

A303 Amesbury to Berwick Down

TR010025

Additional Submission 1

DCO application 'signposting' document

Response to Section 51 Advice

Planning Act 2008

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

December 2018



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1 Purpose of the 'signposting' document

1.1 Introduction

- 1.1.1 This document has been produced in response to the Planning Inspectorate's ('the Inspectorate') request, issued on 20 November 2018 pursuant to section 51 of the Planning Act 2008 ('the Act') 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'.
- 1.1.2 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.
- 1.1.3 In particular, this document seeks to highlight the relationships between certain key DCO application documents (as submitted), the concepts which underpin those documents and the relationships between them.
- 1.1.4 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

2.1.1 The Scheme is described in Schedule 1 to the draft DCO (application document 3.1; Inspectorate's document reference APP-020), 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.

2.2 Numbered works

2.2.1 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.

2.2.2 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 dated 12 November 2018, from the Applicant to the Inspectorate).

2.2.3 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)).

2.3 DCO plans and drawings

2.3.1 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.

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

- a) the Land Plans (Application Document 2.2; Inspectorate's document reference APP-005) show the land required for the Scheme;
- b) the Works Plans (Application Document 2.5; Inspectorate's document reference APP-008) show the layout of the numbered works (in headline terms only);

- c) the Engineering Section Drawings (Plan and Profiles) (Application Document 2.7; Inspectorate's document reference APP-010) comprise a series of longitudinal cross-sections and corresponding plans;
- d) the Engineering Section Drawings (Cross-Sections) (Application Document 2.8; Inspectorate's document reference APP-011) comprise a series of transverse cross-sections; and
- e) the Rights of Way and Access Plans (Application Document 2.6; Inspectorate's document reference APP-009) 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).

2.3.3 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)'.

2.4 Limits of deviation

2.4.1 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.

2.4.2 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.

2.4.3 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.

2.5 Design commitments contained in the Outline Environmental Management Plan

2.5.1 Compliance with the Outline Environmental Management Plan (Application Document 6.3; Inspectorate's document reference APP-187) ('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.

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

- 2.6.1 In terms of what has been assessed in the Environmental Statement (Application Document 6.1; Inspectorate's document references APP-038 – APP-054) ('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).
- 2.6.2 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 Relationship between the DCO and the DCO plans

3.1.1 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:

- a) DCO Schedule 1 (Application Document 3.1; Inspectorate's document reference APP-020) sets out a description of the Scheme, broken down into its component parts - see paragraphs 2.2 to 2.2.3 above, on 'numbered works' and paragraphs 2.1 to 2.1.1 on the 'authorised development'.
- b) Each of the numbered works is shown on the Works Plans (Application Document 2.5; Inspectorate's document reference APP-008) 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.
- c) 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 dated 12 November 2018, from the Applicant to the Inspectorate) on legal compliance and conformity with precedents.

3.1.2 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; Inspectorate's document reference APP-010) 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; Inspectorate's document reference APP-011) 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; Inspectorate's document reference APP-019) 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; Inspectorate's document reference APP-009) 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.

3.1.3 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.

3.1.4 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.

3.1.5 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; Inspectorate's document reference APP-012).

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

- 3.2.1 The description of the authorised development in DCO Schedule 1 (Application Document 3.1; Inspectorate's document reference APP-020) includes references to the elements of the Scheme which are shown on the Rights of Way and Access Plans (Application Document 2.6; Inspectorate's document reference APP-009). In Schedule 1, those elements are expressed as being shown 'illustratively' on the Rights of Way and Access Plans.
- 3.2.2 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).
- 3.2.3 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.
- 3.2.4 DCO Schedule 3 (Application Document 3.1; Inspectorate's document reference APP-020), 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.

- 3.2.5 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.
- 3.2.6 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 Control of the construction of the scheme

- 4.1.1 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.
- 4.1.2 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.
- 4.1.3 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).

5 Appendix

5.1 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; Inspectorate's document reference APP-008) – centreline is shown on sheets 1 to 4 (see Work No.1A)</p> <p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7; Inspectorate's document reference APP-010) – 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>

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 a new bridge (Green Bridge One) to carry a new restricted byway and private means of access over the new A303 as shown illustratively on sheet 3 of the rights of way and access plans	<p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7; Inspectorate's document reference APP-010) – Green Bridge One is shown on sheet 3 at chainage 2850 in both plan and profile</p> <p>Rights of Way and Access Plans (Application Document 2.6; Inspectorate's document reference APP-009) – 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>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; Inspectorate's document reference APP-010) – 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; Inspectorate's document reference APP-009)</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; Inspectorate's document reference APP-009) – new restricted byways are shown on sheets 1 to 3 and their locations are described in DCO Schedule 3 (see references A and B)</p>	<p>New restricted byways to be provided as shown on the Rights of Way and Access Plans (Application Document 2.6; Inspectorate's document reference APP-009) – see related commentary in paragraph 3 of this Signposting document (above)</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?
			in Part 1) Within the area of Work No. 1A (as shown on the Works Plans) and as described in DCO Schedules 1 and 3	
	(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; Inspectorate's document reference APP-009) – 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; Inspectorate's document reference APP-009) – see related commentary in paragraph 3 of this Signposting document (above)
	(v)	the construction of a new bridge to carry the new A303 over the realigned B3083 (forming part of Work No. 2)	Engineering Section Drawings (Plan and Profiles) (Application Document 2.7; Inspectorate's document reference APP-010) – the B3083 Underbridge is shown on sheet 3 at chainage 3500 in both plan and profile Works Plans (Application Document 2.5; Inspectorate's document reference APP-008) – centreline is shown on sheet 3 (see Work No.2) Within the area of Work No. 1A (as shown on the Works Plans) and as described in DCO Schedules 1 and 3	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; Inspectorate's document reference APP-010) – the height of the B3083 Underbridge is shown on sheet 3 at chainage 3500 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

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 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)	<p>the construction and installation of a new variable message sign</p>	<p>The proposed location of the variable message sign ('VMS') is shown on sheet 3 of the General Arrangement Drawings (Application Document 2.9; Inspectorate's document reference APP-012) (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 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; Inspectorate's document reference APP-013) ('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</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; Inspectorate's document reference APP-187) 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; Inspectorate's document reference APP-017) 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></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>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 World Heritage Site ('WHS'), in order to preserve its Outstanding Universal Value ('OUV').</p>	<p>('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>
	(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	<p>Rights of Way and Access Plans (Application Document 2.6; Inspectorate's document reference APP-009) – 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)</p>	<p>New private means of access to be provided as shown on the Rights of Way and Access Plans (Application Document 2.6; Inspectorate's document reference APP-009) – see related commentary in paragraph 3 of this Signposting document (above)</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?
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	<p>Works Plans (Application Document 2.5; Inspectorate's document reference APP-008) – centreline is shown on sheet 4 (see Work No.1B)</p> <p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7; Inspectorate's document reference APP-010) – River Till Viaduct is shown on sheet 4 at chainage 4050 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>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7; Inspectorate's document reference APP-010) – the height of the River Till Viaduct is shown on sheet 4 at chainage 4050 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 0.5 metres upwards or downwards from the levels shown in the Engineering Section 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</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>(‘OEMP’) Appendix 2.2 to the Environmental Statement (Application Document 6.3; Inspectorate’s document reference APP-187) 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	<p>Rights of Way and Access Plans (Application Document 2.6; Inspectorate’s document reference APP-009) – 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)</p>	New private means of access to be provided as shown on the Rights of Way and Access Plans (Application Document 2.6; Inspectorate’s document reference APP-009) – 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; Inspectorate’s document reference APP-012) (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>	<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; Inspectorate’s document reference APP-187) 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>

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; Inspectorate's document reference APP-013) ('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</p>	<p>The Structures Drawings (Application Document 2.14; Inspectorate's document reference APP-017) 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</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?
			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.	Environmental Statement.
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; Inspectorate's document reference APP-010) – 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; Inspectorate's document reference APP-010) – 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	Engineering Section Drawings (Plan and Profiles) (Application Document 2.7; Inspectorate's document reference APP-010) – the	DCO Requirement 3 provides that the authorised development must be designed in detail and carried out so that it is compatible with the Engineering

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?
		realigned A360 and the new A303 (forming part of Work No. 4)	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 in profile on sheet 17	<p>Section Drawings (Plan and Profiles)</p> <p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7; Inspectorate's document reference APP-010) – the levels of the four slip roads are shown in the longitudinal section drawings (profile) on sheet 17</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>
	(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; Inspectorate's document reference APP-009) – 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; Inspectorate's document reference APP-009) 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; Inspectorate's document reference APP-010) – 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)

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?
	(v)	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. 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. 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.</p>	Temporary substation will be required to provide power for construction – actual capacity will be determined by the requirements of the contractor
	(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; Inspectorate's document reference APP-012) (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</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; Inspectorate's document reference APP-187) 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; Inspectorate's</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>(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; Inspectorate's document reference APP-013) ('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.</p>	<p>document reference APP-017) 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?
			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.	
	(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; Inspectorate's document reference APP-009) – 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; Inspectorate's document reference APP-009) – 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 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>Works Plans (Application Document 2.5; Inspectorate's document reference APP-008) – the centreline of Green Bridge Four is shown on sheet 5 (see Work No.1D)</p> <p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7; Inspectorate's document reference APP-010) – Green Bridge Four is shown on sheet 5 at chainage 6500 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>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7; Inspectorate's document reference APP-010) – 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</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>out in accordance with the Outline Environmental Management Plan ('OEMP') Appendix 2.2 to the Environmental Statement (Application Document 6.3; Inspectorate's document reference APP-187) 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 for the new A303	<p>Works Plans (Application Document 2.5; Inspectorate's document reference APP-008) – the centreline of the A303 mainline is shown on sheets 5 and 6 (see Work No.1D)</p> <p>Engineering Section Drawings (Cross Sections) (Application Document 2.8; Inspectorate's document reference APP-011) – typical cross section through retaining</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</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>walls is shown on sheet 7 at chainage 6900</p> <p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7; Inspectorate's document reference APP-010) – the western portal approach, including retaining walls, is shown in plan on sheet 5 between chainages 6550 and 7200</p>	<p>Environmental Management Plan ('OEMP') Appendix 2.2 to the Environmental Statement (Application Document 6.3; Inspectorate's document reference APP-187) 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 buildings	<p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7; Inspectorate's document reference APP-010) – tunnel service buildings are shown in</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</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>plan on sheet 6 at chainage 7100</p> <p>Structures Drawings (Application Document 2.14; Inspectorate's document reference APP-017) 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>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; Inspectorate's document reference APP-017), 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</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?
			only be one temporary electricity substation in this 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; Inspectorate's document reference APP-010) – 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; Inspectorate's document reference APP-009) – 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; Inspectorate's document reference APP-009) 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	Rights of Way and Access Plans (Application Document 2.6;	New private means of access to be provided as shown on the Rights of

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?
		of the rights of way and access plans	Inspectorate's document reference APP-009) – 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)	Way and Access Plans (Application Document 2.6; Inspectorate's document reference APP-009) – see related commentary in paragraph 3 of this Signposting document (above)
1E	(i)	the construction of a new cut and cover section of tunnel	<p>Works Plans (Application Document 2.5; Inspectorate's document reference APP-008) – 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; Inspectorate's document reference APP-010) – 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 2.8; Inspectorate's document reference APP-011) – typical cross section through the cut and cover tunnel is shown on sheet 8 at chainage 7300</p>	<p>In relation to the cut and cover sections of the tunnel, the DCO application includes limits of deviation which apply to a variety of elements of the tunnel design. In summary terms, limits of deviation apply to the lengths of the cut and cover sections and therefore to the positioning of the start and end points of the tunnel. Limits of deviation also apply to the depth and position of the cut and cover sections of the tunnel below the level of the surface of the ground. The details of these limits of deviation are as set out below.</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</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>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; Inspectorate's document reference APP-187) 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 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,</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>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; Inspectorate's document reference APP-008) – 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; Inspectorate's document reference APP-010) – 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; Inspectorate's document reference APP-010) – the height of the top of the western portal 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</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>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>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; Inspectorate's document reference APP-008) – 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; Inspectorate's document reference APP-010) – 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; Inspectorate's document reference APP-011) – typical cross section through the bored tunnel is shown on sheet 9 at</p>	<p>In relation to the bored tunnel, the DCO application includes limits of deviation which apply to a variety of elements of the tunnel design. In summary terms, limits of deviation apply to the length of the bored tunnel and to the positioning of its start / end points, and to the depth and position of the bored tunnel below the level of the surface of the ground. The details of these limits of deviation are as set out below.</p> <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; Inspectorate's document reference APP-019), on which the limits of deviation of the bored section of the tunnel are shown in plan (horizontal limits of</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>chainage 7600</p> <p>Structures Drawings (Application Document 2.14; Inspectorate's document reference APP-017) 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>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 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

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>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;</p> <ul style="list-style-type: none"> at the eastern end, horizontal limits of deviation would permit the bored tunnel to be extended by a maximum of 30 metres or reduced by a maximum of 1 metre. <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</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>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 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; Inspectorate's document references APP-038 – APP-054).</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</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?
				Environmental Statement (Application Document 6.3; Inspectorate's document reference APP-187) which provides, at Table 3.2b, that there will be no tunnel ventilation shafts within the World Heritage Site (see reference D-CH13).
1G	(i)	the construction of a new cut and cover section of tunnel	<p>Works Plans (Application Document 2.5; Inspectorate's document reference APP-008) – 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; Inspectorate's document reference APP-010) – the cut and cover section of the 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; Inspectorate's document reference APP-011) – typical cross section through the cut and cover tunnel is shown on sheet 8 at chainage 10450</p>	<p>In relation to the cut and cover sections of the tunnel, the DCO application includes limits of deviation which apply to a variety of elements of the tunnel design. In summary terms, limits of deviation apply to the lengths of the cut and cover sections and therefore to the positioning of the start and end points of the tunnel. Limits of deviation also apply to the depth and position of the cut and cover sections of the tunnel below the level of the surface of the ground. The details of these limits of deviation are as set out below.</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; Inspectorate's document reference</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>APP-010) – 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; Inspectorate's document</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 APP-187), which provides, at Table 3.2b, that the Scheme shall include a cut and cover tunnel extending eastwards from 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; Inspectorate's document reference APP-010) – tunnel service buildings are shown in plan on sheet 8 lying between chainages 10400 and 10700</p> <p>Structures Drawings (Application Document 2.14; Inspectorate's document reference APP-017) 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</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; Inspectorate's document reference APP-017), 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</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?
			No.1H starts and extends into both of these work areas.	the tunnel
	(iii)	the construction of an eastern portal for the new A303 tunnel	<p>Works Plans (Application Document 2.5; Inspectorate's document reference APP-008) – the centreline of the eastern portal of the tunnel is shown on sheet 8 (see Work No.1G)</p> <p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7; Inspectorate's document reference APP-010) – the eastern portal of the tunnel is shown in plan at chainage 10480</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 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; Inspectorate's document reference APP-010) – 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</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>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>
1H	(h)	(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; Inspectorate's document reference APP-010) – tunnel service buildings are shown in plan on sheet 8 lying between chainages 10400 and 10700</p> <p>Structures Drawings (Application Document 2.14; Inspectorate's document reference APP-017) 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</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; Inspectorate's document reference APP-017), the tunnel service buildings will be below existing ground level; there will be one located at each end of the tunnel,</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?
			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.	close to the tunnel portals; and they will be used to house apparatus and equipment supporting the operation of the tunnel
	(ii)	the construction of new eastern portal approach retaining walls and associated works for the new A303	<p>Works Plans (Application Document 2.5-; Inspectorate's document reference APP-008) – 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; Inspectorate's document reference APP-010) – the eastern portal approach, including retaining walls, is shown in plan on sheet 8 between chainages 10480 and 10700</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 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	Engineering Section Drawings (Plan and Profiles) (Application Document 2.7; Inspectorate's document reference APP-010) – new	DCO Requirement 3 provides that the authorised development must be designed in detail and carried out so that it is compatible with the Engineering

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?
		A345 (Countess Roundabout), together with retaining walls and associated works, and tie-ins to existing carriageway	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>Section Drawings (Plan and Profiles)</p> <p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7; Inspectorate's document reference APP-010) – 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; Inspectorate's document reference APP-010) – new bridge structures (to carry the new A303 on a flyover above the Countess Roundabout) are shown in 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>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; Inspectorate's document reference APP-010) – 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>

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?
	(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; Inspectorate's document reference APP-010) – 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; Inspectorate's document reference APP-012) - (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; Inspectorate's document reference APP-010) – 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 and Profiles) (Application Document 2.7; Inspectorate's document reference APP-010) – 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</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?
				levels shown in the Engineering Section Drawings (see article 7(4))
	(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; Inspectorate's document reference APP-009) – 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; Inspectorate's document reference APP-009) 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; Inspectorate's document reference APP-009) – 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; Inspectorate's document reference APP-009) 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; Inspectorate's document reference APP-009) – 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; Inspectorate's document reference APP-009) 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; Inspectorate's document reference APP-010) – new Double Hedges merge is shown in plan on sheet 11 and on sheet 24 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 Drawings (Plan and Profiles) In terms of vertical limits of deviation ,

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?
			profile (see longitudinal cross section) Rights of Way and Access Plans (Application Document 2.6; Inspectorate's document reference APP-009) – new access is shown on sheet 11 and its location is described in Part 1 of DCO Schedule 3 (see reference L)	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)) New access to be provided as shown on the Rights of Way and Access Plans (Application Document 2.6; Inspectorate's document reference APP-009) and as described in DCO Schedule 3
	(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; Inspectorate's document reference APP-009) – 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; Inspectorate's document reference APP-009) 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; Inspectorate's document reference APP-009) – 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; Inspectorate's document reference APP-009) 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; Inspectorate's document reference APP-009) – 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	New private means of access to be provided as shown on the Rights of Way and Access Plans (Application Document 2.6; Inspectorate's document reference APP-009) and as described in DCO Schedule 3 – see related commentary in paragraph 3 of this

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?
			and 38 to 40 in Part 3)	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 Plans) to be determined during the construction phase	Temporary substation will be required to provide power for construction – actual 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; Inspectorate's document reference APP-012) (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; Inspectorate's document reference APP-187) 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; Inspectorate's document reference APP-017) 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></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').</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.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; Inspectorate's document reference APP-008) – 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; Inspectorate's</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</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?
			document reference APP-010) – 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)	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 1 metre upwards or downwards from the levels shown in the Engineering Section Drawings (see article 7(4))
	(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; Inspectorate's document reference APP-009) – 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; Inspectorate's document reference APP-009) 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; Inspectorate's document reference APP-009) – 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; Inspectorate's document reference APP-009) and as described in DCO Schedule 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?
	(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; Inspectorate's document reference APP-009) – 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; Inspectorate's document reference APP-009) 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; Inspectorate's document reference APP-008) – 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 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; Inspectorate's document reference APP-009) – 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; Inspectorate's document reference APP-009) and as described in DCO Schedule 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?
	(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; Inspectorate's document reference APP-009) – 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; Inspectorate's document reference APP-009) 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)	<p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7; Inspectorate's document reference APP-010) – the new link road is shown on sheet 16 in plan, and on sheet 18 in profile (see longitudinal cross section)</p> <p>Rights of Way and Access Plans (Application Document 2.6; Inspectorate's document reference APP-009) – 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)</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 1 metre downwards from the levels shown in the Engineering Section Drawings (see article 7(4))</p> <p>New highway link to be provided as shown on the Rights of Way and Access Plans (Application Document 2.6; Inspectorate's document reference APP-009)</p>
	(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; Inspectorate's document reference APP-009) – new private means of access are shown on sheet 4 and	New private means of access to be provided as shown on the Rights of Way and Access Plans (Application Document 2.6; Inspectorate's document reference APP-009) and as described in

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?
			their locations are described in DCO Schedule 3 (see references 11 and 35 to 37 in Part 3)	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	<p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7; Inspectorate's document reference APP-010) – 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)</p> <p>Works Plans (Application Document 2.5; Inspectorate's document reference APP-008) – 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; Inspectorate's document reference APP-010) – the height of Green Bridge Three is shown on sheet 5 at chainage 5650 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 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>

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>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; Inspectorate's document reference APP-187) 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; Inspectorate's document reference APP-010) – 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; Inspectorate's document reference APP-008) – 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; Inspectorate's document reference APP-010) – 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</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>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>
	(c)	<p>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>	<p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7; Inspectorate's document reference APP-010) – 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; Inspectorate's document reference APP-008) – 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; Inspectorate's document reference APP-010) – 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</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?
				either side of the centreline as shown on the Works Plans
	(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 existing A360 (south)	<p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7; Inspectorate's document reference APP-010) – new single carriageway two-way link road (being the realigned A360 south) is shown in plan on sheet 16 (at chainages 0 to 790), and in profile on sheet 19 (see longitudinal cross section)</p> <p>Works Plans (Application Document 2.5; Inspectorate's document reference APP-008) – centreline is shown on sheets 5 and 15 (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; Inspectorate's document reference APP-010) – the level of the realigned A360 (south) is shown on sheet 19 in the longitudinal section drawing (Longbarrow side road – realigned A360 south)</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>
	(e)	the construction of new private means of access, as shown illustratively on sheets 5, 14 and 15 of the rights of way and	Rights of Way and Access Plans (Application Document 2.6; Inspectorate's document reference	New private means of access to be provided as shown on the Rights of Way and Access Plans (Application

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?
		access plans	APP-009) – 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)	Document 2.6; Inspectorate's document reference APP-009) 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 illustratively on sheets 5 and 14 of the rights of way and access plans	Rights of Way and Access Plans (Application Document 2.6; Inspectorate's document reference APP-009) – 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; Inspectorate's document reference APP-009) and as described in DCO Schedules 1 and 3 – see related commentary in paragraph 3 of this Signposting document (above)
	(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; Inspectorate's document reference APP-009) – 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; Inspectorate's document reference APP-009) 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; Inspectorate's document reference APP-009) – 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; Inspectorate's document reference APP-009) 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?
Work No.5 – as shown on sheet 13 of the works plans and being the realignment and change to vehicle priority layout at the Rollestone 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’	<p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7; Inspectorate's document reference APP-010) – 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 - Rollestone Cross Junction Improvement B3086 Side Road)</p> <p>Works Plans (Application Document 2.5; Inspectorate's document reference APP-008) – centreline is shown on sheet 13 (see Work No.5)</p> <p>Rights of Way and Access Plans (Application Document 2.6; Inspectorate's document reference APP-009) – realigned B3086 is shown on sheet 13 and its location is described in DCO Schedule 3 (see reference S 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; Inspectorate's document reference APP-010) – 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 (Rollestone Cross Junction Improvement 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>

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>Realigned B3083 to be provided as shown on the Rights of Way and Access Plans (Application Document 2.6; Inspectorate's document reference APP-009)</p>
	(b)	<p>the construction of a realigned section of unclassified road from the north of the existing Rollestone Cross Junction</p>	<p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7; Inspectorate's document reference APP-010) – 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 - Rollestone Cross Junction Improvement Access Road (Rollestone Camp))</p> <p>Works Plans (Application Document 2.5; Inspectorate's document reference APP-008) – centreline is shown on sheet 13 (see Work No.5)</p> <p>Rights of Way and Access Plans (Application Document 2.6; Inspectorate's document reference APP-009) – realigned B3086 is shown on sheet 13 and its location is described in DCO Schedule 3 (see reference T 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; Inspectorate's document reference APP-010) – the level of the realigned section of unclassified road is shown on sheet 23 in the longitudinal section drawing (Rollestone Cross Junction Improvement Access Road (Rollestone Camp))</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</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 Works Plans</p> <p>Realigned unclassified road to be provided as shown on the Rights of Way and Access Plans (Application Document 2.6; Inspectorate's document reference APP-009)</p>
	(c)	<p>the construction of a realigned section of the existing north-south B3086</p>	<p>Engineering Section Drawings (Plan and Profiles) (Application Document 2.7; Inspectorate's document reference APP-010) – 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 - Rollestone Cross Junction Improvement)</p> <p>Works Plans (Application Document 2.5; Inspectorate's document reference APP-008) – centreline is shown on sheet 13 (see Work No.5)</p> <p>Rights of Way and Access Plans (Application Document 2.6; Inspectorate's document reference APP-009) – 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; Inspectorate's document reference APP-010) – the level of realigned section of the existing north-south B3086 is shown on sheet 23 in the longitudinal section drawing (Rollestone 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 of the centreline may be varied up to a maximum of 3 metres either side of the centreline as shown on</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 Works Plans</p> <p>Realigned B3083 to be provided as shown on the Rights of Way and Access Plans (Application Document 2.6; Inspectorate's document reference APP-009)</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; Inspectorate's document reference APP-010) – 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 - Rollestone Cross Junction Improvement)</p> <p>Works Plans (Application Document 2.5; Inspectorate's document reference APP-008) – centreline is shown on sheet 13 (see Work No.5)</p> <p>Rights of Way and Access Plans (Application Document 2.6; Inspectorate's document reference APP-009) – 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; Inspectorate's document reference APP-010) – the level of realigned section of the existing unclassified highway 094402 is shown on sheet 23 in the longitudinal section drawing (Rollestone 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</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?
				Section Drawings (see article 7(4)) Realignment of unclassified highway to be provided as shown on the Rights of Way and Access Plans (Application Document 2.6; Inspectorate's document reference APP-009)
	(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; Inspectorate's document reference APP-009) – 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; Inspectorate's document reference APP-009) 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; Inspectorate's document reference APP-008) – 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

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 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)</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 levels shown on the Engineering Section Drawings (Plan and Profiles) and the Engineering Section Drawings (Cross Sections)</p>
	(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; Inspectorate's document reference APP-009) – 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; Inspectorate's document reference APP-009) 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; Inspectorate's document reference APP-009) – 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; Inspectorate's document reference APP-009) and as described in DCO Schedule 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?
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; Inspectorate's document reference APP-009) – 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; Inspectorate's document reference APP-009) 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; Inspectorate's document reference APP-009) – 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; Inspectorate's document reference APP-009) at the location described in DCO Schedule 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; Inspectorate's document reference APP-009) – 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; Inspectorate's document reference APP-009) 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	Rights of Way and Access Plans (Application Document 2.6; Inspectorate's document reference APP-009) – 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; Inspectorate's document reference APP-009) at the locations described in DCO Schedules 1 and 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?
		byway AMES1		
	(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; Inspectorate's document reference APP-009) – 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; Inspectorate's document reference APP-009) 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; Inspectorate's document reference APP-008) – centreline is shown on sheet 11 (see Work No.7) Engineering Section Drawings (Plan and Profiles) (Application Document 2.7; Inspectorate's document reference APP-010) – 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 Track) Rights of Way and Access Plans (Application Document 2.6; Inspectorate's document reference APP-009) – new unclassified road is shown on sheet 11 and its location is described in DCO Schedule 3 (see reference M 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 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 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

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?
				Document 2.6; Inspectorate's document reference APP-009)
	(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; Inspectorate's document reference APP-009) – 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; Inspectorate's document reference APP-009) 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; Inspectorate's document reference APP-008) – 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 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

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?
				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; Inspectorate's document reference APP-009) – 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; Inspectorate's document reference APP-009) 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; Inspectorate's document reference APP-008) – 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

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