byway open to all traffic to be provided as shown on the Rights of Way and Access Plans (Application Document 2.6) – see related commentary in paragraph 3 of this Signposting document

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
			reference D in Part 1)	(above)
	(v)	the construction of a new bridge to carry the new A303 over the realigned B3083 (forming part of Work No. 2)	<p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – the B3083 Underbridge is shown on sheet 3 at chainage 3500 in both plan and profile</p> <p>Works Plans (Application Document 2.5) – centreline is shown on sheet 3 (see Work No.2)</p> <p>Within the area of Work No. 1A (as shown on the Works Plans) and as described in DCO Schedules 1 and 3</p>	<p>DCO Requirement 3 provides that the authorised development must be designed in detail and carried out so that it is compatible with the Works Plans and the Engineering Section Drawings (Plan and Profiles)</p> <p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – the height of the B3083 Underbridge is shown on sheet 3 at chainage 3500 in the mainline longitudinal section (profile)</p> <p>In terms of horizontal limits of deviation, DCO article 7 (limits of deviation) provides (at para 7(3)(a)) that the situation of the centreline may be varied up to a maximum of 3 metres either side of the centreline as shown on the Works Plans</p> <p>In terms of vertical limits of deviation, DCO article 7 permits variance of 1 metre upwards or downwards from the levels shown in the Engineering Section Drawings (see article 7(4))</p>
	(vi)	the construction and installation of a new variable message sign	<p>The proposed location of the variable message sign ('VMS') is shown on sheet 3 of the General Arrangement Drawings (Application Document 2.9) (see the orange spot on the eastbound carriageway of the A303 mainline).</p> <p>Within the Scheme, signage in the form of Motorway Signal Mark 4 ('MS4s') will</p>	<p>DCO Requirement 4 provides that the authorised development must be carried out in accordance with the Outline Environmental Management Plan ('OEMP') Appendix 2.2 to the Environmental Statement (Application Document 6.3) which provides, at Table 3.2b, that at the western end of the World</p>

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
			<p>be used in connection with the variable speed limits ('VSLs') proposed in the draft DCO (article 49) and Schedule 10 Part 1 (Speed Limits) and the corresponding Traffic Regulation Measures Plans (Speed Limits) (Application Document 2.10) ('TRM Plans'); the MS4s would therefore be located at the beginning and end of the lengths of VSLs shown in the TRM Plans.</p> <p>The proposed location of each MS4 is based on the operating requirements of the Scheme (including VSLs as noted above) and to facilitate the safe operation of the tunnel (e.g. in relation to emergency area positions and technological equipment such as CCTV).</p> <p>The locations shown on the General Arrangement Drawings (see the orange spots) would only be changed if necessary as a result of information discovered during the detailed design or construction phases of the Scheme. In any event, if changes were made to the positioning of the MS4s, it would still be the Applicant's intention not to locate them within the WHS, in order to preserve its OUV.</p>	<p>Heritage Site, no road signs will be set higher than the top of the adjacent cutting (and the signs shall not be lit) (see reference D-CH8).</p> <p>The Structures Drawings (Application Document 2.14) include an elevation illustrating the design of the VMS (see sheet 13) which is based on the current generation of standard motorway signal, known as the Motorway Signal Mark 4 ('MS4')</p> <p>The standard dimensions of MS4 are set out in Highways England's <i>Interim Advice Note 109/08 - Advice Regarding the Motorway Signal Mark 4 (MS4)</i> ('IAN109/08').</p> <p>Interim Advice Notes ('IAN') are issued by Highways England's Specifications and Standards team and set the standards applicable to works on motorways and trunk roads in England. As the Scheme is a trunk road in England, the standards in IAN109/08 will apply to the MS4s which are to be included in the Scheme.</p> <p>The standard specification and technical requirements of the MS4 are set out in Appendix H to Highways England's <i>TR 2607 Issue A (June 2016)</i>. Within TR 2607 there is also a variant/option for the use of a reduced (smaller than standard) size MS4 but the DCO application is based on the standard size, as this represents the 'worst case' and this is what has been</p>

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
				assessed in the Environmental Statement.
	(vii)	the construction of new private means of access, as shown illustratively on sheets 2 and 3 of the rights of way and access plans	Rights of Way and Access Plans (Application Document 2.6) – new private means of access are shown on sheets 2 and 3 and their locations are described in DCO Schedule 3 (see references 1 to 3 in Part 3)	New private means of access to be provided as shown on the Rights of Way and Access Plans (Application Document 2.6) – see related commentary in paragraph 3 of this Signposting document (above)
1B	(b)	as shown on sheet 4 of the works plans and being the construction of the new A303, to include—		
	(i)	the construction of a new viaduct crossing the River Till, to carry the new A303 over the River Till	Works Plans (Application Document 2.5) – centreline is shown on sheet 4 (see Work No.1B) Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – River Till Viaduct is shown on sheet 4 at chainage 4050 in both plan and profile	DCO Requirement 3 provides that the authorised development must be designed in detail and carried out so that it is compatible with the Works Plans and the Engineering Section Drawings (Plan and Profiles) Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – the height of the River Till Viaduct is shown on sheet 4 at chainage 4050 in the mainline longitudinal section (profile) In terms of horizontal limits of deviation, DCO article 7 (limits of deviation) provides (at para 7(3)(a)) that the situation of the centreline may be varied up to a maximum of 3 metres either side of the centreline as shown on the Works Plans In terms of vertical limits of deviation, DCO article 7 permits variance of 0.5 metres upwards or downwards from the levels shown in the Engineering Section

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
				<p>Drawings (see article 7(4))</p> <p>DCO Requirement 4 provides that the authorised development must be carried out in accordance with the Outline Environmental Management Plan ('OEMP') Appendix 2.2 to the Environmental Statement (Application Document 6.3) which provides, at Table 3.2b, that the River Till viaduct is to comprise a twin deck viaduct structure with a minimum 7 metre open gap between the bridge decks and that the locations of the piers and foundations shall be outside of the extents of the SAC or SSSI (see reference D-BIO1).</p>
	(ii)	the construction of new private means of access, as shown illustratively on sheet 4 of the rights of way and access plans	Rights of Way and Access Plans (Application Document 2.6) – new private means of access is shown on sheet 4 and its location is described in DCO Schedule 3 (see reference 9 in Part 3)	New private means of access to be provided as shown on the Rights of Way and Access Plans (Application Document 2.6) – see related commentary in paragraph 3 of this Signposting document (above)
	(iii)	the construction and installation of a new variable message sign	<p>The proposed location of the variable message sign ('VMS') is shown on sheet 4 of the General Arrangement Drawings (Application Document 2.9) (see the orange spot on the eastbound carriageway of the A303 mainline)</p> <p>The VMS has been included in Work No. 1B (as well as Work No.1C below) because its proposed location is at the point where Work No.1B ends and Work No.1C starts. Given the limits of</p>	DCO Requirement 4 provides that the authorised development must be carried out in accordance with the Outline Environmental Management Plan ('OEMP') Appendix 2.2 to the Environmental Statement (Application Document 6.3) which provides, at Table 3.2b, that at the western end of the World Heritage Site, no road signs will be set higher than the top of the adjacent cutting (and the signs shall not be lit) (see

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
			<p>deviation applicable to the start and end points of linear works (see DCO article 7(a)), the VMS could ultimately be in either Work No.1B or in Work No.1C, but there will only be one VMS at this location.</p> <p>Within the Scheme, signage in the form of Motorway Signal Mark 4 ('MS4s') will be used in connection with the variable speed limits ('VSLs') proposed in the draft DCO (article 49) and Schedule 10 Part 1 (Speed Limits) and the corresponding Traffic Regulation Measures Plans (Speed Limits) (Application Document 2.10) ('TRM Plans'); the MS4s would therefore be located at the beginning and end of the lengths of VSLs shown in the TRM Plans.</p> <p>The proposed location of each MS4 is based on the operating requirements of the Scheme (including VSLs as noted above) and to facilitate the safe operation of the tunnel (e.g. in relation to emergency area positions and technological equipment such as CCTV).</p> <p>The locations shown on the General Arrangement Drawings (see the orange spots) would only be changed if necessary as a result of information discovered during the detailed design or construction phases of the Scheme. In</p>	<p>reference D-CH8).</p> <p>The Structures Drawings (Application Document 2.14) include an elevation illustrating the design of the VMS (see sheet 13) which is based on the current generation of standard motorway signal, known as the Motorway Signal Mark 4 ('MS4')</p> <p>The standard dimensions of MS4 are set out in Highways England's <i>Interim Advice Note 109/08 - Advice Regarding the Motorway Signal Mark 4 (MS4)</i> ('IAN109/08').</p> <p>Interim Advice Notes ('IAN') are issued by Highways England's Specifications and Standards team and set the standards applicable to works on motorways and trunk roads in England. As the Scheme is a trunk road in England, the standards in IAN109/08 will apply to the MS4s which are to be included in the Scheme.</p> <p>The standard specification and technical requirements of the MS4 are set out in Appendix H to Highways England's <i>TR 2607 Issue A (June 2016)</i>. Within TR 2607 there is also a variant/option for the use of a reduced (smaller than standard) size MS4 but the DCO application is based on the standard size, as this represents the 'worst case' and this is what has been assessed in the Environmental Statement.</p>

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
			any event, if changes were made to the positioning of the MS4s, it would still be the Applicant's intention not to locate them within the WHS, in order to preserve its OUV.	
1C	(c) as shown on sheets 4 and 5 of the works plans and being the construction of the new A303 to include—			
	(i)	the construction of a new bridge (Green Bridge Two) to carry the realigned byway open to all traffic WSTO6B over the new A303 as shown illustratively on sheet 4 of the rights of way and access plans	Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – Green Bridge Two is shown on sheet 4 at chainage 4700 in both plan and profile	DCO Requirement 3 provides that the authorised development must be designed in detail and carried out so that it is compatible with the Engineering Section Drawings (Plan and Profiles) Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – the height of Green Bridge Two is shown on sheet 4 at chainage 4700 in the mainline longitudinal section (profile) In terms of vertical limits of deviation , DCO article 7 permits variance of 0.5 metres upwards and 1 metre downwards from the levels shown in the Engineering Section Drawings (see article 7(4))
	(ii)	the construction of new eastbound and westbound merge and diverge slip roads for a new grade-separated junction ('the new Longbarrow Junction') between the realigned A360 and the new A303 (forming part of Work No. 4)	Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – the new eastbound and westbound merge and diverge slip roads for the new Longbarrow Junction are shown in plan on sheet 5 (between A303 mainline chainage 5200 and 6000) and on sheet 16 (where chainages are given for each slip road) and are shown	DCO Requirement 3 provides that the authorised development must be designed in detail and carried out so that it is compatible with the Engineering Section Drawings (Plan and Profiles) Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – the levels of the four slip roads are shown in the longitudinal section drawings

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
			in profile on sheet 17	(profile) on sheet 17 In terms of vertical limits of deviation , DCO article 7 permits variance of 0.5 metres upwards and 1 metre downwards from the levels shown in the Engineering Section Drawings (see article 7(4))
	(iii)	the construction of a new bridleway between the southern roundabout of the new Longbarrow Junction and the existing A360, as shown illustratively on sheet 5 of the rights of way and access plans	Rights of Way and Access Plans (Application Document 2.6) – new bridleway is shown on sheet 5 and its location is described in DCO Schedule 3 (see reference Y in Part 1) – see also Work No. 1D(vi) below	New bridleway to be provided as shown on the Rights of Way and Access Plans (Application Document 2.6) and as described in DCO Schedule 1 – see related commentary in paragraph 3 of this Signposting document (above)
	(iv)	the construction of crossovers within the new central reservation at the new Longbarrow Junction	Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – the crossovers within the new central reservation at the new Longbarrow Junction are shown in plan on sheet 5 (between A303 mainline chainage 5700 and 6100)	DCO Requirement 3 provides that the authorised development must be designed in detail and carried out so that it is compatible with the Engineering Section Drawings (Plan and Profiles)
	(v)	the provision of a temporary electricity substation	Temporary location within the area of Work No. 1C (as shown on the Works Plans) to be determined during the construction phase The temporary electricity substation has been included in Work No. 1C (as well as Work No.1D below) because its location, which will be determined by the contractor in due course, is likely to be in the vicinity of the point where Work No.1C ends and Work No.1D starts.	Temporary substation will be required to provide power for construction – actual capacity will be determined by the requirements of the contractor

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
			Therefore, it could ultimately be in either one or the other of these two areas; however, there will only be one temporary electricity substation in this location.	
	(vi)	the construction and installation of a new variable message sign	<p>The proposed location of the variable message sign ('VMS') is shown on sheet 4 of the General Arrangement Drawings (Application Document 2.9) (see the orange spot on the eastbound carriageway of the A303 mainline)</p> <p>The VMS has been included in Work No. 1C (as well as Work No.1B above) because its proposed location is at the point where Work No.1B ends and Work No.1C starts. Given the limits of deviation applicable to the start and end points of linear works (see DCO article 7(a)), the VMS could ultimately be in either Work No.1B or in Work No.1C, but there will only be one VMS at this location.</p> <p>Within the Scheme, signage in the form of Motorway Signal Mark 4 ('MS4s') will be used in connection with the variable speed limits ('VSLs') proposed in the draft DCO (article 49) and Schedule 10 Part 1 (Speed Limits) and the corresponding Traffic Regulation Measures Plans (Speed Limits) (Application Document 2.10) ('TRM Plans'); the MS4s would therefore be located at the beginning and end of the</p>	<p>DCO Requirement 4 provides that the authorised development must be carried out in accordance with the Outline Environmental Management Plan ('OEMP') Appendix 2.2 to the Environmental Statement (Application Document 6.3) which provides, at Table 3.2b, that at the western end of the World Heritage Site, no road signs will be set higher than the top of the adjacent cutting (and the signs shall not be lit) (see reference D-CH8).</p> <p>The Structures Drawings (Application Document 2.14) include an elevation illustrating the design of the VMS (see sheet 13) which is based on the current generation of standard motorway signal, known as the Motorway Signal Mark 4 ('MS4')</p> <p>The standard dimensions of MS4 are set out in Highways England's <i>Interim Advice Note 109/08 - Advice Regarding the Motorway Signal Mark 4 (MS4)</i> ('IAN109/08').</p> <p>Interim Advice Notes ('IAN') are issued by Highways England's Specifications and Standards team and set the standards</p>

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
			<p>lengths of VSLs shown in the TRM Plans.</p> <p>The proposed location of each MS4 is based on the operating requirements of the Scheme (including VSLs as noted above) and to facilitate the safe operation of the tunnel (e.g. in relation to emergency area positions and technological equipment such as CCTV).</p> <p>The locations shown on the General Arrangement Drawings (see the orange spots) would only be changed if necessary as a result of information discovered during the detailed design or construction phases of the Scheme. In any event, if changes were made to the positioning of the MS4s, it would still be the Applicant's intention not to locate them within the WHS, in order to preserve its OUV.</p>	<p>applicable to works on motorways and trunk roads in England. As the Scheme is a trunk road in England, the standards in IAN109/08 will apply to the MS4s which are to be included in the Scheme.</p> <p>The standard specification and technical requirements of the MS4 are set out in Appendix H to Highways England's <i>TR 2607 Issue A (June 2016)</i>. Within TR 2607 there is also a variant/option for the use of a reduced (smaller than standard) size MS4 but the DCO application is based on the standard size, as this represents the 'worst case' and this is what has been assessed in the Environmental Statement.</p>
	(vii)	the construction of new private means of access, as shown illustratively on sheets 4 and 5 of the rights of way and access plans	Rights of Way and Access Plans (Application Document 2.6) – new private means of access are shown on sheets 4 and 5 and their locations are described in DCO Schedule 3 (see references 10 to 11 in Part 3)	New private means of access to be provided as shown on the Rights of Way and Access Plans (Application Document 2.6) – see related commentary in paragraph 3 of this Signposting document (above)
1D		(d) as shown on sheets 5 and 6 of the works plans and being the construction of the new A303, to include—		
	(i)	the construction of a new bridge (Green Bridge Four), to carry a new restricted	Works Plans (Application Document 2.5) – the centreline of Green Bridge	DCO Requirement 3 provides that the authorised development must be designed

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
		byway and private means of access (part of Work No. 6) over the new A303, as shown illustratively on sheet 5 of the rights of way and access plans	<p>Four is shown on sheet 5 (see Work No.1D)</p> <p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – Green Bridge Four is shown on sheet 5 at chainage 6500 in both plan and profile</p>	<p>in detail and carried out so that it is compatible with the Works Plans and the Engineering Section Drawings (Plan and Profiles)</p> <p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – the height of Green Bridge Four is shown on sheet 5 at chainage 6500 in the mainline longitudinal section (profile)</p> <p>DCO Requirement 4 provides that the authorised development must be carried out in accordance with the Outline Environmental Management Plan ('OEMP') Appendix 2.2 to the Environmental Statement (Application Document 6.3) which provides, at Table 3.2b, that Green Bridge Four shall be approximately 150 metres wide (see reference D-CH4).</p> <p>In terms of horizontal limits of deviation, DCO article 7 (limits of deviation) provides (at para 7(3)(a)) that the situation of the centreline may be varied up to a maximum of 3 metres either side of the centreline as shown on the Works Plans</p> <p>In terms of vertical limits of deviation, DCO article 7 permits variance of 0.25 metres upwards or downwards by reference to the existing ground level (see article 7(4))</p>
	(ii)	the construction of new western portal approach retaining walls and associated	Works Plans (Application Document 2.5) – the centreline of the A303	DCO Requirement 3 provides that the authorised development must be designed

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
		works for the new A303	<p>mainline is shown on sheets 5 and 6 (see Work No.1D)</p> <p>Engineering Section Drawings (Cross Sections) (Application Document 2.8) – typical cross section through retaining walls is shown on sheet 7 at chainage 6900</p> <p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – the western portal approach, including retaining walls, is shown in plan on sheet 5 between chainages 6550 and 7200</p>	<p>in detail and carried out so that it is compatible with the Works Plans, the Engineering Section Drawings (Plan and Profiles) and the Engineering Section Drawings (Cross Sections)</p> <p>DCO Requirement 4 provides that the authorised development must be carried out in accordance with the Outline Environmental Management Plan ('OEMP') Appendix 2.2 to the Environmental Statement (Application Document 6.3) which provides, at Table 3.2b, that the new A303 within the WHS western approach shall be in cutting to a minimum depth of 7 metres with vertical retaining walls; and approximately 2.5 metres of the top of each side of the cutting shall be formed of grassed slopes at a gradient of approximately 1 in 2 (see reference D-CH5).</p> <p>In terms of horizontal limits of deviation, DCO article 7 (limits of deviation) provides (at para 7(3)(a)) that the situation of the centreline may be varied up to a maximum of 3 metres either side of the centreline as shown on the Works Plans</p> <p>In terms of vertical limits of deviation, DCO article 7 permits variance of 0.5 metres upwards and 3 metres downwards from the levels shown in the Engineering Section Drawings (see article 7(4))</p>
	(iii)	the construction of new tunnel service	Engineering Section Drawings (Plan	DCO Requirement 3 provides that the

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
		buildings	<p>and Profiles) (Application Document 2.7) – tunnel service buildings are shown in plan on sheet 6 at chainage 7100</p> <p>Structures Drawings (Application Document 2.14) include illustrations showing the location of the tunnel service buildings (see sheets 7 and 8), which are proposed to be located below the existing ground level, just outside the western tunnel portal</p>	<p>authorised development must be designed in detail and carried out so that it is compatible with the Engineering Section Drawings (Plan and Profiles)</p> <p>In terms of vertical limits of deviation, DCO article 7 permits variance of 0.5 metres upwards and 3 metres downwards from the levels shown in the Engineering Section Drawings (see article 7(4))</p> <p>As indicated in the Structures Drawings (Application Document 2.14), the tunnel service buildings will be below existing ground level; there will be one located at each end of the tunnel, close to the tunnel portals; and they will be used to house apparatus and equipment supporting the operation of the tunnel</p>
	(iv)	the provision of a temporary electricity substation	<p>Temporary location within the area of Work No. 1C (as shown on the Works Plans) to be determined during the construction phase</p> <p>The temporary electricity substation has been included in Work No. 1D (as well as Work No.1C above) because its location, which will be determined by the contractor in due course, is likely to be in the vicinity of the point where Work No.1C ends and Work No.1D starts. Therefore, it could ultimately be in either one or the other of these two areas; however, there will only be one temporary electricity substation in this</p>	Temporary substation will be required to provide power for construction – actual capacity will be determined by the requirements of the contractor

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
			location.	
	(v)	the construction of a crossover within the new central reservation at the new Longbarrow Junction	<p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – this crossover within the new central reservation at the new Longbarrow Junction is shown in plan on sheet 5 (at A303 mainline chainage 6100)</p> <p>This crossover has been included in Work No.1D(v) (as well as Work No.1C(iv) above) because its location is at the point where Work No.1C ends and Work No.1D starts. Given the limits of deviation applicable to the start and end points of linear works (see DCO article 7(a)), this crossover could ultimately be delivered within either Work No.1C or Work No.1D.</p>	DCO Requirement 3 provides that the authorised development must be designed in detail and carried out so that it is compatible with the Engineering Section Drawings (Plan and Profiles)
	(vi)	the construction of a new bridleway running on the south side of the new A303 westbound carriageway and westbound diverge slip road as shown illustratively on sheet 5 of the rights of way and access plans	Rights of Way and Access Plans (Application Document 2.6) – new bridleway is shown on sheet 5 and its location is described in DCO Schedule 3 (see reference Y in Part 1) – see also Work No. 1C(iii) above	New bridleway to be provided as shown on the Rights of Way and Access Plans (Application Document 2.6) and as described in DCO Schedule 1 – see related commentary in paragraph 3 of this Signposting document (above)
	(vii)	the construction of new private means of access, as shown illustratively on sheet 5 of the rights of way and access plans	Rights of Way and Access Plans (Application Document 2.6) – new private means of access are shown on sheet 5 and their locations are described in DCO Schedule 3 (see references 12 to 18 in Part 3)	New private means of access to be provided as shown on the Rights of Way and Access Plans (Application Document 2.6) – see related commentary in paragraph 3 of this Signposting document (above)

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
1E	(e) as shown on sheet 6 of the works plans and being the construction of the new A303, to include—			
	(i)	the construction of a new cut and cover section of tunnel	<p>Works Plans (Application Document 2.5) – the centreline of the cut and cover section of the tunnel is shown on sheet 6 (see Work No.1E)</p> <p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – the cut and cover section of the tunnel is shown in both plan and profile on sheet 6 between chainages 7200 and 7400</p> <p>Engineering Section Drawings (Cross Sections) (Application Document .8) – typical cross section through the cut and cover tunnel is shown on sheet 8 at chainage 7300</p>	<p>DCO Requirement 3 provides that the authorised development must be designed in detail and carried out so that it is compatible with the Works Plans, the Engineering Section Drawings (Plan and Profiles) and the Engineering Section Drawings (Cross Sections)</p> <p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – the height of the top of the cut and cover section of the tunnel is shown on sheet 6 between chainages 7200 and 7400 in the mainline longitudinal section (profile)</p> <p>In terms of vertical limits of deviation, DCO article 7 permits variance of 0.25 metres upwards or downwards by reference to the existing ground level (see article 7(4))</p> <p>DCO Requirement 4 provides that the authorised development must be carried out in accordance with the Outline Environmental Management Plan ('OEMP') Appendix 2.2 to the Environmental Statement (Application Document 6.3) which provides, at Table 3.2b, that the Scheme shall include a cut and cover tunnel extending westwards from the bored tunnel to at least chainage 7+200 metres (subject to relevant limits of deviation set out in the DCO) (see</p>

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
				<p>reference D-CH6).</p> <p>In terms of horizontal limits of deviation, DCO article 7 (limits of deviation) provides (at para 7(3)(a)) that the situation of the centreline may be varied up to a maximum of 3 metres either side of the centreline as shown on the Works Plans</p> <p>DCO article 7 also provides for a scenario in which, at the western end, horizontal limits of deviation would permit the cut and cover tunnel to be extended by a maximum of 200 metres (or reduced by a maximum of 1 metre)</p> <p>The OEMP also provides, at Table 3.2b, that there will be no tunnel ventilation shafts within the World Heritage Site (see reference D-CH13).</p>
	(ii)	the construction of a western portal for the new A303 tunnel	<p>Works Plans (Application Document 2.5) – the centreline of the western portal of the tunnel is shown on sheet 6 (see Work No.1E)</p> <p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – the western portal of the tunnel is shown in plan at chainage 7200</p>	<p>As the western portal will be located at the end of the western cut and cover section of the tunnel, the controls applying to the western cut and cover section also apply to the western portal.</p> <p>DCO Requirement 3 provides that the authorised development must be designed in detail and carried out so that it is compatible with the Works Plans and the Engineering Section Drawings (Plan and Profiles)</p> <p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – the height of the top of the western portal</p>

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
				<p>of the tunnel is shown at chainage 7200 in the mainline long section (profile)</p> <p>In terms of vertical limits of deviation, DCO article 7 permits variance of 0.5 metres upwards and 4 metres downwards from the levels shown in the Engineering Section Drawings (see article 7(4))</p> <p>Article 7 also provides for a scenario in which the cut and cover section of the tunnel could be extended at the western end, where horizontal limits of deviation would permit the cut and cover tunnel to be extended by a maximum of 200 metres (or reduced by a maximum of 1 metre) and the western portal relocated accordingly.</p>
1F	(f) as shown on sheets 6, 7 and 8 of the works plans and being—			<p>In providing for limits of deviation relating to the bored tunnel (Work No. 1F), DCO article 7(5) (limits of deviation) cross-refers to the Tunnel Limits of Deviation Plan (Application Document 2.16), on which the limits of deviation of the bored section of the tunnel are shown in plan (horizontal limits of deviation) and in longitudinal cross section (vertical limits of deviation) between chainages 7400 and 10400.</p> <p>The maximum upper limits of vertical deviation are as shown on the Tunnel Limits of Deviation Plan, by reference to the levels of the crown of the tunnel and</p>
	-	<p>the construction of part of the new A303, comprising a new twin bore highway tunnel, comprising two bores, one for eastbound traffic and one for westbound traffic, with a two-lane carriageway in each direction, and including cross-passages connecting the two tunnels</p>	<p>Works Plans (Application Document 2.5) – the centreline of bored section of the tunnel is shown on sheets 6, 7 and 8 (see Work No.1F)</p> <p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – the bored section of the tunnel is shown in plan and profile on sheets 6, 7 and 8 between chainages 7400 and 10400</p> <p>Engineering Section Drawings (Cross Sections) (Application Document 2.8) – typical cross section through the bored tunnel is shown on sheet 9 at chainage</p>	

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
			<p>7600</p> <p>Structures Drawings (Application Document 2.14) include illustrations showing the bored tunnel in cross section (see sheet 9), including both eastbound and westbound bores; carriageway; and cross-passages between the two bores</p>	<p>the proposed finished road level (carriageway).</p> <p>The shortest distance between existing ground level and the maximum height (or upper limit of deviation) for the crown of the bored tunnel would be 6.75 metres, which is understood to be sufficient to protect any as yet undiscovered archaeology beneath the surface of the land.</p> <p>For any extension of the bored tunnel outside chainage 7400 to 10400:</p> <ul style="list-style-type: none"> • the upper limit of vertical deviation of the crown of the bored tunnel would be a minimum of 6.75 metres below existing ground level; • the upper limit of vertical deviation for the finished road level would be a minimum of 15 metres below existing ground level; • at the western end, horizontal limits of deviation would permit the bored tunnel to be extended by a maximum of 200 metres or reduced by a maximum of 1 metre; • at the eastern end, horizontal limits of deviation would permit the bored tunnel to be extended by a maximum of 30 metres or

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
				<p>reduced by a maximum of 1 metre.</p> <p>Vertical deviation downwards is unlimited (because the preliminary design for the tunnel is based on confirmation that the areas of greatest archaeological interest are located just beneath the level of the surface of the ground; there is no archaeological interest lower down, as the chalk does not contain archaeology).</p> <p>In terms of horizontal limits of deviation, DCO article 7 (limits of deviation) – the general provision (at para 7(3)(a)) that the situation of the centreline of a linear work may be varied up to a maximum of 3 metres either side of the centreline as shown on the Works Plans <i>does not apply</i> to Work No. 1F (the bored tunnel). Instead, the centreline of Work No.1F may deviate laterally to any extent within the Order limits. However, due to the standard engineering practice of providing for an 'exclusion zone' and then a 'protection zone' around the tunnel bores, the tunnel itself would not actually be constructed immediately adjacent to the Order limits.</p> <p>DCO article 7(7)(a) (limits of deviation) provides for variation of the design of any tunnel or tunnel structure, and in the number of tunnel cross-passages (from those shown in the Engineering Section Drawings (Plan and Profiles) and Engineering Section Drawings (Cross</p>

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
				<p>Sections)) provided the change does not give rise to any materially new or materially worse adverse environmental effects in comparison with those reported in the Environmental Statement (Application Document 6.1).</p> <p>DCO Requirement 3 provides that the authorised development must be designed in detail and carried out so that it is compatible with the Works Plans, the Engineering Section Drawings (Plan and Profiles) and the Engineering Section Drawings (Cross Sections)</p> <p>DCO Requirement 4 provides that the authorised development must be carried out in accordance with the Outline Environmental Management Plan ('OEMP') Appendix 2.2 to the Environmental Statement (Application Document 6.3) which provides, at Table 3.2b, that there will be no tunnel ventilation shafts within the World Heritage Site (see reference D-CH13).</p>
1G	(g) as shown on sheet 8 of the works plans and being the construction of the new A303, to include—			
	(i)	the construction of a new cut and cover section of tunnel	<p>Works Plans (Application Document 2.5) – the centreline of the cut and cover section of the tunnel is shown on sheet 8 (see Work No.1G)</p> <p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – the cut and cover section of the</p>	<p>DCO Requirement 3 provides that the authorised development must be designed in detail and carried out so that it is compatible with the Works Plans, the Engineering Section Drawings (Plan and Profiles) and the Engineering Section Drawings (Cross Sections)</p>

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
			<p>tunnel is shown in both plan and profile on sheet 8 between chainages 10400 and 10480</p> <p>Engineering Section Drawings (Cross Sections) (Application Document 2.8) – typical cross section through the cut and cover tunnel is shown on sheet 8 at chainage 10450</p>	<p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – the height of the top of the cut and cover section of the tunnel is shown on sheet 8 between chainages 10400 and 10480 in the mainline longitudinal section (profile)</p> <p>In terms of vertical limits of deviation, DCO article 7 permits variance of 0.25 metres upwards or downwards by reference to the existing ground level (see article 7(4))</p> <p>In terms of horizontal limits of deviation, DCO article 7 (limits of deviation) provides (at para 7(3)(a)) that the situation of the centreline may be varied up to a maximum of 3 metres either side of the centreline as shown on the Works Plans</p> <p>DCO Article 7 also provides for a scenario in which the cut and cover section of the tunnel could be extended at the eastern end, where horizontal limits of deviation would permit the cut and cover tunnel to be extended by a maximum of 30 metres (or reduced by a maximum of 1 metre).</p> <p>DCO Requirement 4 provides that the authorised development must be carried out in accordance with the Outline Environmental Management Plan ('OEMP') Appendix 2.2 to the Environmental Statement (Application Document 6.3), which provides, at Table 3.2b, that the Scheme shall include a cut and cover tunnel extending eastwards from</p>

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
				<p>the bored tunnel to at least chainage 10+485 metres (subject to relevant limits of deviation set out in the DCO) (see reference D-CH7).</p> <p>The OEMP also provides, at Table 3.2b, that there will be no tunnel ventilation shafts within the World Heritage Site (see reference D-CH13).</p>
	(ii)	the construction of new tunnel service buildings	<p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – tunnel service buildings are shown in plan on sheet 8 lying between chainages 10400 and 10700</p> <p>Structures Drawings (Application Document 2.14) include illustrations showing the location of the tunnel service buildings (see sheet 10), which are proposed to be located below the existing ground level, just outside the eastern portal of the tunnel</p> <p>The tunnel service buildings are included in Work No. 1G as well as Work No.1H below because their proposed location straddles the point where Work No.1G ends and Work No.1H starts and extends into both of these work areas.</p>	<p>DCO Requirement 3 provides that the authorised development must be designed in detail and carried out so that it is compatible with the Engineering Section Drawings (Plan and Profiles)</p> <p>In terms of vertical limits of deviation, DCO article 7 permits variance of 0.5 metres upwards and 3 metres downwards from the levels shown in the Engineering Section Drawings (see article 7(4))</p> <p>As indicated in the Structures Drawings (Application Document 2.14), the tunnel service buildings will be below existing ground level; there will be one located at each end of the tunnel, close to the tunnel portals; and they will be used to house apparatus and equipment supporting the operation of the tunnel</p>
	(iii)	the construction of an eastern portal for the new A303 tunnel	<p>Works Plans (Application Document 2.5) – the centreline of the eastern portal of the tunnel is shown on sheet 8 (see</p>	<p>As the eastern portal will be located at the end of the eastern cut and cover section of the tunnel, the controls applying to the eastern cut and cover section also apply to</p>

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
			<p>Work No.1G)</p> <p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – the eastern portal of the tunnel is shown in plan at chainage 10480</p>	<p>the eastern portal.</p> <p>DCO Requirement 3 provides that the authorised development must be designed in detail and carried out so that it is compatible with the Works Plans and the Engineering Section Drawings (Plan and Profiles)</p> <p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – the height of the top of the eastern portal of the tunnel is shown at chainage 10480 in the mainline long section (profile)</p> <p>In terms of horizontal limits of deviation, DCO article 7 (limits of deviation) provides (at para 7(3)(a)) that the situation of the centreline may be varied up to a maximum of 3 metres either side of the centreline as shown on the Works Plans</p> <p>In terms of vertical limits of deviation, DCO article 7 permits variance of 0.5 metres upwards and 3 metres downwards from the levels shown in the Engineering Section Drawings (see article 7(4))</p> <p>DCO Article 7 also provides for a scenario in which the cut and cover section of the tunnel could be extended at the eastern end, where horizontal limits of deviation would permit the cut and cover tunnel to be extended by a maximum of 30 metres (or reduced by a maximum of 1 metre) and the portal relocated accordingly.</p>

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
1H		(h) as shown on sheets 8, 9, 10 and 11 of the works plans and being the construction of the new A303 and of improvements to sections of the existing A303, and the improvement of connecting highway junctions, to include—		
	(i)	the construction of new tunnel service buildings	<p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – tunnel service buildings are shown in plan on sheet 8 lying between chainages 10400 and 10700</p> <p>Structures Drawings (Application Document 2.14) include illustrations showing the location of the tunnel service buildings (see sheet 10), which are proposed to be located below the existing ground level, just outside the eastern tunnel portal</p> <p>The tunnel service buildings are included in Work No. 1H as well as Work No.1G above because their proposed location straddles the point where Work No.1G ends and Work No.1H starts and extends into both of these work areas.</p>	<p>DCO Requirement 3 provides that the authorised development must be designed in detail and carried out so that it is compatible with the Engineering Section Drawings (Plan and Profiles)</p> <p>In terms of vertical limits of deviation, DCO article 7 permits variance of 0.5 metres upwards or downwards from the levels shown in the Engineering Section Drawings (see article 7(4))</p> <p>As indicated in the Structures Drawings (Application Document 2.14), the tunnel service buildings will be below existing ground level; there will be one located at each end of the tunnel, close to the tunnel portals; and they will be used to house apparatus and equipment supporting the operation of the tunnel</p>
	(ii)	the construction of new eastern portal approach retaining walls and associated works for the new A303	<p>Works Plans (Application Document 2.5) – the centreline of the A303 mainline is shown on sheet 8 (see Work No.1H)</p> <p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – the eastern portal approach, including retaining walls, is shown in plan on sheet 8 between chainages</p>	<p>DCO Requirement 3 provides that the authorised development must be designed in detail and carried out so that it is compatible with the Works Plans and the Engineering Section Drawings (Plan and Profiles)</p> <p>In terms of horizontal limits of deviation, DCO article 7 (limits of deviation) provides (at para 7(3)(a)) that the situation</p>

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
			10480 and 10700	<p>of the centreline may be varied up to a maximum of 3 metres either side of the centreline as shown on the Works Plans</p> <p>In terms of vertical limits of deviation, DCO article 7 permits variance of 0.5 metres upwards or downwards from the levels shown in the Engineering Section Drawings (see article 7(4))</p>
	(iii)	the construction of new eastbound and westbound merge and diverge slip road connections between the new A303 and the existing junction of the A303 with the A345 (Countess Roundabout), together with retaining walls and associated works, and tie-ins to existing carriageway	Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – new eastbound and westbound merge and diverge slip road connections (and associated tie-ins) are shown in plan on sheet 20 (where chainages are applied to each slip road) and in profile (see longitudinal cross sections) on sheet 21	<p>DCO Requirement 3 provides that the authorised development must be designed in detail and carried out so that it is compatible with the Engineering Section Drawings (Plan and Profiles)</p> <p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – the levels of the four slip roads are shown in the longitudinal section drawings (profile) on sheet 21</p> <p>In terms of vertical limits of deviation, DCO article 7 permits variance of 0.5 metres upwards or downwards from the levels shown in the Engineering Section Drawings (see article 7(4))</p>
	(iv)	the construction of two new bridge structures to carry the new A303 on a flyover above the Countess Roundabout	Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – new bridge structures (to carry the new A303 on a flyover above the Countess Roundabout) are shown in	DCO Requirement 3 provides that the authorised development must be designed in detail and carried out so that it is compatible with the Engineering Section

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
			plan and profile on sheet 9 between chainages 11700 and 11850 (they would be located on the eastern and western sides of the existing Countess roundabout)	<p>Drawings (Plan and Profiles)</p> <p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – the height of the new bridge structures is shown on sheet 9 between chainages 11700 and 11850 in the mainline longitudinal section (profile)</p> <p>In terms of vertical limits of deviation, DCO article 7 permits variance of 0.5 metres upwards or downwards from the levels shown in the Engineering Section Drawings (see article 7(4))</p>
	(v)	the construction of a crossover within the new central reservation on the flyover above the Countess Roundabout	Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – this crossover within the new central on the flyover above the Countess Roundabout is shown in plan on sheet 9 (at A303 mainline chainage 11800)	DCO Requirement 3 provides that the authorised development must be designed in detail and carried out so that it is compatible with the Engineering Section Drawings (Plan and Profiles)
	(vi)	the removal of an existing subway to the east of the existing Countess Roundabout and replacement provision of new at-grade crossing facilities for non-motorised users on the A345	General Arrangement Drawings (Application Document 2.9) - (see in particular the proposed footways shown as yellow routes around the Countess roundabout)	The location of the removal works will be determined by the current location of the existing subway; replacement provision will be at the same location (as described in DCO Schedule 1)
	(vii)	works associated with tie-ins to existing carriageways approaching and crossing the existing River Avon Bridge carrying the new and improved A303	Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – tie-in works are shown in plan and profile on sheet 9 (between A303 mainline chainages 12100 and 12500)	<p>DCO Requirement 3 provides that the authorised development must be designed in detail and carried out so that it is compatible with the Engineering Section Drawings (Plan and Profiles)</p> <p>Engineering Section Drawings (Plan</p>

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
				<p>and Profiles) (Application Document 2.7) – the levels of the tie-ins are shown on sheet 9 between chainages 12100 and 12500 in the mainline longitudinal section (profile)</p> <p>In terms of vertical limits of deviation, DCO article 7 permits variance of 0.5 metres upwards or downwards from the levels shown in the Engineering Section Drawings (see article 7(4))</p>
	(viii)	works to effect the stopping up of the existing A303 central reserve opening at the junction of the existing A303 with the existing side road known as Allington Track	Rights of Way and Access Plans (Application Document 2.6) – the stopping up is shown on sheet 11 and its location is described in Part 2 of DCO Schedule 3	Stopping up to be carried out as shown on the Rights of Way and Access Plans (Application Document 2.6) at the location described in DCO Schedules 1 and 3
	(ix)	the construction of a new realigned eastbound access from the A303 into the existing Amesbury Road	Rights of Way and Access Plans (Application Document 2.6) – new access is shown on sheet 11 and its location is described in Part 1 of DCO Schedule 3 (see reference K)	New access to be provided as shown on the Rights of Way and Access Plans (Application Document 2.6) and as described in DCO Schedule 3 – see related commentary in paragraph 3 of this Signposting document (above)
	(x)	works to effect the stopping up of the existing eastbound access from Amesbury Road onto the A303	Rights of Way and Access Plans (Application Document 2.6) – stopping up is shown on sheet 11 and its location is described in Part 2 of DCO Schedule 3	Stopping up to be carried out as shown on the Rights of Way and Access Plans (Application Document 2.6) at the location described in DCO Schedules 1 and 3
	(xi)	the construction of a new realigned A303 eastbound access from the existing A3028 Double Hedges Road onto the A303	Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – new Double Hedges merge is shown in plan on sheet 11 and on sheet	DCO Requirement 3 provides that the authorised development must be designed in detail and carried out so that it is compatible with the Engineering Section

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
			<p>24 in profile (see longitudinal cross section)</p> <p>Rights of Way and Access Plans (Application Document 2.6) – new access is shown on sheet 11 and its location is described in Part 1 of DCO Schedule 3 (see reference L)</p>	<p>Drawings (Plan and Profiles)</p> <p>In terms of vertical limits of deviation, DCO article 7 permits variance of 0.5 metres upwards or downwards from the levels shown in the Engineering Section Drawings (see article 7(4))</p> <p>New access to be provided as shown on the Rights of Way and Access Plans (Application Document 2.6) and as described in DCO Schedule 3</p>
	(xii)	works to effect the stopping up of the existing access between byway AMES1 and the eastbound carriageway of the A303	Rights of Way and Access Plans (Application Document 2.6) – stopping up is shown on sheet 11 and its location is described in Part 1 of DCO Schedule 3	Stopping up to be carried out as shown on the Rights of Way and Access Plans (Application Document 2.6) at the location described in DCO Schedules 1 and 3
	(xiii)	works to effect the stopping up of the section of byways BULF12 and AMES2 between the existing A303 and the junction between the existing Amesbury Road and the existing A3028	Rights of Way and Access Plans (Application Document 2.6) – stopping up is shown on sheet 11 and its location is described in Part 2 of DCO Schedule 3	Stopping up to be carried out as shown on the Rights of Way and Access Plans (Application Document 2.6) at the locations described in DCO Schedules 1 and 3
	(xiv)	the construction of new private means of access, as shown illustratively on sheets 8 and 11 of the rights of way and access plans	Rights of Way and Access Plans (Application Document 2.6) – new private means of access are shown on sheets 8 and 11; their locations are described in DCO Schedule 3 (see references 27 to 29 and 38 to 40 in Part 3)	New private means of access to be provided as shown on the Rights of Way and Access Plans (Application Document 2.6) and as described in DCO Schedule 3 – see related commentary in paragraph 3 of this Signposting document (above)
	(xv)	the provision of a temporary electricity substation	Temporary location within the area of Work No. 1H (as shown on the Works	Temporary substation will be required to provide power for construction – actual

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
			Plans) to be determined during the construction phase	capacity will be determined by the requirements of the contractor
	(xvi)	the construction and installation of new variable message signs	<p>The proposed locations of two variable message signs ('VMS') are shown on sheet 10 of the General Arrangement Drawings (Application Document 2.9) (see the orange spots on the westbound carriageway of the A303 mainline)</p> <p>For additional information regarding the factors influencing the positioning of the VMS, please see Work No. 1A (vi) above</p>	<p>DCO Requirement 4 provides that the authorised development must be carried out in accordance with the Outline Environmental Management Plan ('OEMP') Appendix 2.2 to the Environmental Statement (Application Document 6.3) which provides, at Table 3.2b, that at the western end of the World Heritage Site, no road signs will be set higher than the top of the adjacent cutting (and the signs shall not be lit) (see reference D-CH8).</p> <p>The Structures Drawings (Application Document 2.14) include an elevation illustrating the design of the VMS (see sheet 13) which is based on the current generation of standard motorway signal, known as the Motorway Signal Mark 4 ('MS4')</p> <p>The standard dimensions of MS4 are set out in Highways England's <i>Interim Advice Note 109/08 - Advice Regarding the Motorway Signal Mark 4 (MS4)</i> ('IAN109/08').</p> <p>Interim Advice Notes ('IAN') are issued by Highways England's Specifications and Standards team and set the standards applicable to works on motorways and trunk roads in England. As the Scheme is a trunk road in England, the standards in</p>

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
				<p>IAN109/08 will apply to the MS4s which are to be included in the Scheme.</p> <p>The standard specification and technical requirements of the MS4 are set out in Appendix H to Highways England's <i>TR 2607 Issue A (June 2016)</i>. Within TR 2607 there is also a variant/option for the use of a reduced (smaller than standard) size MS4 but the DCO application is based on the standard size, as this represents the 'worst case' and this is what has been assessed in the Environmental Statement.</p>
Work No.2 – as shown on sheets on sheets 3 and 12 of the works plans and comprising—				
2	(a)	the realignment of the B3083, passing under the new A303 (Work No.1A)	<p>Works Plans (Application Document 2.5) – centreline of the realigned B3083 is shown on sheet 3 (see Work No.2)</p> <p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – the realigned B3083 is shown on sheet 3 in plan (where it intersects with the A303 mainline at chainage 3500 on Work No. 1A) and in both plan and profile on sheet 22 (see chainages 0 to 700 for Work No.2)</p>	<p>DCO Requirement 3 provides that the authorised development must be designed in detail and carried out so that it is compatible with the Works Plans and the Engineering Section Drawings (Plan and Profiles)</p> <p>In terms of horizontal limits of deviation, DCO article 7 (limits of deviation) provides (at para 7(3)(a)) that the situation of the centreline may be varied up to a maximum of 3 metres either side of the centreline as shown on the Works Plans</p> <p>In terms of vertical limits of deviation, DCO article 7 permits variance of 1 metre upwards or downwards from the levels shown in the Engineering Section Drawings (see article 7(4))</p>

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
	(b)	the construction of new private means of access, as shown illustratively on sheet 3 of the rights of way and access plans	Rights of Way and Access Plans (Application Document 2.6) – new private means of access are shown on sheet 3; their locations are described in DCO Schedule 3 (see references 6 to 8 in Part 3)	New private means of access to be provided as shown on the Rights of Way and Access Plans (Application Document 2.6) and as described in DCO Schedule 3 – see related commentary in paragraph 3 of this Signposting document (above)
Work No.3 – as shown on sheets 2, 3, 4 and 5 of the works plans and being the improvement of the existing A303, to include—				
3A	(a) as shown on sheets 2, 3 and 4 of the works plans and comprising—			
	(i)	the construction of a new byway open to all traffic, as shown illustratively on sheets 2 and 3 of the rights of way and access plans	Rights of Way and Access Plans (Application Document 2.6) – new byway open to all traffic is shown on sheets 2 to 3 and its location is described in DCO Schedule 3 (see reference D in Part 1)	New byway open to all traffic to be provided as shown on the Rights of Way and Access Plans (Application Document 2.6) and as described in DCO Schedule 3 – see related commentary in paragraph 3 of this Signposting document (above)
	(ii)	the construction of new private means of access, as shown illustratively on sheets 2 and 3 of the rights of way and access plans	Rights of Way and Access Plans (Application Document 2.6) – new private means of access are shown on sheets 2 and 3 and their locations are described in DCO Schedule 3 (see references 4 and 5 in Part 3)	New private means of access to be provided as shown on the Rights of Way and Access Plans (Application Document 2.6) and as described in DCO Schedule 3 – see related commentary in paragraph 3 of this Signposting document (above)
	(iii)	works to support the reclassification of the existing A303 from a trunk road to a C road	Works Plans (Application Document 2.5) – centreline is shown on sheets 2 to 4 (see Work No.3A)	In terms of horizontal limits of deviation, DCO article 7 (limits of deviation) provides (at para 7(3)(a)) that the situation of the centreline may be varied up to a maximum of 3 metres either side of the centreline as shown on the Works Plans DCO Requirement 3 provides that the authorised development must be designed

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
				in detail and carried out so that it is compatible with the Works Plans
3B	(b) as shown on sheet 4 of the works plans and being—			
	(i)	the construction of a new bridleway to the north of the existing A303, as shown illustratively on sheet 4 of the rights of way and access plans	Rights of Way and Access Plans (Application Document 2.6) – new bridleway is shown on sheet 4 and its location is described in DCO Schedule 3 (see reference Z in Part 1)	New bridleway to be provided as shown on the Rights of Way and Access Plans (Application Document 2.6) and as described in DCO Schedule 3 – see related commentary in paragraph 3 of this Signposting document (above)
	(ii)	the construction of new private means of access, as shown illustratively on sheet 4 of the rights of way and access plans	Rights of Way and Access Plans (Application Document 2.6) – new private means of access are shown on sheet 4 and their locations are described in DCO Schedule 3 (see references 9 and 10 in Part 3)	New private means of access to be provided as shown on the Rights of Way and Access Plans (Application Document 2.6) and as described in DCO Schedule 3 – see related commentary in paragraph 3 of this Signposting document (above)
3C	(c) as shown on sheets 4 and 5 of the works plans and being—			
	(i)	the construction of a new highway link from the existing A303 to the southern roundabout of the new Longbarrow Junction (Work No. 4)	Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – the new link road is shown on sheet 16 in plan, and on sheet 18 in profile (see longitudinal cross section) Rights of Way and Access Plans (Application Document 2.6) – new link road is shown on sheets 4 and 5 and its location is described in DCO Schedule 3 (see reference G in Part 1)	DCO Requirement 3 provides that the authorised development must be designed in detail and carried out so that it is compatible with the Engineering Section Drawings (Plan and Profiles) In terms of vertical limits of deviation , DCO article 7 permits variance of 0.5 metres upwards and 1 metre downwards from the levels shown in the Engineering Section Drawings (see article 7(4)) New highway link to be provided as shown on the Rights of Way and Access Plans

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
	(ii)	the construction of new private means of access, as shown illustratively on sheets 4 and 5 of the rights of way and access plans	Rights of Way and Access Plans (Application Document 2.6) – new private means of access are shown on sheet 4 and their locations are described in DCO Schedule 3 (see references 11 and 35 to 37 in Part 3)	(Application Document 2.6) New private means of access to be provided as shown on the Rights of Way and Access Plans (Application Document 2.6) and as described in DCO Schedule 3 – see related commentary in paragraph 3 of this Signposting document (above)
Work No.4 – as shown on sheets 5, 14 and 15 of the works plans and being the realignment of the existing A360 and forming part of the new Longbarrow Junction, to include—				
4	(a)	the construction of a new bridge (Green Bridge Three) to carry the realigned A360 over the new A303	Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – Green Bridge Three is shown in both plan and profile on sheet 5 where it passes above the mainline A303 at chainage 5650; it is also shown on sheet 16 in plan, and on sheet 19 in profile (see longitudinal cross section) Works Plans (Application Document 2.5) – centreline is shown on sheet 5 (see Work No.4)	DCO Requirement 3 provides that the authorised development must be designed in detail and carried out so that it is compatible with the Works Plans and the Engineering Section Drawings (Plan and Profiles) Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – the height of Green Bridge Three is shown on sheet 5 at chainage 5650 in the mainline longitudinal section (profile) In terms of vertical limits of deviation , DCO article 7 permits variance of 0.5 metres upwards and 1 metre downwards from the levels shown in the Engineering Section Drawings (see article 7(4)) In terms of horizontal limits of deviation , DCO article 7 (limits of deviation) provides (at para 7(3)(a)) that the situation of the centreline may be varied up to a maximum of 3 metres either side of the

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
				<p>centreline as shown on the Works Plans</p> <p>DCO Requirement 4 provides that the authorised development must be carried out in accordance with the Outline Environmental Management Plan ('OEMP') Appendix 2.2 to the Environmental Statement (Application Document 6.3) which provides, at Table 3.2b, that there will be earth bunds on both sides of Green Bridge Three, to provide visual screening (see reference D-CH1).</p>
	(b)	<p>the construction of two new roundabouts connected by a short length of dual carriageway</p>	<p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – two new roundabouts and linking carriageway between are shown in plan on sheet 16, and in profile on sheet 19 (see longitudinal cross section)</p> <p>Works Plans (Application Document 2.5) – centreline is shown on sheet 5 (see Work No.4)</p>	<p>DCO Requirement 3 provides that the authorised development must be designed in detail and carried out so that it is compatible with the Works Plans and the Engineering Section Drawings (Plan and Profiles)</p> <p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – the heights of the two new roundabouts and of the short length of dual carriageway linking them (Green Bridge Three) is shown on sheet 19 in the longitudinal section drawing (Longbarrow side road – Green Bridge Three)</p> <p>In terms of vertical limits of deviation, DCO article 7 permits variance of 0.5 metres upwards and 1 metre downwards from the levels shown in the Engineering Section Drawings (see article 7(4))</p> <p>In terms of horizontal limits of deviation, DCO article 7 (limits of deviation)</p>

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
				provides (at para 7(3)(a)) that the situation of the centreline may be varied up to a maximum of 3 metres either side of the centreline as shown on the Works Plans
	(c)	the construction of a new single carriageway two-way link road and tie-in from the new northern roundabout (forming part of the new Longbarrow Junction) to the existing A360 (north)	<p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – new single carriageway two-way link road (being the realigned A360 north) is shown in plan on sheet 16 (at chainages 0 to 1090), and in profile on sheet 19 (see longitudinal cross section)</p> <p>Works Plans (Application Document 2.5) – centreline is shown on sheets 5 and 14 (see Work No.4)</p>	<p>DCO Requirement 3 provides that the authorised development must be designed in detail and carried out so that it is compatible with the Works Plans and the Engineering Section Drawings (Plan and Profiles)</p> <p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – the level of the realigned A360 (north) is shown on sheet 19 in the longitudinal section drawing (Longbarrow side road – realigned A360 north)</p> <p>In terms of vertical limits of deviation, DCO article 7 permits variance of 0.5 metres upwards and 1 metre downwards from the levels shown in the Engineering Section Drawings (see article 7(4))</p> <p>In terms of horizontal limits of deviation, DCO article 7 (limits of deviation) provides (at para 7(3)(a)) that the situation of the centreline may be varied up to a maximum of 3 metres either side of the centreline as shown on the Works Plans</p>
	(d)	the construction of a new single carriageway two-way link road and tie-in from the new southern roundabout (forming part of the new Longbarrow Junction) to the	Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – new single carriageway two-way link road (being the realigned A360	DCO Requirement 3 provides that the authorised development must be designed in detail and carried out so that it is compatible with the Works Plans and the

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
		existing A360 (south)	south) is shown in plan on sheet 16 (at chainages 0 to 790), and in profile on sheet 19 (see longitudinal cross section) Works Plans (Application Document 2.5) – centreline is shown on sheets 5 and 15 (see Work No.4)	Engineering Section Drawings (Plan and Profiles) Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – the level of the realigned A360 (south) is shown on sheet 19 in the longitudinal section drawing (Longbarrow side road – realigned A360 south) In terms of vertical limits of deviation, DCO article 7 permits variance of 0.5 metres upwards and 1 metre downwards from the levels shown in the Engineering Section Drawings (see article 7(4)) In terms of horizontal limits of deviation, DCO article 7 (limits of deviation) provides (at para 7(3)(a)) that the situation of the centreline may be varied up to a maximum of 3 metres either side of the centreline as shown on the Works Plans
	(e)	the construction of new private means of access, as shown illustratively on sheets 5, 14 and 15 of the rights of way and access plans	Rights of Way and Access Plans (Application Document 2.6) – new private means of access are shown on sheets 5, 14 and 15; and their locations are described in DCO Schedule 3 (see references 18, 33 and 34 in Part 3)	New private means of access to be provided as shown on the Rights of Way and Access Plans (Application Document 2.6) and as described in DCO Schedule 3 – see related commentary in paragraph 3 of this Signposting document (above)
	(f)	the construction of a new restricted byway running southwards from the existing Airman’s Corner roundabout, and broadly parallel with the alignment of the existing A360, to its junction with the existing Longbarrow roundabout, as shown	Rights of Way and Access Plans (Application Document 2.6) – new restricted byway is shown on sheets 5 and 14 and its location is described in DCO Schedules 1 and 3 (see references IB, U and UA in Part 1 of Schedule 3)	New restricted byway to be provided as shown on the Rights of Way and Access Plans (Application Document 2.6) and as described in DCO Schedules 1 and 3 – see related commentary in paragraph 3 of this Signposting document (above)

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
		illustratively on sheets 5 and 14 of the rights of way and access plans		
	(g)	the construction of a new restricted byway running northwards from the junction between byway BSJA9 and the A360, to the new A303, as shown illustratively on sheets 5 and 15 of the rights of way and access plans	Rights of Way and Access Plans (Application Document 2.6) – new restricted byway is shown on sheets 5 and 15 and its location is described in DCO Schedules 1 and 3 (see reference IA in Part 1 of Schedule 3)	New restricted byway to be provided as shown on the Rights of Way and Access Plans (Application Document 2.6) and as described in DCO Schedules 1 and 3 – see related commentary in paragraph 3 of this Signposting document (above)
	(h)	the construction of a new bridleway running southwards from the western end point of byway BSJA9 and then south-eastwards to its junction with byway WFOR16, as shown illustratively on sheet 15 of the rights of way and access plans	Rights of Way and Access Plans (Application Document 2.6) – new bridleway is shown on sheet 15 and its location is described in DCO Schedules 1 and 3 (see reference V in Part 1 of Schedule 3)	New bridleway to be provided as shown on the Rights of Way and Access Plans (Application Document 2.6) and as described in DCO Schedules 1 and 3 – see related commentary in paragraph 3 of this Signposting document (above)
Work No.5 – as shown on sheet 13 of the works plans and being the realignment and change to vehicle priority layout at the Rolleston Cross junction, to include—				
5	(a)	the construction of a realigned section of the existing east-west length of the B3086, known as 'the Packway'	Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – realigned section of the existing east-west length of the B3086, known as 'the Packway' is shown in plan on sheet 13 (at chainages 0 to 120), and in profile on sheet 23 (see longitudinal cross section - Rolleston Cross Junction Improvement B3086 Side Road) Works Plans (Application Document 2.5) – centreline is shown on sheet 13 (see Work No.5) Rights of Way and Access Plans	DCO Requirement 3 provides that the authorised development must be designed in detail and carried out so that it is compatible with the Works Plans and the Engineering Section Drawings (Plan and Profiles) Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – the level of the realigned section of the existing east-west length of the B3086, known as 'the Packway, is shown on sheet 23 in the longitudinal section drawing (Rolleston Cross Junction Improvement

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
			<p>(Application Document 2.6) – realigned B3086 is shown on sheet 13 and its location is described in DCO Schedule 3 (see reference S in Part 1)</p>	<p>B3086 Side Road)</p> <p>In terms of vertical limits of deviation, DCO article 7 permits variance of 0.5 metres upwards and 1 metre downwards from the levels shown in the Engineering Section Drawings (see article 7(4))</p> <p>In terms of horizontal limits of deviation, DCO article 7 (limits of deviation) provides (at para 7(3)(a)) that the situation of the centreline may be varied up to a maximum of 3 metres either side of the centreline as shown on the Works Plans</p> <p>Realigned B3083 to be provided as shown on the Rights of Way and Access Plans (Application Document 2.6)</p>
	(b)	<p>the construction of a realigned section of unclassified road from the north of the existing Rolleston Cross Junction</p>	<p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – realigned section of unclassified road is shown in plan on sheet 13 (at chainages 0 to 50), and in profile on sheet 23 (see longitudinal cross section - Rolleston Cross Junction Improvement Access Road (Rolleston Camp))</p> <p>Works Plans (Application Document 2.5) – centreline is shown on sheet 13 (see Work No.5)</p> <p>Rights of Way and Access Plans (Application Document 2.6) – realigned B3086 is shown on sheet 13 and its location is described in DCO Schedule 3</p>	<p>DCO Requirement 3 provides that the authorised development must be designed in detail and carried out so that it is compatible with the Works Plans and the Engineering Section Drawings (Plan and Profiles)</p> <p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – the level of the realigned section of unclassified road is shown on sheet 23 in the longitudinal section drawing (Rolleston Cross Junction Improvement Access Road (Rolleston Camp))</p> <p>In terms of vertical limits of deviation, DCO article 7 permits variance of 0.5 metres upwards and 1 metre downwards</p>

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
			(see reference T in Part 1)	<p>from the levels shown in the Engineering Section Drawings (see article 7(4))</p> <p>In terms of horizontal limits of deviation, DCO article 7 (limits of deviation) provides (at para 7(3)(a)) that the situation of the centreline may be varied up to a maximum of 3 metres either side of the centreline as shown on the Works Plans</p> <p>Realigned unclassified road to be provided as shown on the Rights of Way and Access Plans (Application Document 2.6)</p>
	(c)	the construction of a realigned section of the existing north-south B3086	<p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – realigned section of the existing north-south B3086 is shown in plan on sheet 13 (at chainages 0 to 250), and in profile on sheet 23 (see longitudinal cross section - Rolleston Cross Junction Improvement)</p> <p>Works Plans (Application Document 2.5) – centreline is shown on sheet 13 (see Work No.5)</p> <p>Rights of Way and Access Plans (Application Document 2.6) – realigned B3086 is shown on sheet 13 and its location is described in DCO Schedule 3 (see reference R in Part 1)</p>	<p>DCO Requirement 3 provides that the authorised development must be designed in detail and carried out so that it is compatible with the Works Plans and the Engineering Section Drawings (Plan and Profiles)</p> <p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – the level of realigned section of the existing north-south B3086 is shown on sheet 23 in the longitudinal section drawing (Rolleston Cross Junction Improvement)</p> <p>In terms of vertical limits of deviation, DCO article 7 permits variance of 0.5 metres upwards and 1 metre downwards from the levels shown in the Engineering Section Drawings (see article 7(4))</p> <p>In terms of horizontal limits of deviation, DCO article 7 (limits of deviation) provides (at para 7(3)(a)) that the situation</p>

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
				<p>of the centreline may be varied up to a maximum of 3 metres either side of the centreline as shown on the Works Plans</p> <p>Realigned B3083 to be provided as shown on the Rights of Way and Access Plans (Application Document 2.6)</p>
	(d)	<p>the construction of a realigned section of the existing unclassified highway 094402 (the Packway)</p>	<p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – realigned section of the existing north-south B3086 is shown in plan on sheet 13 (at chainages 250 to 390), and in profile on sheet 23 (see longitudinal cross section - Rolleston Cross Junction Improvement)</p> <p>Works Plans (Application Document 2.5) – centreline is shown on sheet 13 (see Work No.5)</p> <p>Rights of Way and Access Plans (Application Document 2.6) – realigned B3086 is shown on sheet 13 and its location is described in DCO Schedule 3 (see reference Q in Part 1)</p>	<p>DCO Requirement 3 provides that the authorised development must be designed in detail and carried out so that it is compatible with the Works Plans and the Engineering Section Drawings (Plan and Profiles)</p> <p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – the level of realigned section of the existing unclassified highway 094402 is shown on sheet 23 in the longitudinal section drawing (Rolleston Cross Junction Improvement)</p> <p>In terms of horizontal limits of deviation, DCO article 7 (limits of deviation) provides (at para 7(3)(a)) that the situation of the centreline may be varied up to a maximum of 3 metres either side of the centreline as shown on the Works Plans</p> <p>In terms of vertical limits of deviation, DCO article 7 permits variance of 0.5 metres upwards and 1 metre downwards from the levels shown in the Engineering Section Drawings (see article 7(4))</p> <p>Realignment of unclassified highway to be</p>

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
				provided as shown on the Rights of Way and Access Plans (Application Document 2.6)
	(e)	the construction of new private means of access, as shown illustratively on sheet 13 of the rights of way and access plans	Rights of Way and Access Plans (Application Document 2.6) – new private means of access are shown on sheet 13; and their locations are described in DCO Schedule 3 (see references 30 and 31 in Part 3)	New private means of access to be provided as shown on the Rights of Way and Access Plans (Application Document 2.6) and as described in DCO Schedule 3 – see related commentary in paragraph 3 of this Signposting document (above)
Work No.6 – as shown on sheets 5, 6, 7 and 8 of the works plans and being the conversion of part of the existing A303 to a new restricted byway, to include—				
6	(a)	the construction of a new restricted byway running from the existing Longbarrow roundabout eastwards, generally along the line of the existing A303 to the junction between Stonehenge Road and footpath AMES13, as shown illustratively on sheets 5, 6, 7 and 8 of the rights of way and access plans	Works Plans (Application Document 2.5) – centreline is shown on sheets 5, 6, 7 and 8 (see Work No.5); the wording of DCO Schedule 1 also identifies the location of this work	DCO Requirement 3 provides that the authorised development must be designed in detail and carried out so that it is compatible with the Works Plans In terms of horizontal limits of deviation, DCO article 7 (limits of deviation) provides (at para 7(3)(a)) that the situation of the centreline may be varied up to a maximum of 3 metres either side of the centreline as shown on the Works Plans; however, this will be constrained in practice by the effect of DCO article 7(3)(c) which provides that the construction or maintenance of Work No.6(a) may only be carried out within the bounds of the carriageway and verges of the existing A303 (a length of which is to be de-trunked and replaced with new non-motorised user provision)

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
				In terms of vertical limits of deviation , DCO article 7 permits variance of 0.25 metres upwards or downwards by reference to the levels shown on the Engineering Section Drawings (Plan and Profiles) and the Engineering Section Drawings (Cross Sections)
	(b)	the construction of a new restricted byway crossing over the new A303 on Green Bridge Four (Work No. 1D), then running westwards to meet the existing A360, as shown illustratively on sheet 5 of the rights of way and access plans	Rights of Way and Access Plans (Application Document 2.6) – new restricted byway is shown on sheet 5 and its location is described in DCO Schedule 3 (see reference IA (part) in Part 1)	New restricted byway to be provided as shown on the Rights of Way and Access Plans (Application Document 2.6) and as described in DCO Schedules 1 and 3 – see related commentary in paragraph 3 of this Signposting document (above)
	(c)	the construction of new private means of access, as shown illustratively on sheets 5, 6, 7 and 8 of the rights of way and access plans	Rights of Way and Access Plans (Application Document 2.6) – new private means of access are shown on sheets 5, 6, 7 and 8; their locations are described in DCO Schedule 3 (see references 19 to 26 in Part 3)	New private means of access to be provided as shown on the Rights of Way and Access Plans (Application Document 2.6) and as described in DCO Schedule 3 – see related commentary in paragraph 3 of this Signposting document (above)
Work No.7 – as shown on sheet 11 of the works plans and being the realignment of part of the existing unclassified Allington Track, to include—				
7	(a)	works to effect the stopping up of part of bridleway AMES29 between Equinox Drive and byway AMES1 as shown illustratively on sheet 11 of the rights of way and access plans	Rights of Way and Access Plans (Application Document 2.6) – stopping up is shown on sheet 11 and its location is described in Part 1 of DCO Schedule 3	Stopping up to be carried out as shown on the Rights of Way and Access Plans (Application Document 2.6) at the location described in DCO Schedules 1 and 3
	(b)	works to effect the stopping up of byway AMES1 as shown illustratively on sheet 11 of the rights of way and access plans	Rights of Way and Access Plans (Application Document 2.6) – stopping up is shown on sheet 11 and its location is described in Part 1 of DCO Schedule	Stopping up to be carried out as shown on the Rights of Way and Access Plans (Application Document 2.6) at the location described in DCO Schedule 3

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
			3	
	(c)	works to support the reclassification of byway AMES1 as a footpath, as shown illustratively on sheet 11 of the rights of way and access plans	Rights of Way and Access Plans (Application Document 2.6) – new footpath is shown on sheet 11 and its location is described in DCO Schedule 3 (see reference P in Part 1)	Conversion to footpath to be carried out at the location shown on the Rights of Way and Access Plans (Application Document 2.6) and described in DCO Schedule 3
	(d)	works to effect the stopping up of Allington Track over a length between its existing junction with the A303 (including works to effect the stopping up of its access to the A303) and its junction with the existing access track running in parallel with the westbound carriageway of the A303, between Allington Track and byway AMES1	Rights of Way and Access Plans (Application Document 2.6) – stopping up is shown on sheet 11 and its location is described in Part 2 of DCO Schedule 3	Stopping up to be carried out as shown on the Rights of Way and Access Plans (Application Document 2.6) at the locations described in DCO Schedules 1 and 3
	(e)	the construction of a new length of byway open to all traffic between Equinox Drive and byway AMES1, as shown illustratively on sheet 11 of the rights of way and access plans	Rights of Way and Access Plans (Application Document 2.6) – new byway open to all traffic is shown on sheet 11 and its location is described in DCO Schedule 3 (see reference N in Part 1)	New byway to be provided as shown on the Rights of Way and Access Plans (Application Document 2.6) and as described in DCO Schedule 3 – see related commentary in paragraph 3 of this Signposting document (above)
	(f)	the construction of a length of new unclassified road between Equinox Drive and Allington Track, as shown illustratively on sheet 11 of the rights of way and access plans	Works Plans (Application Document 2.5) – centreline is shown on sheet 11 (see Work No.7) Engineering Section Drawings (Plan and Profiles) (Application Document 2.7) – new unclassified road is shown in plan on sheet 11 (at chainages 0 to 950), and in profile on sheet 24 (see longitudinal cross section – Allington	DCO Requirement 3 provides that the authorised development must be designed in detail and carried out so that it is compatible with the Works Plans and the Engineering Section Drawings (Plan and Profiles) In terms of horizontal limits of deviation, DCO article 7 (limits of deviation) provides (at para 7(3)(a)) that the situation of the centreline may be varied up to a

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
			Track) Rights of Way and Access Plans (Application Document 2.6) – new unclassified road is shown on sheet 11 and its location is described in DCO Schedule 3 (see reference M in Part 1)	maximum of 3 metres either side of the centreline as shown on the Works Plans In terms of vertical limits of deviation , DCO article 7 permits variance of 0.5 metres upwards and 1 metre downwards from the levels shown in the Engineering Section Drawings (see article 7(4)) New length of unclassified road to be provided as shown on the Rights of Way and Access Plans (Application Document 2.6)
	(g)	the construction of new private means of access, as shown illustratively on sheet 11 of the rights of way and access plans	Rights of Way and Access Plans (Application Document 2.6) – new private means of access are shown on sheet 11; their locations are described in DCO Schedule 3 (see references 28, 29 and 38 to 40 in Part 3)	New private means of access to be provided as shown on the Rights of Way and Access Plans (Application Document 2.6) and as described in DCO Schedule 3 – see related commentary in paragraph 3 of this Signposting document (above)
Work No.8 – as shown on sheets 3 and 12 of the works plans and being—				
8	(a)	Works to effect the processing, deposition or use of excavated material, landscaping works and re-profiling works including the creation of chalk grassland habitat	Works Plans (Application Document 2.5) – the location of this non-linear work (Work No.8) is shown on sheets 3 and 12; the lateral (horizontal) limits of deviation (being a blue dashed line) show the extent of the area within which Work No.8 may be carried out	DCO Requirement 3 provides that the authorised development must be designed in detail and carried out so that it is compatible with the Works Plans In terms of horizontal limits of deviation , DCO article 7 (limits of deviation) provides that this work may only be carried out within the lateral/horizontal limits of deviation shown on the Works Plans In terms of vertical limits of deviation , DCO article 7 permits variance of 3

Work No.	Sub-para ref(s)	Description of Work	Where within the DCO application documentation is the location of the Work identified?	What controls regulate the location/dimension of the Work?
				metres upwards or downwards from the levels shown in the Engineering Section Drawings (see article 7(4)), provided that any exercise of the downwards vertical limit of deviation (3 metres) does not cause the authorised development to be carried out any lower than the existing ground level
	(b)	the construction of new private means of access as shown on sheets 3 and 12 of the rights of way and access plans	Rights of Way and Access Plans (Application Document 2.6) – new private means of access is shown on sheets 3 and 12; its location is described in DCO Schedule 3 (see reference 7 in Part 3)	New private means of access to be provided as shown on the Rights of Way and Access Plans (Application Document 2.6) and as described in DCO Schedule 3 – see related commentary in paragraph 3 of this Signposting document (above)
Work No.9 – as shown on sheets 9 and 10 of the works plans and being—				
9	-	the extension of two existing substations and related electricity cabling for provision of power to the authorised development	Works Plans (Application Document 2.5) – the location of this non-linear work (Work No.9) is shown on sheet 9; the lateral (horizontal) limits of deviation (being a blue dashed line) show the extent of the area within which Work No.9 may be carried out (NB: this work appears on sheets 9 and 10, but only because of the positioning of the continuation line between the two sheets)	DCO article 7 (limits of deviation) provides that this work may only be carried out within the lateral/horizontal limits of deviation shown on the Works Plans DCO Requirement 3 provides that the authorised development must be designed in detail and carried out so that it is compatible with the Works Plans