

A303 Sparkford to Ilchester Dualling Scheme TR010036

6.1 Environmental Statement Chapter 4 Environmental Assessment Methodology

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

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

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Infrastructure Planning

Planning Act 2008

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

**A303 Sparkford to Ilchester Dualling
Scheme**

Development Consent Order 201[X]

**6.1 Environmental Statement
Chapter 4 Environmental Assessment Methodology**

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Author:	A303 Sparkford to Ilchester Dualling Scheme Project Team, Highways England

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4 Environmental Assessment Methodology

4.1 Environmental scoping

- 4.1.1 The purpose of the scoping process is to determine which environmental factors (topics) should be included in the Environmental Statement (ES), the level of detail to which they should be assessed and to set out the proposed methodology to be included within the ES.
- 4.1.2 An ***Environmental Impact Assessment (EIA) Scoping Report (document reference: HE551507-MMSJV-EGN-000-RP-LP-0014)*** was produced for the scheme and submitted to the Planning Inspectorate in November 2017. The *EIA Scoping Report* considered the following factors contained in Regulation 5(2) of the *Infrastructure Planning (EIA) Regulations 2017*:
- (a) Population and human health
 - (b) Biodiversity
 - (c) Land, soil, water, air and climate
 - (d) Material assets, cultural heritage and the landscape
 - (e) The interaction between the factors referred to in sub-paragraphs (a) to (d)
- 4.1.3 The assessment for each of these factors was covered in 1 or more environmental assessment chapters of the *EIA Scoping Report*. The chapters were written in accordance with the requirements presented in the Design Manual for Roads and Bridges (DMRB) Volume 11 Section 3 *Environmental Assessment Techniques*¹ and Interim Advice Note (IAN) 125/15², for each of the relevant environmental factors. Table 4.1 shows the environmental factors and their respective DMRB topics.

Table 4.1: Environmental factors and respective DMRB environmental topics

Factors contained within Regulation 5 (2) of the Infrastructure Planning (EIA) Regulations 2017	DMRB Topic
(a) Population and human health	Air Quality Noise and Vibration People and Communities Road Drainage and the Water Environment
(b) Biodiversity	Biodiversity
(c) Land, soil, water, air and climate	Air Quality Geology and Soils Road Drainage and the Water Environment Climate
(d) Material assets, cultural heritage, and the landscape	Cultural Heritage Landscape and Visual Effects Material Assets and Waste
(e) The interaction between the factors referred to in sub-paragraphs (a) to (d).	Combined and Cumulative Effects

¹ Highways England (2015) Design Manual for Roads and Bridges (DMRB) Volume 11 *Environmental Assessment, Section 3 Environmental Assessment Techniques*.

² Highways England (2015) Interim Advice Note (IAN) 125/15 *Environmental Assessment Update* [online] available at: <http://www.standardsforhighways.co.uk/ha/standards/ians/pdfs/ian125r2.pdf> (last accessed March 2018).

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- 4.1.4 The ***EIA Scoping Report (Document Reference: HE551507-MMSJV-EGN-000-RP-LP-0014)*** identified the need to scope the following factors into the ES:
- Air Quality (construction and operation)
 - Cultural Heritage (construction and operation)
 - Landscape and Visual Effects (construction and operation)
 - Geology and Soils (construction only)
 - Biodiversity (construction and operation)
 - Material Assets and Waste (construction only)
 - Noise and Vibration (construction and operation)
 - People and Communities (construction and operation)
 - Climate (construction and operation)
 - Combined and Cumulative Effects (construction and operation)
- 4.1.5 The ***EIA Scoping Report (document reference: HE551507-MMSJV-EGN-000-RP-LP-0014)*** was submitted to the Planning Inspectorate in order to request a Scoping Opinion. The *EIA Scoping Report* was issued to consultation bodies by the Planning Inspectorate and the responses from these consultation bodies have informed the Scoping Opinion received from the Planning Inspectorate on 9 January 2018. A list of those consultees can be found within Appendix 2 of the Scoping Opinion, contained within Appendix 4.1 of Volume 6.3.
- 4.1.6 A description of how each of the Scoping Opinion comments have been taken into account within this ES is contained within Appendix 4.2 of Volume 6.3. Further information on the Scoping Opinion and consultation with the Planning Inspectorate is contained within section 4.5 of this chapter.
- 4.1.7 The ***EIA Scoping Report (document reference: HE551507-MMSJV-EGN-000-RP-LP-0014)*** recommended that water should be scoped out of the ES as no significant adverse effects were anticipated as a result of the scheme, with mitigation measures in place. However, following the receipt of the Scoping Opinion (Appendix 4.1, Volume 6.3), a technical appendix to address the likely effects upon Road Drainage and the Water Environment has been included within this ES (Appendix 4.3 Road Drainage and Water Environment, Volume 6.3). The technical appendix provides details of the assessment work undertaken to support the conclusion of no significant adverse effects, together with a summary of results from supporting assessments including the Highways Agency Water Risk Assessment Tool (HAWRAT) (Appendix 4.4, Volume 6.3), Water Framework Directive (WFD), Screening and Scoping Assessment (Appendix 4.5, Volume 6.3), Flood Risk Assessment (FRA) (Appendix 4.6, Volume 6.3) and Drainage Strategy Report (Appendix 4.7, Volume 6.3).
- 4.1.8 Following submission of the ***EIA Scoping Report (document reference: HE551507-MMSJV-EGN-000-RP-LP-0014)***, the proposed structure has been amended to now incorporate a section on consultation within Chapter 4
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Environmental Assessment Methodology of Volume 6.1, rather than as a separate chapter.

Population and human health

4.1.9 There is no consolidated methodology or practice for the assessment of population and human health, however the scope of the assessment is considered to be covered by existing Highways England Guidance as set out below. The scope of the assessment for human health has been informed by the following guidance:

- Air Quality: HA 207/07³, IAN 185/15⁴, IAN 175/13⁵, IAN 174/13⁶, IAN 170/12⁷
- Noise and vibration: HD 213/11⁸, IAN 185/15⁴
- Road Drainage and The Water Environment: HD 45/09⁹
- Equestrians, Cyclists, and Community Effects: DMRB Volume 11 Section 3 Part 8¹⁰

4.1.10 Reporting of population and human health effects has been provided within the relevant environmental factor chapters as outlined in Table 4.1 and significance of effects assigned accordingly. To enable conclusions to be drawn, each of the population and human health effects reported in the environmental factor chapters has been collated and presented within Chapter 14 Combined and Cumulative Effects of Volume 6.1.

Major accidents and disasters

4.1.11 Regulation 5 (4) of the *Infrastructure Planning (EIA) Regulations 2017* require an assessment of '*the expected significant adverse effects of the development*

³ Highways England (2008) DMRB Volume 11 Section 2 Part 1 HA207/07 *Air Quality*.

⁴ Highways England (2015) IAN 185/15 *Updated traffic, air quality and noise advice on the assessment of link speeds and generation of vehicle data into 'speed-bands' for users of DMRB Volume 11 Section 3 Part 1 Air Quality and Volume 11 Section 3 Part 7 Noise* [online] available at: <http://www.standardsforhighways.co.uk/ha/standards/ians/pdfs/ian185.pdf> (last accessed March 2018).

⁵ Highways England (2013) IAN 175/13 *Updated air quality advice on risk assessment related to compliance with the EI Directive on ambient air quality and on the production of Scheme Air Quality Action Plans for user of DMRB Volume 11, Section 3, Part 1 Air Quality* [online] available at: <http://www.standardsforhighways.co.uk/ha/standards/ians/pdfs/ian175.pdf> (last accessed March 2018).

⁶ Highways England (2013) IAN 174/13 *Updated advice for evaluating significant local air quality effects for users of DMRB Volume 11, Section 3, Part 1 Air Quality (HA207/07)* [online] available at: <http://www.standardsforhighways.co.uk/ha/standards/ians/pdfs/ian174.pdf> (last accessed March 2018).

⁷ Highways England (2013) IAN 170/12 v3 *Updated air quality advice on the assessment of future NO_s and NO₂ projections for users of DMRB Volume 11, Section 2, Part 1 Air Quality* [online] available at: <http://www.standardsforhighways.co.uk/ha/standards/ians/pdfs/ian170v3.pdf> (last accessed March 2018).

⁸ Highways England (2011) DMRB Volume 11 Section 3 Part 7 HD 213/11 *Noise and Vibration*.

⁹ Highways England (2008) DMRB Volume 11 Section 3 Part 10 HD 45/09 *Road Drainage and the Water Environment*.

¹⁰ Highways England (2008) DMRB Volume 11 Section 3 Part 8 *Pedestrians, Cyclists, Equestrians and Community Effects*.

on the environment deriving from the vulnerability of the development to risks of major accidents and/or disasters which are relevant to the project concerned'.

- 4.1.12 The assessment of major accidents and disasters is provided within Appendix 4.8 of Volume 6.3.
- 4.1.13 Two natural disasters (a major flood event and slope destabilisation, both leading to potential mobilisation of contaminants leading to pollution of water courses), have been identified as potentially occurring during either construction or operation of the scheme, associated with extreme weather events. With the mitigation measures detailed in Table 1.1 of Appendix 4.8 (Volume 6.3), these are not anticipated to result in significant effects for any environmental factors.

Heat and radiation

- 4.1.14 Regulation 4 (1) (d) of the *Infrastructure Planning (EIA) Regulations 2017* require “an estimate, by type and quantity, of expected residues and emissions (such as water, air, soil and subsoil pollution, noise, vibration, light, heat, radiation and quantities and types of waste produced during the construction and operation phases”. Due to the nature of the scheme being a highways scheme and location of the scheme within a rural setting, it is considered unlikely that heat and radiation effects associated with the proposals are likely to arise. This aspect was therefore scoped out of this ES, as detailed in Section 5.3 of the ***EIA Scoping Report (document reference: HE551507-MMSJV-EGN-000-RP-LP-0014)***.

Transboundary effects

- 4.1.15 Transboundary effects have been scoped out of this ES, as none of the impact pathways reach other European Economic Area (EEA) member states.
- 4.1.16 The study area for climate (including greenhouse gases (GHGs)) covers the United Kingdom and does not extend to other EEA member states, due to the scale and nature of the scheme (see section 13.3 of Chapter 13 Climate, Volume 6.1). However, it is noted that unlike some other impacts, the nature of GHG emissions means that the ultimate receptor is the global climate system. Climate change resulting from GHG emissions has the potential to result in social, environmental and economic impacts felt globally, regardless of where the GHGs are emitted. Therefore, it is difficult to link the emissions of an individual scheme to a specific receptor.
- 4.1.17 While acknowledging this fact, the GHG contributions from this scheme are not of a large enough scale to be considered significant at a national or international level or considered to place any commitments made by the UK government at risk, such as the UK carbon budgets or the EU target of a 20% reduction by 2020 (see section 13.7, Chapter 13 Climate, Volume 6.1).
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Therefore, in line with the approach taken for other schemes of this scale, transboundary effects have not been considered further for climate and have therefore been scoped out of this ES.

4.2 Surveys and predictive techniques and methods

4.2.1 The data gathering work undertaken for this ES is presented in each topic chapter of this report (Chapters 5 to 14 of Volume 6.1), but generally comprises the following elements:

- Consultation with third-party organisations, such as South Somerset District Council, to obtain information.
- Desk-based studies.
- Field surveys, such as Phase 2 ecology surveys.

4.2.2 For topic-specific data collection, please refer to the baseline conditions sections of Chapters 5 to 14 of Volume 6.1.

4.3 General assessment assumptions and limitations

4.3.1 Potential impacts and their effects cannot be predicted with absolute certainty. Predictions are limited by the quality and certainty of information available and the accuracy of predictive techniques employed. The assessments presented in the ES therefore indicate the likely magnitude of impacts and the significance of effects rather than providing precise predictions of effects.

4.3.2 The principal assumptions made and limitations encountered in this EIA are as follows:

- The assessments presented in the ES have been based on the scheme design as described in section 2.5 of Chapter 2 The Scheme (Volume 6.1) and illustrated in Figures 2.3 to 2.8 of Volume 6.2.
- Due to the dynamic nature of certain aspects of the environment, it is inevitable that conditions will change during the construction and operation of the proposed scheme.
- The assessment presented in this ES indicates the likely magnitude of impacts and the significance of effects of the scheme associated with the scheme design, as described in section 2.5, Chapter 2 The Scheme of Volume 6.1. There may be some minor alterations and variations to the scheme prior to construction, within the limits of deviation as defined in section 2.5, Chapter 2 The Scheme of Volume 6.1.
- The construction year has been assumed as 2020 and the opening year assumed to be 2023.
- The construction strategy detailed in Chapter 2 The Scheme of Volume 6.1 has been developed in consultation with a buildability team. The construction stage effects assessed within Chapters 5 to 14 of Volume 6.1 are based on this information. Where uncertainties in construction practices have been highlighted in Chapter 2 The Scheme of Volume 6.1,

the worst-case scenario has been assessed within the individual topic chapters (Chapters 5 to 14 of Volume 6.1).

- Information received from third parties is accurate, complete and up-to-date.

4.3.3 Assumptions and limitations have been described on a topic by topic basis, within Chapters 5 to 14, Volume 6.1.

4.3.4 Traffic model assumptions and limitations are detailed within the ***Combined Modelling and Appraisal (ComMA) Report*** (***document reference: TR010036/APP/7.7***).

4.4 Significance criteria

4.3.5 The output of the environmental assessment is to report the likely significance of effects using established significance criteria, as presented within the DMRB Volume 11, Section 2, Part 5¹¹. For the majority of topics, this requires an assessment of the receptor or resource's environmental value (or sensitivity) and the magnitude of project's impacts (change).

4.3.6 The DMRB states that the approach to assigning significance of effect relies on reasoned argument, professional judgement and taking on board the advice and views of appropriate organisations. For some factors, predicted effects may be compared with quantitative thresholds and scales in determining significance. The majority of the environmental assessment chapters within this ES (Chapters 5 to 14, Volume 6.1) describes the specific thresholds / criteria used to determine value / magnitude / sensitivity and in most cases, will align within the general methodology described within this section.

4.3.7 Assigning each effect to one of the 5 significance categories enables different environmental factor issues to be placed upon the same scale, to assist the decision-making process at whatever stage the project is at within that process. These 5 significance categories are set out in Table 4.2 below.

¹¹ Highways England (2008) DMRB Volume 11, Section 2, Part 5 HA 205/08 *Assessment and Management of Environmental Effects*.

Table 4.2: Descriptions of the significance of effect categories

Significance category	Typical descriptors of effects
Very Large	Only adverse effects are normally assigned this level of significance. They represent key factors in the decision-making process. These effects are generally, but not exclusively, associated with sites or features of international, national or regional importance that are likely to suffer a most damaging impact and loss of resource integrity. However, a major change in a site or feature of local importance may also enter this category.
Large	These beneficial or adverse effects are very important considerations and are likely to be material in the decision-making process
Moderate	These beneficial or adverse effects may be important but are not likely to be key decision-making factors. The cumulative effects of such factors may influence decision-making if they lead to an increase in the overall adverse effect on a resource or receptor.
Slight	These beneficial or adverse effects may be raised as local factors. They are unlikely to be critical in the decision-making process but are important in enhancing the subsequent design of the project.
Neutral	No effects or those that are beneath levels of perception, within normal bounds or variation or within the margin of forecasting error.

Source: DMRB Volume 11, Section 2, Part 5, Table 2.3

- 4.3.8 For the majority of environmental assessment chapters, the environmental value will be identified for each of the receptors identified within the individual environmental factor that have been scoped in to the assessment, along with the magnitude of change. The magnitude of change and the value of the receptor (sensitivity) is combined to determine the likely significance of effect, as defined in Table 4.3. It is important to note that significance categories are required for positive (beneficial) as well as negative (adverse) effects. The greater the magnitude of impact, the more significant the effect. For example, the consequences of a highly valued environmental resource suffering a major detrimental impact would be a significant adverse effect.
- 4.3.9 For the majority of environment assessment chapters, effects that are Moderate Beneficial / Adverse or above will be considered significant, with the exception of the methodology used to determine significance of effects associated with material assets (contained within Chapter 10 Material Assets and Waste, Volume 6.1), for which effects that are Large Beneficial / Adverse or above will be considered significant.

Table 4.3: Assessing significance of potential effects

		Magnitude of potential impact (degree of change)				
Environmental value (sensitivity)		No change	Negligible	Minor	Moderate	Major
	Very High	Neutral	Slight	Moderate or Large	Large or Very Large	Very Large
	High	Neutral	Slight	Slight or Moderate	Moderate or Large	Large or Very Large
	Medium	Neutral	Neutral or Slight	Slight	Moderate	Moderate or Large
	Low	Neutral	Neutral or Slight	Neutral or Slight	Slight	Slight or Moderate
	Negligible	Neutral	Neutral	Neutral or Slight	Neutral or Slight	Slight

Source: DMRB Volume 11, Section 2, Part 5, Table 2.4

4.3.10 Chapter 6 Air Quality, Chapter 11 Noise and Vibration, Chapter 13 Climate (effects on climate) (Volume 6.1) do not explicitly follow this general approach to determining the significance of effects, due to the nature of the topics and their methodologies. The criteria used to determine the significance of effects are outlined in these individual chapters.

4.4 Mitigation measures and enhancements

4.4.1 Mitigation measures fall into 3 broad categories:

- Mitigation in the strict sense – these are measures taken to avoid or reduce negative effects. Measures may include locating the development and its working areas and access routes away from areas of high environmental sensitivity, fencing off sensitive areas during the construction period, or timing works to avoid sensitive periods. Mitigation measures associated with construction are outlined in the **Outline Environmental Management Plan (OEMP) (document reference TR010036/APP/6.7)** (to be developed into a full Construction Environmental Management Plan (CEMP)); Outline Site Waste Management Plan (OSWMP) (Annex B.1 of the OEMP); Outline Materials Management Plan (OMMP) (Annex B.2 of the OEMP); Outline Soil Management Plan (OSMP) (Annex B.3 of the OEMP); and Traffic Management Plan (TMP) (Annex B.5 of the OEMP).
- Compensation – the use of replacement areas to make up for the loss of, or permanent damage to resources. Any replacement area should be similar to or, with appropriate management, have the ability to reproduce the functions and conditions of those resources that have been lost or damaged. Compensation may also be in the form of a financial payment.
- Offsetting – the provision of a benefit that is related to the effect, but is not a like-for-like replacement of the feature to be lost.

4.4.2 Priority has been given to the avoidance of effects at source, whether through the redesign of the scheme or by regulating the timing or location of activities.

Where it has not been possible to avoid significant negative effects, opportunities have been sought to reduce the effects, ideally to the point where they are no longer significant through mitigation measures. Where this has not been possible, opportunities for compensation have been explored, as detailed in the individual topic chapters (Chapters 5 to 14 of Volume 6.1).

- 4.4.3 Each individual topic chapter provides a description of enhancement measures that have been considered as part of this scheme and have been assessed as part of this ES (where practicable).

Implementation and enforcement of mitigation

- 4.4.4 Mitigation would be secured by way of requirements in the Development Consent Order (DCO) (**document reference TR010036/APP/3.1**) including that the scheme is undertaken in accordance with the CEMP (which includes detailed provision on mitigation of construction impacts), and specific mitigation obligations in key topic areas such as landscaping, drainage and contaminated land.
- 4.4.5 Highways England would place a legal responsibility on the detailed designers and construction contractors to comply with the DCO requirements. Discharge of these requirements would be by consent from the Secretary of State, generally following consultation with the relevant planning or environmental authority.

4.5 Duplication of assessment

- 4.5.1 This ES has been prepared with reference to environmental assessments that have been carried out, or are ongoing, for nearby schemes. In this way, duplication of assessment or survey effort has been avoided and consistency of approach, unless scheme-specific factors determine otherwise, can be assured.
- 4.5.2 See Chapter 14 Combined and Cumulative Effects of Volume 6.1 for further details.

4.6 Consultation

- 4.6.1 This section describes specifically the environmental consultation that has been undertaken with relevant consultation bodies during the development of the scheme design in advance of the DCO application submission. Details of the wider consultation undertaken as part of the scheme is contained within the **Consultation Report (document reference TR010036/APP/5.1)**, including details on consultation with statutory stakeholders identified in the *Planning Act 2008*, as well as non-statutory stakeholders.

Environmental engagement with environmental bodies during options selection

4.6.2 Highways England has engaged with the following environmental bodies during the scheme development period:

- Environment Agency
- South West Heritage Trust (archaeological advisors to South Somerset District Council)
- Natural England
- Historic England
- Somerset County Council
- South Somerset District Council
- National Trust
- Somerset Gardens Trust (and seconding for The Gardens Trust)

4.6.3 A summary of the meetings is provided in Table 4.4 below. Environmental bodies were engaged through group meetings, telephone discussions and email channels.

Table 4.4: Summary of environmental body meetings during options selection stage

Date	Environmental bodies	Discussion / topics raised	Influence
4 December 2015	National Trust, Environment Agency, and Natural England	Introduction to the scheme and route options DCO process, project timescales and engagement methodology.	Representatives confirmed their interest in the scheme and engagement approach. Initial discussions about proposed scheme options.
22 March 2016	National Trust, Environment Agency, South West Heritage Trust and Natural England	Scheme update and public consultation strategy discussion.	Discussions about development of public consultation strategy and specific stakeholder identification and engagement activities. Discussion about communications channels to be employed.
13 July 2016	National Trust, Environment Agency, South West Heritage Trust and Natural England	Stakeholder engagement progress meeting. Discussion about public consultation activities timing.	Feedback about route options presented. Discussion about planned public consultation programme.
11 November 2016	National Trust, Environment Agency, South West Heritage Trust and Natural England	Stakeholder engagement progress meeting. Update about public consultation activities planned.	Consideration of specific stakeholder groups including, landowners, discussions, parish councils, local authority politicians and Members of Parliament.
22 March 2017	Historic England and South Somerset District Council	Site visit to view Hazlegrove House Registered Park and Garden (RPG) and potential design options in their locality.	Discussion around the level of potential impact for design options in this area, as well as potential mitigation. In addition, the requirement for more detailed assessment and methodology was discussed.

Date	Environmental bodies	Discussion / topics raised	Influence
2 May 2017	Natural England	Survey effort to date and going forward. Methodology for bat surveys (in light of emerging Natural England guidance). Future engagement and EIA process. Ghost licences.	Advice received on conducting bat surveys prior to the DCO submission, including scope of those surveys. Broad agreement on scope for remainder of surveys. Provided Natural England with an understanding of the overall programme and requirement for on-going engagement.
4 July 2017	Environment Agency	Survey effort to date and going forward. Proposed drainage design and run-off rates. Flood risk assessment and Water Framework Directive assessment.	Survey and assessment focus and on-going consultation requirements.

Environmental engagement with environmental bodies following the preferred route announcement

4.6.4 Following announcement of the preferred route in October 2017, engagement with the following statutory and non-statutory environmental bodies has continued through the format of an Environmental Technical Working Group (TWG):

- Environment Agency
- Natural England
- Historic England
- Somerset County Council
- South Somerset District Council
- South West Heritage Trust (archaeological advisors to South Somerset District Council)
- Somerset Gardens Trust (and seconding for The Gardens Trust)
- The National Trust

4.6.5 The Environmental TWG was established to inform consultation bodies of the progress and timescales for the scheme, and also to review and discuss specific scheme issues, to consider appropriate design solutions and seek to agree statements of common ground (SoCGs) on environmental matters, with a particular focus on Hazlegrove House RPG and the development of the scheme design in this locality. The Environmental TWG also provided a format for technical review of the EIA such as EIA methodology and documents supporting the ES, and associated surveys, development, review and agreement of environmental design, mitigation requirements, and environmental opportunities and enhancements.

4.6.6 A list of the meetings held as part of the environmental TWGs is provided in Table 4.5 below. Minutes associated with these meetings are contained within

Appendix 4.9 of Volume 6.3, with the relevant details of discussions provided within the specialist topic chapters (Chapters 5 to 14 of Volume 6.1).

Table 4.5: Summary of environmental TWG meetings

Date	Consultation bodies	Discussion topic
7 December 2017	Environment Agency, Natural England, Historic England, South West Heritage Trust, National Trust, South Somerset District Council, Somerset County Council, Somerset Gardens Trust	Kick off meeting and general scheme update.
	Historic England, South West Heritage Trust, National Trust, South Somerset District Council, Somerset County Council, Somerset Gardens Trust	Hazlegrove House RPG.
	Environment Agency, Somerset County Council, Natural England (part only)	Road drainage and water environment.
	Natural England	Biodiversity.
28 January 2018	Somerset Drainage Boards Consortium, Somerset County Council.	Drainage strategy.
13 February 2018	Environment Agency, Historic England, South West Heritage, South Somerset District Council, Somerset County Council, Somerset Gardens Trust	General scheme update.
	Environment Agency, Natural England, Historic England, South West Heritage, National Trust, South Somerset District Council, Somerset County Council, Somerset Gardens Trust	Hazlegrove House RPG.
	South Somerset District Council (Landscape Architect)	Landscape key views.
	Historic England, South West Heritage Trust	Cultural heritage assessment methodology.
	Environment Agency	Road drainage and the water environment.
28 February 2018	Natural England (meeting held on separate date as Natural England unable to attend second TWG)	Biodiversity.
8 May 2018	Environment Agency, Natural England, South West Heritage, South Somerset District Council, Somerset County Council, Somerset Gardens Trust	General scheme update.
	South Somerset District Council (Environmental Health Officers (EHOs))	Air quality.
	South Somerset District Council (EHOs)	Noise and vibration.
	Environment Agency and Somerset Drainage Boards Consortium	Road drainage and the water environment.
	South West Heritage, National Trust, Somerset Gardens Trust	Hazlegrove House RPG.
	Natural England	Biodiversity.
22 May 2018	Historic England (meeting held on separate date as Historic England unable to attend third TWG)	Hazlegrove House RPG.
9 July 2018	Natural England	Biodiversity
11 July 2018	Historic England	Hazlegrove House RPG (meeting held on site).