

M5 Junction 10 Improvements Scheme

Introduction to the Application TR010063 - APP 1.1

Regulation 5 (2) (q)

Planning Act 2008

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

Volume 1
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M5 Junction 10 Improvements Scheme Development Consent Order 202[x]

1.1 Introduction to the Application

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Contents

Chapter	Page
1. Introduction	5
1.1. Purpose of this Document	5
1.2. Structure of this Document	5
2. The Scheme	6
2.1. Scheme description	6
2.2. Scheme Location	6
2.3. Summary Scheme Description	6
2.4. Scheme Objectives	9
2.5. Scheme History, Timeline and Future Milestones	10
2.6. Qualification as a National Significant Infrastructure Project	11
3. The Applicant	12
3.1. Gloucestershire County Council	12
3.2. The Scheme Project Team	12
4. Overview of the Application Documentation	13
5. Application Documents	14
6. Volume 1: Application Information	17
7. Volume 2: Plans, Drawings and Sections	18
8. Volume 3: Draft Development Consent Order	20
9. Volume 4: Compulsory Acquisition Information	21
10. Volume 5: Consultation Report	22
11. Volume 6: Environmental Information	23
12. Volume 7: Other Reports	26
13. Volume 8: Statement of Commonality	27
14. Glossary and Definitions	28

Tables

Table 2-1 – Objectives and underpinning evidence metrics	9
Table 2-2 – Scheme Timeline	10
Table 4-1 – Application documentation	13
Table 5-1 – DCO Application volumes and documents	14
Table 8-1 – Structure of the Draft DCO	20
Table 10-1 – List of Consultation Report Appendices	22
Table 11-1 – List of Environmental Statement Appendices	24
Table 14-1 – Glossary	28
Table 14-2 – List of Abbreviations	36

1. Introduction

1.1. Purpose of this Document

- 1.1.1. Gloucestershire County Council (GCC) (“the Applicant”) has submitted an application under section 37 of the Planning Act 2008 for a development consent order (DCO) for the M5 Junction 10 Improvements Scheme (“the Scheme”).
- 1.1.2. This document provides an accessible guide to the Scheme, Applicant and DCO application and it will assist those in reviewing the application documentation.

1.2. Structure of this Document

- 1.2.1. This document provides a guide to the application and introduces the Scheme and GCC, the Applicant. It contains the following Chapters:
- Chapter 2 – provides background information about the Scheme, it’s location, objectives, key milestones to date, and its qualification as a Nationally Significant Infrastructure Project (NSIP) and a summary description of the Scheme proposals.
 - Chapter 3 – introduces the Applicant – GCC.
 - Chapter 4 – provides an overview of the application documentation and explains how the application documentation has been structured and organised into eight different volumes.
 - Chapters 5 – provides a list of the application documents within each volume and gives their individual document reference numbers.
 - Chapters 6-13 – explains the purpose of each of the documents submitted under the eight different volumes.
 - Chapter 14 – provides a Glossary listing defined terms and abbreviations used within the DCO application.

2. The Scheme

2.1. Scheme description

2.1.1. The design for the Scheme is shown on the General Arrangement Plans (application document reference TR010063 – APP 2.9). The principal components of the highway proposals are as follows:

- Construction of a new Junction 10 on the M5, including four new slip roads, and demolition of the existing A4019 bridge and construction of a new roundabout over the M5.
- Realignment and widening of the A4019 with associated footway, shared use paths, private means of access. This includes a bus lane on the A4019 eastbound carriageway from the West Cheltenham Fire Station to the Gallagher Junction.
- Construction of a new West Cheltenham Link Road south of the A4019 to join with the B4634 to the south.

2.1.2. The description of the Scheme is split into the following various elements:

- M5 Junction 10.
- A4019.
- West Cheltenham Link Road.
- Public rights of way.
- Signage.
- Fencing and environmental barriers.
- Drainage.
- Environmental proposals.
- Utility diversion works.
- Temporary Works.

2.1.3. The full Scheme description can be found in Chapter 2 of the ES (application document TR010063 – APP 6.2).

2.2. Scheme Location

2.2.1. The Scheme comprises alterations to the M5 Junction 10, situated within the administrative areas of Gloucestershire County Council (GCC), Cheltenham Borough Council (CBC), and Tewkesbury Borough Council (TBC).

2.2.2. M5 Junction 10 is located 48 miles to the south of Birmingham, 40 miles to the north of Bristol, 5 miles to the south of Tewkesbury, 4 miles to the north-west of Cheltenham, and 8 miles to the north-east of Gloucester.

2.2.3. The junction is in a strategically important location for the region, particularly as northern and western Cheltenham are the focus for a number of existing large retail parks and employment areas. The Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS) for GCC, CBC and TBC, adopted December 2017, is a planning policy and regional development strategy which allocates land in this area for housing and nationally significant business development in the future.

2.3. Summary Scheme Description

2.3.1. Alterations to M5 Junction 10 are needed to increase the capacity of the junction, and to upgrade the current junction, which only provides north facing slip roads, to an all-movements junction enabling travel both north and south on the M5. The Scheme has a total site area of 182 hectares (approximately) and includes three elements comprising of:

- An all-movements junction at M5 Junction 10 (Scheme element 1).
- A new West Cheltenham Link Road east of junction 10 from the A4019 to the B4634 (Scheme element 2).
- Widening of the A4019 to the east of junction 10, including a bus lane on the A4019 eastbound carriageway from the West Cheltenham Fire Station to the Gallagher Junction (Scheme element 3).

2.3.2. A detailed description of the Scheme can be found in section 2.5 of the Environmental Statement Chapter 2 (application document reference number: TR010063 – APP 6.2). In summary the Scheme involves the following:

M5 Junction 10

- 2.3.3. Construction of a new all-movements, elongated roundabout junction. Two new overbridges will be constructed over the M5, centred either side of the existing Piffs Elm Interchange Bridge (carrying the A4019 over the M5), which will then be demolished. The new overbridges will create a new elongated roundabout junction over the M5.
- 2.3.4. As part of the junction improvements, the A4019 will be realigned to provide appropriate grade and to form a suitable entry angle to the new roundabout. An underpass will also be constructed under the A4019 immediately east of Junction 10 to provide a traffic free route for bats to cross under the road, as well as pedestrians, cyclists and equestrians.
- 2.3.5. To the southeast of M5 Junction 10, an area of land will be reprofiled by the excavation of material to provide flood storage for the operation of the Scheme and compensation for the loss of flood storage from the construction of the Scheme and provide habitat creation.

A4019 Widening

- 2.3.6. The A4019 will be widened to a two-lane dual carriageway from Withybridge Lane, eastwards to the Gallagher Retail Park, where the scheme will tie into the existing dual carriageway. Widening through Uckington will predominantly be to the northern side of the A4019. Widening to the east and the west of Uckington will be to the northern side of the A4019. To the west of Junction 10 the existing section of two-lane dual carriageway will be replaced with single lanes.
- 2.3.7. Three new junctions will be created along this road, as well as some changes to existing junctions. The three new junctions will be created to provide access into the proposed North-west Cheltenham Development site allocated within the JCS and includes provision of signal-controlled grade crossings for pedestrians and cyclists, as follows:
- A slip lane – opposite West Cheltenham Fire Station for eastbound traffic on the A4019 into the North-west Cheltenham Development Site.
 - Site Access A – a signalised T-junction opposite Homecroft Drive.
 - Site Access B – a signalised crossroads incorporating the existing access from the Civil Service Sports Ground. The new access road from the West Cheltenham Fire Station, Homecroft Drive and Sandpiper Drive will feed into the southern arm of this junction.
 - For residents and businesses whose current access is directly onto the A4019, short sections of new access roads will be created alongside the widened A4019 to facilitate ease of access, both westbound and eastbound, and will join the A4019 at

signalised junctions for residents and businesses which currently have direct access to the A4019.

- 2.3.8. The Scheme will include a segregated cycleway (3m width) and footway (2m width) on the northern side of the A4019, which with the exception of a short section of shared use path through Uckington will extend from the junction of the A4019 with Stanboro Lane in the west through to the Gallagher junction at the eastern end of the Scheme. This active travel corridor will provide connectivity for pedestrians and cyclists between north-west Cheltenham and the junction of the A4019 and Stanboro Lane (west of M5 Junction 10). It will tie into an existing shared use path at the eastern end of the Scheme, and an existing footway at the western end. The layout and design of these facilities for pedestrians and cyclists is shown in the General Arrangement Plans (application document TR010063 APP 2.9).
- 2.3.9. A bus lane and a bus gate have been included respectively on the A4019 eastbound, between North West Cheltenham development Site Access A and the Gallagher junction, and eastbound into the Gallagher junction. The proposals for the North West Cheltenham development site at Elms Park include a park and ride facility and significant lengths of bus lane to the east of the Scheme, which this bus provision would support.

West Cheltenham Link Road

- 2.3.10. The Scheme will also provide a new single carriageway Link Road between the B4634 and the A4019 in order to allow traffic from the West Cheltenham development site to access M5 Junction 10 and thereby reduce pressure on Junction 11 and local roads. The Link Road includes a segregated cycleway and footway throughout the length of its west side.
- 2.3.11. Two new signalised, four arm junctions will be provided at either end of the Link Road. The junctions will be signal controlled at grade crossings for pedestrians and cyclists. The A4019 junction will provide access to JCS safeguarded development sites to the north, Cheltenham to the east and Junction 10 to the west. The B4634 junction will connect strategic allocations and safeguarded land to the M5 Junction 10 via the Link Road and the A4019.
- 2.3.12. A single span bridge will be constructed over the River Chelt. The bridge will cross the River Chelt at an angle, with 2.8m clearance under the bridge to provide sufficient space for floodwater to pass underneath, and to allow access for small vehicles, and livestock along each riverbank. Flood mitigation measures will be provided underneath the Link Road in two locations between the River Chelt and the A4019 to ensure the Link Road does not impede natural movement of floodwater.
- 2.3.13. Public Right of Way (PRoW) ref. AUC11 running north of the River Chelt will be realigned at the point where it crosses the Link Road, so that it crosses under the River Chelt Bridge along the north side of the river. PRoW ref. ABO24 that runs south of the River Chelt will not be affected by the Scheme.

Scheme-wide items

- 2.3.14. The surface water drainage strategy will replicate the existing hydrology within the Scheme area through Sustainable Drainage Systems (SuDS) principles. Offset gullies are proposed for the collection of rainwater runoff from the M5 mainline, which will connect to carrier drains. For the Link Road, swales and filter drains will serve as the collection systems. Attenuation basins will also be provided.
- 2.3.15. The lighting design for the Scheme will use directional full cut-off LED luminaires at a 12m mounting height to illuminate the Scheme carriageways to standards and minimise light spill on the surrounding areas.
- 2.3.16. The outer extents of the highway corridor will be fenced, typically with post and rail fencing (dependent on the functional requirements and its context). Badger resistant fencing will be provided throughout much of the Link Road section of the Scheme, with short sections of other specific fencing to funnel otters toward safe crossing points and prevent access to crossing points by agricultural livestock.
- 2.3.17. New road signage and markings will be installed across the Scheme to ensure the route legibility for road users travelling on new and improved sections of the road network. Advance direction signs will be provided at appropriate distances ahead of junctions to provide drivers with information about the road layout ahead. New and modified sections of road will be permanently marked using a combination of road markings and road studs to improve drivers understanding of the new road layout.

2.4. Scheme Objectives

- 2.4.1. The Scheme objectives are identified in Table 2-1. The objectives and evidence metrics which underpin each of the objectives are presented Table 2-1 below:

Table 2-1 – Objectives and underpinning evidence metrics

Objective	Evidence Metric
1. Support economic growth and facilitate growth in jobs and housing by providing improved transport network connections in west and north-west Cheltenham.	The Scheme will directly unlock the potential development of 7,203 housing units
	The Scheme will directly unlock the potential development of 3,138 affordable housing units
	The Scheme will directly unlock 87 hectares of proposed new employment space
	The Scheme will contribute £853 million in land value uplift resulting from unlocking housing
	A number of new jobs will be created during scheme construction
2. Enhance the transport network in the west and north-west of Cheltenham area with the resilience to meet current and future needs.	Average delay across M5 Junctions 9, 10 and 11 will reduce
	New junctions will provide sufficient capacity for new demand
	The future transport network will be resilient to unforeseen closures
3. Improve the connectivity between the Strategic Road Network (SRN) and the local transport network in west and north-west Cheltenham.	Movement options will be improved at M5 Junction 10
	Journey times will be improved at M5 Junction 10
4. Deliver a package of measures which is in keeping	The scheme will result in a net gain in biodiversity
	Improvements to air quality will be felt in built up areas in

Objective	Evidence Metric
with the local environment, establishes local biodiversity net gain and meets climate change requirements.	Cheltenham
	Overall, most properties will experience a decrease in noise pollution
	Town / landscape and visual amenity will be improved along the A4019
	The Scheme will not have a significant effect on climate change
5. Provide safe access to services for the local community and for users of sustainable transport modes within and to west and northwest Cheltenham.	Access to key services such as education and health facilities will be improved for existing and local residents
	New footpaths will be provided for pedestrians
	New cycle paths will be provided for cyclists
	The level of service for cycle facilities will be improved in line with LTN1/20 standards
	Safer and more direct access to local bus stops will be provided
	Road safety will be improved for all road users, with a reduction in accident rate anticipated
	Access improvements will be provided for people with disabilities through the provision of new segregated pathways and signalised crossing facilities

2.4.2. The need for the Scheme is comprehensively set out in the Planning Statement (application document reference TR010063 – APP 7.1) and the Statement of Reasons (application document reference TR010063 – APP 4.1).

2.5. Scheme History, Timeline and Future Milestones

2.5.1. The history of the Scheme and future milestones are summarised in Table 2-2 below.

Table 2-2 – Scheme Timeline

Year	Activity
October – November 2020	Non-statutory consultation on Scheme options
June 2021	Preferred Route Announcement (PRA)
December 2021 – February 2022	Statutory pre-application consultation
August 2022-February 2023	Targeted consultation on Scheme Options
May 2023-June 2023	Further targeted consultation with key stakeholders
December 2023	Application for a Development Consent Order Submitted
20 months after submission	Planned Start of Works
24 months after start of works	Planned opening of Scheme for traffic

2.5.2. Given inflationary pressures on the costs of construction schemes, it is worth noting that the Scheme is still affordable, and that Housing Infrastructure Fund (HIF) funding is still available post spending review.

2.6. Qualification as a National Significant Infrastructure Project

- 2.6.1. The Scheme is a Nationally Significant Infrastructure Project (“NSIP”) under sections 14(1)(h) and 22(1)(a) of the Planning Act 2008 (the “Act”).
- 2.6.2. Under section 14(1)(h) of the Act “highway-related development” constitutes an NSIP.
- 2.6.3. Under section 22(1) of the Act highway-related development is within section 14(1)(h) only if the development falls within one of three specified categories: construction of a highway in a case within subsection (2), alteration of a highway in a case within subsection (3) or improvement of a highway in a case within subsection (5).
- 2.6.4. The Scheme includes alterations to Junction 10 of the M5 motorway, which is part of the strategic highway network. It therefore constitutes the “alteration” of a highway within the meaning of section 22(3). The Scheme meets the requirements of this definition under section 22(3) as follows:
- (a) The highway is wholly in England (section 22(3)(a));
 - (b) National Highways (the strategic highways company) is the highway authority for the highway (section 22(3)(b)); and
 - (c) The area of development is approximately [53] hectares, which is greater than the relevant limit set out in subsection (4), in this case being 15 hectares as the M5 is a motorway (sections 22(3)(c) and 22(4)(a)).
- 2.6.5. As the Scheme is an NSIP development, consent must be obtained from the Secretary of State for Transport to authorise it, and an application for a development consent order must be made to the Planning Inspectorate (“PINS”), who administer the DCO process on behalf of the Secretary of State, under section 37 of the Act.
- 2.6.6. Further confirmation as to the Scheme’s qualification as an NSIP can be found in the Explanatory Memorandum (application document reference TR010063 – APP 3.2).

3. The Applicant

3.1. Gloucestershire County Council

- 3.1.1. GCC is promoting the Scheme and will be referred to as the 'Applicant'. The Applicant for the Scheme is separate and independent from the other functions and statutory duties carried out by GCC. The statutory roles of the Council will be referred to as the 'county planning authority' and 'local highway authority'.
- 3.1.2. The Scheme will include the Strategic Road Network (SRN) controlled by National Highways as well as the local road network managed by GCC as the local highway authority. The Scheme involves the alteration and improvement of two existing roads, the M5 Junction 10, managed and maintained by National Highways as part of the SRN; and the A4019 managed and maintained by GCC as the local highway authority. The construction of the new Link Road will be adopted as part of GCC's road network.
- 3.1.3. The Scheme also includes measures to improve and/ or alter a number of side roads and to provide new and improved routes for pedestrians, cyclists and horse-riders. The Applicant has developed these proposals in consultation with the local highway authority. The Applicant expects that these elements of the Scheme will either remain or become the responsibility of the local highway authority once the works are completed.
- 3.1.4. Reference should be made to the Classification of Roads Plans (application document reference TR010063 – APP 2.8) and Articles 13 and 14 of the Draft Development Consent Order (application document reference TR010063 – APP 3.1) for identification of highways that are proposed to be classified as motorways and trunk roads and which will be the responsibility of National Highways once completed, including other highways and public rights of way that are proposed to be the responsibility of GCC as the local highway authority.
- 3.1.5. The Scheme contact details are:
- Major Projects,
 - Highways Commissioning
 - Block 5, Floor 5,
 - Shire Hall,
 - Gloucester
 - GL1 2TG
 - Email: m5junction10@atkinsglobal.com
 - Telephone: 01454 667900

3.2. The Scheme Project Team

- 3.2.1. The Scheme is managed by the Applicant and supported by Atkins Limited (working on behalf of the Applicant). The team is responsible for delivering the Scheme in accordance with the objectives set out in section 2.4 of this document.

4. Overview of the Application Documentation

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

Table 4-1 – Application documentation

Volume		Content
1.	Application Form / Introduction to the Application / Schedule of accordance with Section 55 of the Planning Act 2008	The completed application form, Applicant's covering letter, an introduction to the proposed Scheme and evidence to support compliance with Section 55 of the Planning Act 2008.
2.	Plans/ Drawings / Sections	These include plans that illustrate the location of the Scheme, the proposed works, the land that will be acquired or used, the streets, roads and private means of access to be stopped up, altered or otherwise provided, scheme layout plans and engineering details.
3.	Draft Development Consent Order	The Draft DCO is the document that sets out the legal powers that the Applicant is seeking to enable it to build, operate and maintain the Scheme, together with a separate document, the Explanatory Memorandum, explaining the provisions of the Order.
4.	Compulsory Acquisition	Documents setting out the land to be acquired or used, and reports justifying the seeking of compulsory acquisition powers over this land and evidence to support the availability of funding to deliver the Scheme.
5.	Reports/ Statements	Reports relevant to the DCO not dealt with elsewhere in the application including the Consultation Report.
6.	Environmental Information	An assessment of the likely significant effects (both positive and negative) of the Scheme on the environment and a description of mitigation measures proposed to reduce any negative impacts.
7.	Other Documents	Additional documents that support the DCO application, these are not legally required but provide useful information, including a Planning Statement and Schedule of Accordance with National Policy Statement, a Transport Assessment, an Environmental Management Plan (1 st iteration) and a Register of Environmental Actions and Commitments made by the Applicant.
8.	Statement of Commonality	A statement setting out matters which are agreed and other matters where no agreement has been reached with key stakeholders and which might therefore be a focus for the examination of the DCO application.
9.	Statements of Common Ground	Statements which set out the matters which are agreed, the matters subject to further discussion and those matters which are not agreed with each stakeholder.

5. Application Documents

- 5.1.1. A list of documents within the application is set out in Table 5-1. If the Inspectorate or any interested party require a copy of any of the application documents, or parts of them, please contact the M5 Junction 10 Project Team (contact details in section 3.1.5). A USB containing these documents can be provided free of charge; a reasonable charge for printing and distribution of hard copies may be made.

Table 5-1 – DCO Application volumes and documents

Volume	Document Reference	Document Title
Vol 1. Application Information	TR010063 – APP 1.1	Introduction to the Application
	TR010063 – APP 1.2	Application Form
	TR010063 – APP 1.3	Schedule of Compliance with Section 55 of the Planning Act 2008
Vol 2. Plans, Drawings and Sections	TR010063 – APP 2.1	Location Plan
	TR010063 – APP 2.2	Land Plans
	TR010063 – APP 2.4	Works Plans
	TR010063 – APP 2.5	Streets, Rights of Way and Access Plans
	TR010063 – APP 2.7	Crown Land Plans
	TR010063 – APP 2.8	Classification of Roads Plans
	TR010063 – APP 2.9	General Arrangement Plans
	TR010063 – APP 2.10	Engineering Drawings and Sections
	TR010063 – APP 2.11	Biodiversity Sites and Features Plans
	TR010063 – APP 2.12	Historic Environment Sites and Features Plans
	TR010063 – APP 2.13	Environmental Master Plan
Vol 3. Draft Development Consent Order	TR010063 – APP 3.1	Draft DCO and Schedules
	TR010063 – APP 3.2	Explanatory Memorandum
	TR010063 – APP 3.3	Consents and Agreements Position Statement
Vol 4. Compulsory Acquisition Information	TR010063 – APP 4.1	Statement of Reasons
	TR010063 – APP 4.2	Funding Statement
	TR010063 – APP 4.3	Book of Reference
Vol 5. Consultation Report	TR010063 – APP 5.1	Consultation Report
	TR010063 – APP 5.2	Consultation Report Appendices
Vol 6. Environmental Statement and Related Documents	TR010063 – APP 6.1	Non-technical Summary
	TR010063 – APP 6.2	Environmental Statement Chapter 1 – Introduction
	TR010063 – APP 6.2	Environmental Statement Chapter 2 – Scheme description
	TR010063 – APP 6.2	Environmental Statement Chapter 3 – Assessment of Alternatives

Volume	Document Reference	Document Title
	TR010063 – APP 6.2	Environmental Statement Chapter 4 – Environmental Assessment Methodology
	TR010063 – APP 6.3	Environmental Statement Chapter 5 – Air Quality
	TR010063 – APP 6.4	Environmental Statement Chapter 6 – Noise and Vibration
	TR010063 – APP 6.5	Environmental Statement Chapter 7 – Biodiversity
	TR010063 – APP 6.6	Environmental Statement Chapter 8 – Road Drainage and Water Environment
	TR010063 – APP 6.7	Environmental Statement Chapter 9 – Landscape and Visual
	TR010063 – APP 6.8	Environmental Statement Chapter 10 – Geology and Soils
	TR010063 – APP 6.9	Environmental Statement Chapter 11 - Cultural Heritage
	TR010063 – APP 6.10	Environmental Statement Chapter 12 – Materials and Waste
	TR010063 – APP 6.11	Environmental Statement Chapter 13 – Population and Human Health
	TR010063 – APP 6.12	Environmental Statement Chapter 14 – Climate
	TR010063 – APP 6.13	Environmental Statement Chapter 15 – Assessment of Cumulative Effects
	TR010063 – APP 6.15	Environmental Statement Appendices
	TR010063 – APP 6.16	Statement on Statutory Nuisances
Vol 7. Other Reports	TR010063 – APP 7.1	Planning Statement and Schedule of Accordance with National Planning Policy Statement
	TR010063 – APP 7.3	Environmental Management Plan (1 st Iteration)
	TR010063 – APP 7.4	Register of Environmental Actions and Commitments
	TR010063 – APP 7.5	Transport Assessment
	TR010063 – APP 7.6	Equality Impact Assessment
Vol 8. Statement of Commonality	TR010063 – APP 8.1	Statement of Commonality
	TR010063 – APP 8.2	Statement of Common Ground: Joint Councils
	TR010063 – APP 8.3	Statement of Common Ground: National Highways
	TR010063 – APP 8.4	Statement of Common Ground: Environment Agency
	TR010063 – APP 8.5	Statement of Common Ground: Natural England
	TR010063 – APP 8.6	Statement of Common Ground: Historic England
	TR010063 – APP 8.7	Statement of Common Ground: North West Cheltenham (Elms Park)
	TR010063 – APP 8.8	Statement of Common Ground: Safeguarded Land NW Cheltenham
	TR010063 – APP 8.9	Statement of Common Ground: West Cheltenham

- 5.1.2. If you require a copy of any of the application documents, or parts of them, please contact the M5 J10 Improvements Scheme Project Team (contact details in section 3.1.5).

6. Volume 1: Application Information

- 6.1.1. This volume provides details of the application information required by the Planning Inspectorate (PINS), who are responsible for examining DCO applications, and details how to navigate the documentation.
- 6.1.2. **Document Reference TR010063 – APP 1.1: Introduction to the Application (this document)**. This document acts as a guide to the Applicant's Development Consent Order application, providing a brief description of the volumes and documents that make up the application.
- 6.1.3. **Document Reference TR010063 – APP 1.2: Application Form**. A completed version of the PINS application form, which provides a high-level summary of the Scheme and the documents that have been submitted. It is a form that originates from Schedule 2 of the Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009.
- 6.1.4. **Document Reference TR010063 – APP 1.3: Schedule of Compliance with Section 55 of the Planning Act 2008**. This is completed to evidence how the application fulfils the conditions for acceptance by the Planning Inspectorate under section 55 of the Planning Act 2008. The Schedule of Compliance with Section 55 will also be completed by the Planning Inspectorate on receipt of the DCO application.

7. Volume 2: Plans, Drawings and Sections

- 7.1.1. This volume contains the plans which show where and how the Applicant proposes to undertake the Scheme. Each set of plans is accompanied by a key plan, and a legend, which shows the symbols used on the plans, to help you understand what they show.
- 7.1.2. **Document Reference TR010063 – APP 2.1: Location Plan.** This identifies the location of the Scheme in its wider site context.
- 7.1.3. **Document Reference TR010063 – APP 2.2: Land Plans.** These plans correspond to the Book of Reference (Document reference 4.3) and set out:
- The limits of land to be acquired or used permanently or temporarily for the Scheme.
 - The land to be acquired or used permanently for construction and operation of the Scheme.
 - Any land over which temporary possession may be taken for the Scheme.
 - Any land to be used temporarily and for rights in the land to be acquired permanently for the Scheme.
- 7.1.4. **Document Reference TR010063 – APP 2.4: Works Plans.** These plans show the centre line of the proposed works and the limits of deviation within which the development and works may be carried out. Most importantly, the plans will show the extent of the individual works.
- 7.1.5. **Document Reference TR010063 – APP 2.5: Streets, Rights of Way and Access Plans.** These plans show any new or altered means of access, stopping up of streets, roads and diversions, extinguishment, or creation of rights of way.
- 7.1.6. **Document Reference TR010063 – APP 2.7: Crown Land Plans.** Plans showing any land which is subject to interests held by the Crown (including any freehold, leasehold or third part interests over other landowners' property) and over which the Applicant proposes to exercise powers of compulsory acquisition or any right to use the land temporarily will be identified on Crown Land plans.
- 7.1.7. **Document Reference TR010063 – APP 2.8: Classification of Roads Plans.** Plans to show the classification of roads proposed to be applied to the scheme.
- 7.1.8. **Document Reference TR010063 – APP 2.9: General Arrangement Plans.** These plans illustrate the Scheme, including engineering earthworks, proposed landscaping and environmental mitigation areas, drainage features, location of new lighting, fencing, barriers and gantries.
- 7.1.9. **Document Reference TR010063 – APP 2.10: Engineering Drawings and Sections.** These plans and sections show the levels of the proposed works including the ground levels, the height and elevations of certain structures and the depths of any cuttings required for the project and any drainage details.
- 7.1.10. **Document Reference TR010063 – APP 2.11: Biodiversity Sites and Features Plans.** Plans to show statutory or non-statutory sites or features of nature conservation.
- 7.1.11. **Document Reference TR010063 – APP 2.12: Historic Environment Site and Features Plan.** Plans showing historic features such as listed buildings and scheduled monuments. This includes plans showing designated receptors, non-designated receptors and non-designated receptors on ridge and furrow.
- 7.1.12. **Document Reference TR010063 – APP 2.13: Environmental Master Plan.** Plans showing the environmental design including landscaping and environmental mitigation features.

Document Reference TR010063 – APP 2.14: Speed Limits and Traffic Regulations Plans. Plans to show the speed limits, clearways, classification of roads and restrictions on vehicles proposed to be applied to the scheme.

8. Volume 3: Draft Development Consent Order

- 8.1.1. In order to build the proposed development, the Applicant needs consent from the Government. These documents outline the legal powers the Applicant is seeking.
- 8.1.2. **Document Reference TR010063 – APP 3.1: Draft Development Consent Order and Schedules.** This sets out the powers that the Applicant is seeking to enable to construct and maintain the Scheme. It sets out the parameters for what development would be permitted. It consists of seven parts and is accompanied by ten schedules as outlined below.

Table 8-1 – Structure of the Draft DCO

Part/ Schedule	Contents
Part 1	Preliminary
Part 2	Principal Powers
Part 3	Streets
Part 4	Supplemental Powers
Part 5	Powers of Acquisition
Part 6	Operations
Part 7	Miscellaneous and general
Schedule 1	Authorised development
Schedule 2	Requirements
Schedule 3	Classification of roads etc.
Schedule 4	Permanent stopping up of highways and private means of access & provision of new highways and private means of access
Schedule 5	Land in which only new rights etc. may be required
Schedule 6	Modification of compensation and compulsory purchase enactments for creation of new rights and imposition of restrictive covenants
Schedule 7	Land of which temporary possession may be taken
Schedule 8	Trees subject to Tree Preservation Orders
Schedule 9	Protective Provisions
Schedule 10	Documents to be certified

- 8.1.3. **Document Reference TR010063 – APP 3.2: Explanatory Memorandum.** This explains the purpose and effect of each provision in the draft order including why it is considered necessary.
- 8.1.4. **Document Reference TR010063 – APP 3.3: Consents and Agreements Position Statement.** This document sets out the strategy for obtaining the consents, licences, permits or other agreements that will be necessary to construct the Scheme and how those consents will be obtained.

9. Volume 4: Compulsory Acquisition Information

- 9.1.1. This volume provides identification of the land affected and where necessary, evidence of why the Applicant requires powers of compulsory acquisition.
- 9.1.2. In order to implement the Scheme, the Applicant will need to use statutory powers to acquire land and rights in land, and to possess and use land temporarily. The Applicant is required to provide evidence that the use of these powers would be justified, proportionate and in the public interest and this evidence is set out in a Statement of Reasons (application document TR010063 – APP 4.1), Funding Statement (application document TR010063 – APP 4.2) and Book of Reference (application document TR010063 – APP 4.3).
- 9.1.3. **Document Reference TR010063 – APP 4.1: Statement of Reasons.** This statement explains that there is a compelling case in the public interest which would justify the Applicant’s exercise of powers of compulsory acquisition in order to acquire land and rights permanently and to use land temporarily to enable it to construct, operate and maintain the Scheme.
- 9.1.4. **Document Reference TR010063 – APP 4.2: Funding Statement.** This explains how the Scheme, including any compulsory purchase acquisition would be funded.
- 9.1.5. **Document Reference TR010063 – APP 4.3: Book of Reference.** This identifies all parties who own or occupy land and/ or have an interest in or right over the land affected by the Scheme, and/ or may be entitled to make a ‘relevant claim’ as defined in section 57 of the Planning Act 2008 (“the Act”). It is structured in five parts in accordance with Applications: Prescribed Forms and Procedure (APFP) Regulation 7. The five parts are:
- Part 1: Names and addresses for service of each person/organisation within Categories 1 and 2 as defined in section 57 of the Act in respect of any land which it is proposed shall be subject to powers of compulsory acquisition; rights to use land; or rights to carry out protective works to buildings.
 - Part 2: Names and addresses for service of each person/ organisation within Category 3. These are interests who might be entitled to make a relevant claim if the DCO were consented and implemented, e.g., potential claimants under Part 1 of the Land Compensation Act 1971 (c.26), section 10 of the Compulsory Purchase Act 1965, and section 152 (3) of the Act.
 - Part 3: Names of all those entitled to enjoy easements or other private rights over land (including private rights of navigation over water) which it is proposed shall be extinguished, suspended or interfered in the draft DCO.
 - Part 4: Owner of any Crown interest in the land which is proposed to be used for the purposes of the Order for which application is being made.
 - Part 5: Land for which the acquisition could be subject to special preliminary procedure, is special category land or is replacement land.

10. Volume 5: Consultation Report

- 10.1.1. This volume details the pre-application consultation that the Applicant has undertaken on the Scheme.
- 10.1.2. **Document Reference TR010063 – APP 5.1: Consultation Report.** This provides an account of the pre-application consultation undertaken on the Scheme. The report includes details of the statutory consultation which the Applicant is required to undertake in accordance with the Act, the informal engagement that has taken place, and how the comments raised have been taken into account when developing the Scheme.
- 10.1.3. **Document Reference TR010063 – APP 5.2: Consultation Report Appendices.** Supporting documents for the Consultation Report including the Statement of Community Consultation (SoCC) and newspaper notices to publicise the proposed application in accordance with section 48(1) of the Act.
- 10.1.4. The appendices that support the Consultation Report are set out in Table 10-1.

Table 10-1 – List of Consultation Report Appendices

Appendix No.	Appendix Title
A	HIF Bid
B	EIA Scoping Opinion
C	Non-statutory consultation materials and technical documents
F	Statutory consultation
E	Targeted consultation
F	Statement of Community Consultation (SoCC)
G	Reporting on non-statutory consultation responses
H	Section 42 and Section 46 notices
I	Section 47 and Section 48 notices
J	Section 55 checklist and covering letter
K	Section 42 consultees
L	Unregistered land site notices
M	Statutory consultation Section 42 matters raised
N	Statutory consultation Section 47 matters raised
O	Landowner technical note
P	Homecroft Drive residents meeting
Q	Further targeted consultation
R	Reporting on further consultation
S	Targeted consultation on Bus Lane
T	Reporting on targeted consultation on Bus Lane

11. Volume 6: Environmental Information

- 11.1.1. The Applicant has undertaken an Environmental Impact Assessment (EIA) of the Scheme to consider what significant effects the Scheme is likely to have on the environment. The Environmental Statement (ES) (Document Reference 6.2-6.13) reports the findings of the EIA.
- 11.1.2. The ES also provides general information on the Scheme including context, description of the Scheme and its construction, main alternatives considered, the consultation process that was part of the EIA and technical information on a range of topics. This chapter provides an overview of the structure of the document to assist with navigation.
- 11.1.3. **Document Reference TR010063 – APP 6.1: Non-Technical Summary.** A summary of the likely significant environmental effects of the scheme in non-technical language.
- 11.1.4. **Document Reference TR010063 – APP 6.2: Environmental Statement Chapter 1: Introduction.** This document contains the introduction to the Environmental Statement.
- 11.1.5. **Document Reference TR010063 – APP 6.2: Environmental Statement Chapter 2: The Scheme.** This document provides a full Scheme description.
- 11.1.6. **Document Reference TR010063 – APP 6.2: Environmental Statement Chapter 3: Assessment of Alternatives.** This chapter presents the assessment of alternatives for the Scheme.
- 11.1.7. **Document Reference TR010063 – APP 6.2: Environmental Statement Chapter 4: Environmental Assessment Methodology.** This chapter outlines the environmental assessment methodology used for the Scheme.
- 11.1.8. **Document Reference TR010063 – APP 6.3: Environmental Statement Chapter 5: Air Quality.** This document reports on the likely significant environmental effects of the Scheme for Air Quality.
- 11.1.9. **Document Reference TR010063 – APP 6.4: Environmental Statement Chapter 6: Noise and Vibration.** This document reports on the likely significant environmental effects of the Scheme for Noise and Vibration.
- 11.1.10. **Document Reference TR010063 – APP 6.5: Environmental Statement Chapter 7: Biodiversity.** This document reports on the likely significant environmental effects of the Scheme for Biodiversity.
- 11.1.11. **Document Reference TR010063 – APP 6.6: Environmental Statement Chapter 8: Road Drainage and the Water Environment.** This document reports on the likely significant environmental effects of the Scheme for the Water Environment.
- 11.1.12. **Document Reference TR010063 – APP 6.7: Environmental Statement Chapter 9: Landscape and Visual.** This document reports on the likely significant environmental effects of the Scheme for Landscape and Visual elements.
- 11.1.13. **Document Reference TR010063 – APP 6.8: Environmental Statement Chapter 10: Geology and Soils.** This document reports on the likely significant environmental effects of the Scheme for Geology and Soils.
- 11.1.14. **Document Reference TR010063 – APP 6.9: Environmental Statement Chapter 11: Cultural Heritage.** This document reports on the likely significant environmental effects of the Scheme for Cultural Heritage.
- 11.1.15. **Document Reference TR010063 – APP 6.10: Environmental Statement Chapter 12: Materials and Waste.** This document reports on the likely significant environmental effects of the Scheme for Materials and Waste.
- 11.1.16. **Document Reference TR010063 – APP 6.11: Environmental Statement Chapter 13: Population and Human Health.** This document reports on the likely significant environmental effects of the Scheme for the Population and Human Health.

- 11.1.17. **Document Reference TR010063 – APP 6.12: Environmental Statement Chapter 14: Climate.** This document reports on the likely significant environmental effects of the Scheme for Climate.
- 11.1.18. **Document Reference TR010063 – APP 6.13: Environmental Statement Chapter 15: Assessment of Cumulative Effects.** This document reports on the likely significant cumulative effects of the Scheme.
- 11.1.19. **Document Reference TR010063 – APP 6.15: Environmental Statement Appendices.** The ES is accompanied by a series of appendices which provide further information and detail to support the EIA outlined in Table 11-1 below.

Table 11-1 – List of Environmental Statement Appendices

Appendix No.	Appendix Title
Chapters 1-4: Introduction, Scheme description, Assessment of Alternatives, Environmental Assessment Methodology	
1.1	Glossary
1.2	Scoping Opinion Responses
1.3	Scheme figures
2.1	Drainage Strategy report
2.2	Drainage Strategy figures
Chapter 5: Air Quality	
5.1	Air Quality Emission Modelling
5.2	Air Quality Chapter figures
Chapter 6: Noise and Vibration	
6.1	Noise Chapter figures
Chapter 7: Biodiversity	
7.1	Phase 1 Habitat Survey
7.2	Hedgerow Survey
7.3	Bat Survey
7.4	Dormouse Survey
7.5	Badger Survey (Confidential)
7.6	Otter Survey (Confidential)
7.7	Water Vole Survey
7.8	Breeding Birds Survey
7.9	Wintering Birds Survey
7.10	Reptile Survey
7.11	Great Crested Newt
7.12	Aquatic Ecology Survey
7.13	Habitats Regulations Assessment – Screening
7.14	Habitats Regulations Assessment – Statement to Inform an appropriate assessment
7.15	Bat Mitigation Survey
7.16	Barn Owl

Appendix No.	Appendix Title
7.17	Validation Report
7.18	Biodiversity Net Gain
7.19	Biodiversity Chapter figures
Chapter 8: Road Drainage and Water Environment	
8.1	Flood Risk Assessment
8.2	WFD Compliance Assessment
8.2A	WFD Surface Water Impact Assessment
8.2B	WFD Groundwater Impact Assessment
8.3	Surface Water Quality Assessment
8.4	Road drainage chapter figures
Chapter 9: Landscape and Visual	
9.1	Landscape Visual Impact Assessment figures
9.2	Visual Assessment Table
9.3	Photo Sheets
9.4	Arboriculture Survey and Arboricultural Impact Assessment (AIA)
Chapter 10: Geology and Soils	
10.1	Definitions of Probability and Consequence
10.2	Preliminary Conceptual Site Models
10.3	Land Contamination Impact Assessment Tables
10.4	Agricultural Land Survey Report Link Road
10.5	Agricultural Land Survey Report Flood Compensation Area (FCA)
10.6	Agricultural Land Survey Report Additional
10.7	Ground Investigation Report
Chapter 11: Cultural Heritage	
11.1	Gazetteer
11.2	Cultural Heritage Chapter figures
Chapter 13: Population and Human Health	
13.1	Population and human health Chapter figures
Chapter 15: Assessment of Cumulative Effects	
15.1	Reasonably Foreseeable Future Projects (RFFP) Long List
15.2	Cumulative Effects Assessment (CEA) figures

11.1.20. In addition, the Environmental Scoping Opinion received from PINS identifies the agreed scope and content of the EIA.

11.1.21. **Document Reference TR010063 – APP 6.16: Statement Relating to Statutory Nuisance.** This identifies the matters set out in section 79 of the Environmental Protection Act 1990 in respect of statutory nuisances and considers, whether the Scheme would engage one or more of those matters. Where any matters may be potentially engaged, this statement sets out its proposals for mitigating or limiting them.

12. Volume 7: Other Reports

- 12.1.1. A range of additional documents have been submitted with the DCO application. These documents are intended to provide useful information on the Scheme and aid detailed understanding of the application and its justification.
- 12.1.2. **Document Reference TR010063 – APP 7.1: Planning Statement and Schedule of Accordance with National Planning Policy Statement.** This document presents the Applicant's analysis of the Scheme's accordance with relevant national, regional and local policies, including the National Policy Statement for National Networks (NPSNN).
- 12.1.3. **Document Reference TR010063 – APP 7.3: Environmental Management Plan (1st Iteration)** This document provides a framework for managing environmental risks and mitigation and is required under DCO requirement to be updated and implemented at the construction and operational stages.
- 12.1.4. **Document Reference TR010063 – APP 7.4: Register of Environmental Actions and Commitments.** This document sets out how the Applicant will secure the commitments made in the Environmental Statement to minimise or mitigate the Scheme's environmental impacts and shows how they are secured in the draft DCO e.g., through DCO requirements.
- 12.1.5. **Document Reference TR010063 – APP 7.5: Transport Assessment.** This document assesses the impact on the strategic and local highway network, road safety and local sustainable methods of transport.
- 12.1.6. **Document Reference TR010063 – APP 7.6: Equality Impact Assessment.** This document reports on the assessment of equality effects of the scheme.

13. Volume 8: Statement of Commonality

- 13.1.1. The Scheme has been developed and designed following extensive engagement and consultation. The Applicant has been and is continuing to work proactively to prepare and agree several statements of common ground (SoCG) to aid the DCO examination process. An SoCG is a written statement prepared jointly by the Applicant and another interested party, the purpose of which is to set out the matters that have been agreed and to identify the most contentious matters upon which agreement has not been reached. They are intended to help provide a focus for further discussion during the examination of the Scheme.
- 13.1.2. DCO examination practice has evolved over time and generally the expectation is that applicants should aim to have reached initial agreement with the relevant parties by the time the preliminary meeting is held. This is the point which marks the commencement of the formal examination stage of the DCO process. The preparation and agreement of SoCGs is an iterative process and it is usual for updated documents to be required before a final statement is agreed by the end of the examination period.
- 13.1.3. The Statement of Commonality provides the Examining Authority with the current position of these SoCGs and demonstrates where there is commonality on specific points between SoCGs. Recognising the location and nature of the Scheme, the Applicant is in the process of seeking to agree SoCGs as evidence of that engagement. Further iterations of the Statement of Commonality may be submitted as the examination progresses, where it is possible to document further agreement on any outstanding matters or if the relevant parties wish to raise any new matters.
- 13.1.4. **Document reference TR010063 – APP 8.1: Statement of Commonality.** This document provides the Examining Authority with the current position on Statements of Common Ground between GCC, prescribed consultees and other interested parties in relation to the Scheme. These include:
- Joint Councils (comprising the host local planning authorities of Gloucestershire County Council, Cheltenham Borough Council, and Tewkesbury Borough Council)
 - National Highways
 - Environment Agency
 - Natural England
 - Historic England
 - North West Cheltenham (Elms Park)
 - Safeguarded Land NW Cheltenham
 - West Cheltenham

14. Glossary and Definitions

14.1.1. Terms used throughout the application are set out in Table 14-1. To provide clarification of meaning for all readers, including the general public, the meanings and definitions are given in plain English terms rather than their precise legal definitions. Further clarification of meanings and definitions are provided within the individual application documents where appropriate.

Table 14-1 – Glossary

Term	Meaning / Definition
The Act	Means the Planning Act 2008
Aged or veteran tree	A tree which, because of its age and size and condition, is of exceptional biodiversity, cultural or heritage interest.
Ancient woodland	An area that has been wooded continuously since at least 1600 AD.
Applicant	The person or body applying for an order granting development consent, which in the case of this application is Gloucestershire County Council
Application documents(s)	A document submitted by the applicant for the purposes of an application for a development consent order. See Chapter 5, Table 5-1 of this document for a list of application documents.
Appropriate Assessment	An appropriate assessment is required where a project may have significant effects on a European site by affecting its function to support protected habitats or species. Its purpose is to assess the implications of a proposal in respect of the site's conservation objectives. The assessment is undertaken by the competent authority, in this case the Secretary of State and is informed by the Habitats Regulations Assessment submitted with this application.
Benefit Cost Ratio (BCR)	A Benefit Cost Ratio is a representation of the amount of benefit that will be realised for every £1 cost to the public purse- the higher the BCR the greater the benefit of every £1 spent.
Assessment	A process by which information about the effects of a proposed plan, project or intervention is collected, assessed and used to inform decision making.
Book of reference	Contains the names and addresses of those with an interest in the land affected by the Scheme and those who may be able to make a 'relevant claim' as defined in section 57 of the Planning Act 2008. This document also contains the names of those whose easements or private rights that will be extinguished and the owner of any Crown interest in land for the Scheme.
Bridleway	A way over which the public have a right of way on foot and a right of way on horseback or leading a horse. Cyclists may cycle on a bridleway but must give way to walkers and horse riders.
Carriageway	Means a way constituting or comprised in a highway being a way over which the public have a right of way for the passage of vehicles.
Category 1 land interest	Means the owner, lessees, tenant (whatever the tenancy period) or occupier of the land.
Category 2 land interest	Means a person who has the power to sell, convey or otherwise release the land.
Category 3 land interest	Means a person who, as a result of the DCO being implemented would or might be entitled to make a claim for compensation for injurious affection or for compensation for depreciation of land values due to physical factors caused by the operation of the Scheme.

Term	Meaning / Definition
Compulsory acquisition	The power to acquire land and / or private rights in land without the consent of the owner or occupier for a wider public benefit or need. The Secretary of State may only authorise compulsory purchase acquisition of land if satisfied that the land is required for the development and there is a compelling case in the public interest for the compulsory acquisition.
Consultation Body	A body prescribed under section 42 of the Act and who must be consulted about a proposed application.
Consultee	A person or body consulted prior to the submission of the DCO application.
Consultation Report	A report forming part of the DCO application, reporting on the consultations carried out by the applicant prior to the submission of the application. It is a statutory requirement that all DCO applications are accompanied by a Consultation Report to demonstrate how an applicant has complied with its legal duties.
Crown Land	Land in which there is an interest held by or on behalf of the Crown, including land belonging to His Majesty, Government departments, the Duchy of Cornwall, the House of Lords or the House of Commons.
Cumulative Assessment	An assessment on how the effects of the Scheme would combine and interact with the effects of other departments. It considers the accumulation of, and inter-relationship between effects which might affect the environment or community as a whole, even though they may be acceptable when considered on an individual basis with mitigation measures in place.
Cumulative Impact	Impacts that result from incremental changes caused by other past, present or reasonably foreseeable actions together with the project. A cumulative impact may arise as a result of the combined impact of a number of different environmental impacts from a single project on a single receptor/ resource or as a result of the combined impact of a number of different projects within the vicinity (in combination with the environmental impact assessment) on a single receptor/ resource.
Cycle Track	Means a way of constituting or comprised in a highway over which the public have a right of way on pedal cycles with or without a right of way on foot.
Department for Transport (DfT)	The Government department responsible for setting the strategic direction for investment in the motorway and strategic road network and developing policy on transport related matters. The DfT is responsible for the preparation of road investment strategies and for the Government's NPSNN.
Development Consent Order (DCO)	The consent for the construction, operation and maintenance of Nationally Significant Infrastructure Projects (NSIP) given by the relevant Secretary of State under the Planning Act 2008 (as amended).
DCO Boundary	Otherwise referred to as the red line boundary, and represents the land to be acquired or used, both permanently or temporarily for the carrying out of the authorised development and other land to which the order powers will apply.
Dedicated slip lane	A slip road dedicated for a specific turning movement, usually for left turning traffic movements at junctions.
Diligent inquiry	The term used to refer to the steps taken by the applicant to identify the names and addresses of any person who is an owner, lessees, tenant, occupier of land, or has an interest in the land or other power to sell, convey or release the land or who might be eligible to make a relevant claim for compensation. An applicant for a DCO has a legal duty to consult such land interest under section 42 and section 44 of the Act.
DMRB	Design Manual for Roads and Bridges, a series of volumes produced by National Highways setting out standards relating to the design, assessment and operation of trunk roads and motorways.

Term	Meaning / Definition
Drainage Pond	A pond designed to control the passage of water from surface run-off to reduce the risk of flooding.
Effect(s)	The consequence of an impact (expressed as the 'significance of effect') which is determined by the interrelationship between the magnitude of the impact and the importance of sensitivity of the receptor or resource.
Environment Agency (EA)	A non-departmental public body with responsibilities relating to the protection and enhancement of the environment in England.
Environmental Impact Assessment	A process of evaluating the likely environmental impacts of a proposed development, including inter-related socioeconomic, cultural, human health and cumulative impacts, both beneficial and adverse.
Environmental Management Plan (EMP) 1st iteration	A plan setting out the specific measures that will be taken to control and manage the environmental impacts while the Scheme is being constructed, including in relation to noise, air quality, water resources, and ecology. The contractor undertaking the works will be responsible for ensuring that the measures specified within the EMP (1 st iteration) are implemented.
Environmental Management Plan (EMP) 2nd iteration	An EMP refined in advance of construction, for implementation during the construction stage for the consented project.
Environmental Management Plan (EMP) 3rd iteration	Building on the EMP 2 nd iteration, this plan is refined at the end of the construction stage to support future management and operation of the Scheme. The Scheme must be operated and maintained in accordance with the EMP.
EIA development	This means development that is listed in schedule 1 of the EU Directive 2011/92/EU as requiring an environmental impact assessment (EIA) or development by which by virtue of schedule 2 of the Directive, requires EIA because it is likely to have significant effects on the environment due to its nature, size or location.
Environmental Management Plan	A framework for recording environmental risks, commitments and other environmental constraints and clearly identifies the structures and processes that will be used to manage and control these aspects. The EMP also seeks to ensure compliance with relevant environmental legislation and government policy objectives. It also provides a mechanism for monitoring, reviewing and auditing environmental performance and compliance.
Environmental Statement	Reports the findings of the EIA, including at least the information reasonably required to assess the likely significant environmental effects of the development.
European Protected Site	Sites listed under the EU Habitats directive and protected under the Conservation of Habitats and Species Regulations 2017.
European Protected Species	Animals and plants listed under the EU Habitats directive and protected under the Conservation of Habitats and Species Regulations 2017
Examination	This related to the stage during which the Planning Inspectorate considers detailed representations and evidence. The Planning Inspectorate has up to 6 months in which to carry out the examination.
Examining Authority (ExA)	The person(s) appointed by the Secretary of State (SoS) to assess the DCO application and make a recommendation to the SoS.
Explanatory Memorandum	A document explaining the purpose and effect of provisions in the DCO application.

Term	Meaning / Definition
Flood Risk Assessment	An assessment of the likelihood of flooding in a particular area so that development needs, and mitigation measures can be considered.
Flood Zone	A flood zone classification devised by the Environment Agency, with Flood zone 3 representing the area of the floodplain where there is a high risk of flooding and Flood zone 2 representing the area of the floodplain where there is a low to medium risk. Flood zone 1 represents the land which is outside of a flood plain where there is little or no risk of flooding.
Footpath	Means a highway over which the public have a right of way on foot only and not being a footway.
Footway	Footway means a way comprised in a highway being a way over which the public have a right of way on foot only.
Funding Statement	A statement explaining how the compulsory purchase acquisition of land is to be funded, if such powers are being sought in a DCO application.
Green Belt	Land designated in a relevant development plan/local plan and the purpose of which is to restrict inappropriate development and keep land permanently open or largely undeveloped.
Ha	Hectare (10,000 square metres).
Habitats Directive	European Convention Directive on the Conservation of Natural Habitats and Wild Flora and Fauna (Habitats Directive 1982) as amended (92/43/EEC).
Habitats Regulations 2017	Conservation of Habitats and Species Regulations 2017. The regulations transpose the land and marine aspects of the Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora (the Habitats Directive) and certain elements of the Wild Birds Directive (Council Directive 2009/147/EC) into UK law. The regulations cover the designation and protection of European Sites in Annex I and II respectively of the Habitats Directive. The regulations also cover the protection of European Protected species in Part 3, Regulations 42 to 49.
Habitats Regulations Assessment	A report identifying any European site which may be affected by the Scheme and containing sufficient information to enable an appropriate assessment of the implications for the site to be made by the competent authority, which for a highway NSIP is the Secretary of State for Transport. An assessment must be undertaken in accordance with The Conservation of Habitats and Species Regulations 2017.
Hearings	The means by which the Examining Authority allow for interested parties to make oral representations about a particular issue relating to the Scheme.
Historic England	Publicly funded body that champions and protects England's historic places, also known as the Historic Buildings and Monuments Commission for England.
Historic Environment	All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried, or submerged.
Historic Environment Record (HER)	A record on archaeology and the historic built environment held by the county archaeologist. It contains all known archaeological finds and features, historic buildings and historic landscape features.
Host Authority	Means the local authority, within which the Scheme would be situated, In this case, Cheltenham Borough Council, Gloucestershire County Council and Tewkesbury Borough Council.
Improvement	For a highway, means the doing of any works under powers conferred by Part V of the Highways Act 1980, including for example works to verges, cycle tracks and footway, signage, levelling of carriageways, certain

Term	Meaning / Definition
	specified traffic management measures and traffic detection equipment and carriageway widening.
Interested Party	Any member of the public who makes a relevant representation or who registers as an interested party to the Planning Inspectorate once the Scheme is formally advertised by the Applicant as having been accepted for examination. Some organisations are automatically treated as interested parties for the purposes of examination, including local authorities if the proposed development is located within their administrative boundaries and any prescribed consultee or land interest to be notified of an accepted application by the Applicant.
Land Plans	Plans identifying the land required for the Scheme and over which it is proposed to exercise powers of compulsory acquisition or any right to use the land, or where it is proposed to extinguish existing easements and private rights.
Limits of Deviation	The area or limits (both horizontal and vertical) within which the relevant authorised works must be carried out.
Link Road	A new single carriageway road proposed east of M5 Junction 10 linking the A4019 to the B4634. This road will allow traffic from the West Cheltenham development to use M5 Junction 10.
Listed Building	A building which is considered by the SoS for Digital, Culture, Media and Sport, to be of special architectural or historic interest in accordance with the regime set out in the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990. With Grade I being of exceptional interest, Grade II* being particularly important and of more special interest and Grade II being of special interest.
Local Authority	The county council, metropolitan, or district council, which has statutory responsibilities within its administrative areas. In this case the local authorities are GCC, CBC and TBC.
Local Highway Authority	Means a highway authority other than Secretary of State for Transport or a strategic highways company, responsible for the management of the local road network. In this case GCC is responsible for the local road network.
Local Impact Report	A report in writing giving details of the likely impact of the proposed development on the local authority's area (or any part of that area). The Local Impact Report is a requirement where a DCO application has been submitted to the Planning Inspectorate for determination and has been accepted for consideration.
Local planning authority	The local authority or council that is empowered by law to exercise planning functions under the Town and Country Planning Act 1990. All references to a local planning authority apply to district councils, unitary authorities, county councils, and National Park authorities, to the extent appropriate to their responsibilities. In this case the local planning authorities are GCC, CBC and TBC.
Material Change	Where a proposed application changes to such a large degree that the proposals could be considered to compromise a new application or different development from that originally intended.
Mitigation	Measures intended to avoid, reduce and where possible, remedy significant adverse environmental effects.
Monetised Benefit	A financial measurement of the combined economic, social, and environmental benefits of a project calculated in accordance with Department for Transport guidelines, to include an allowance for the benefits associated with reduced travel times, reduced fuel and vehicle operating costs, accident savings, improvements in noise and air quality.

Term	Meaning / Definition
Motorway	A class of road that must not be used by pedestrians, unaccompanied holders of provisional licences, motorcycles under 50cc, cyclists, horse riders, agricultural vehicles, powered mobility scooters and other certain types of slow-moving vehicles. National Highways is the Strategic Highways Company responsible for managing the motorway network in England.
Nationally Significant Infrastructure Project (NSIP)	A project of a type and scale defined under the Planning Act 2008 and by Order of the Secretary of State (SoS) relating to energy, transport, water, waste water and waste generally. The projects require a development consent order, which can include consents under different regimes, such as planning permission, listed building consent and scheduled monument consent.
National Highways	A strategic highways company for England with responsibility for operating, maintaining and improving the Strategic Road Network (SRN) comprising motorways and trunk roads.
Natural England (NE)	Executive non-departmental public body responsible for the natural environment.
Neighbouring authority	A term generally used to refer to any local authority which shares a boundary with any of the host authorities.
Non-designated heritage asset	A building, monument, site, place, area or landscape identified as having a degree of significance because of its heritage interest, but not subject to statutory protection.
Non-material change	Where an application changes to a small degree or where a change affects only a part of the development.
Non-monetised benefit	The anticipated environmental and social benefits of a project which are not quantified in financial terms, such as the enhancement of landscapes and habitats or changes in journey experience and amenity for non-motorised users.
Non-motorised user (NMU)	Pedestrians, cyclists, horse riders. The term is often shortened to NMUs.
Non-technical summary	A summary of the Environmental Statement (ES) written in non-technical language, and which briefly describes the main points and conclusions of the ES.
NPSNN	National Policy Statement for National Networks.
Opening Year	The estimated year that the Scheme would become fully operational which is 2027.
Order land	A term used in the DCO to refer to the land shown on the land plans which is within the limits of land to be acquired or used either permanently or temporarily and which is described in the Book of Reference.
Order limits	A term used in the DCO to refer to the limits of the land to be acquired or used, either permanently or temporarily and shown on the land plans and works plans and within which the authorised development is to be carried out.
Ordinary Watercourse	An ordinary watercourse is a watercourse which does not form part of a main river. It may or may not contain water all of the time and can include rivers, streams, ditches, drains, culverts, dikes, sewers.
Outfall	An outfall is a structure or pipe through which surface water discharges into a receiving waterbody or watercourse.
Overbridge	A bridge or crossing over an existing road or transport corridor.

Term	Meaning / Definition
Persons with an interest in land	Persons with an interest in land which is subject to the DCO (within Category 1, 2 or 3 of section 44 of the Planning Act 2008 – generally owners, occupiers, or people with an interest in or right in the land).
Planning Inspectorate	The Government Agency responsible for operating the planning process for NSIPs. The Planning Inspectorate is responsible for examining DCO applications and making recommendations to the relevant SoS, who will make the decision on whether to grant or to refuse development consent. The SoS for Transport takes the decision on applications for highway NSIPs.
Preferred Route Announcement	Designation of a proposed option as a 'preferred route' by the Department for Transport and provides a form of planning protection from development of land in the vicinity of the M5 Junction 10 improvement scheme.
Preliminary environmental information (PEIR)	The information compiled by an applicant which is reasonably required for the consultation bodies to develop an informed view of the likely significant effects of a proposed development and any associated development.
Prescribed Consultees	The persons listed in Schedule 1 of the APFP Regulations who must be consulted in relation to the Scheme under section 42(1)(a) of the Planning Act 2008.
Protected Species	A species of wild plant, bird or animal protected under UK law, primarily under the Wildlife and Countryside Act 1981.
Protective provisions	A term used to refer to the assurances provided in the DCO application for the benefit of statutory undertakers, such as electricity, gas, water and sewerage undertakers to ensure that suitable provision is made for agreement on works affecting their apparatus.
Public Right of Way (PRoW)	Paths on which the public have a legally protected right to pass and re-pass.
Register of Environmental Actions and Commitments (REAC)	The commitments made by the Applicant to mitigate or limit the potential environmental effects of a project and detailing how they will be secured through the DCO.
Requirement	Conditions imposed in connection with the grant of development consent, and which must be complied with as appropriate. In some cases, further approvals will need to be obtained from the SoS before the relevant part of the Scheme can be implemented.
Riparian area	The interface between land and a river or stream.
Statement of Community Consultation (SoCC)	Prepared in accordance with section 47 of the Planning Act 2008, to inform, explain and communicate how the consultation will be undertaken.
Scheme	The proposed development or project which is the subject of a DCO application.
Scoping Opinion	Means a written statement by the SoS as to the information that must be provided within an Environmental Statement.
Scoping Report	A report prepared by the Applicant setting out the scope for the environmental impact assessment. It is prepared at an initial stage in the EIA process and determines what further studies will be required to assess the likely significant environmental effects of the Scheme.
Section 51 advice	Advice provided by the Applicant by the Planning Inspectorate, and which must be disclosed to the public generally under s51 of the Act.

Term	Meaning / Definition
Single carriageway	A road with only one lane in each direction.
Special category land	A term used to refer to land which is common land, open space or fuel or field garden allotment.
Statement of Reasons	The document which sets out the Applicant's justification for seeking compulsory purchase acquisition powers, including the reasons why each plot of land shown on the Land plans needs to be acquired permanently, used temporarily, or used temporarily but with rights acquired over that land.
Statutory Consultee	Is used to refer to any party or person that must be consulted in accordance with the Act and the relevant regulations.
Statutory Consultation	Is used when referring to consultations carried out under s.42, 43, and 44 of the Act. Applicants have a statutory duty to carry out consultation on their proposals before submitting an application for development consent.
Statutory environmental body	Where the land is situated in England, this is taken to mean Natural England, Historic England, the Environment Agency, and any principal council defined in section 270 of the Local Government Act 1982 for the area where the land is situated.
Strategic road network (SRN)	A network of roads comprising motorways and trunk roads and managed by National Highways, the Strategic Highways Company.
Statutory Undertakers	Persons with regulatory powers and duties, such as gas, electricity, water and transport providers or transmitters.
Targeted Consultation	A non-statutory consultation to invite feedback on a particular issue or non-material change, proportionate to the anticipated level of local interest and degree of change proposed.
Transport Assessment	A systematic assessment of the traffic issues and impacts relating to the Scheme and the measures that will be taken to address impacts and improve accessibility and safety for all modes of travel.
Tree Preservation Order (TPO)	An order issued by a local authority to protect trees and/or woodland from unlawful damage or destruction.
Trunk Road	A major 'A'-road of strategic importance forming part of the strategic road network and managed by National Highways.
Undertaker	A term used to mean the person responsible for the implementation of the DCO or the beneficiary of the Order.
Utility diversions	The realignment of services, cables, equipment, and apparatus associated with the supply or transmission of gas, electricity, water, telecommunications and media.
Water Framework Directive	The Water Framework Directive (2000/60/EC) which established a framework for European Community action in the field of water policy.
West Cheltenham Development	A strategic allocation policy A7 of the JCS 2011-2031, initially allocated for development of 1,100 new dwellings, and 45 hectares of B-class employment land. The Golden Valley Development Supplementary Planning Document (July 2020) undertook its own development capacity study which highlights that, informed by the strategic masterplanning work undertaken for the SPD, the allocated site is likely to present the opportunity for a housing capacity of 2,370 dwellings.

Term	Meaning / Definition
Works Plans	A plan showing the proposed route and alignment of the Scheme (in relation to existing features) and the limits within which the relevant works may be carried out.

Table 14-2 – List of Abbreviations

Term	Meaning / Definition
AD	Anno Domini
AOD	Above ordnance datum, used to measure the height or depth of a feature and expressed in metres
APFP Regulations	The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009
AQMA	Air quality management areas
BOR	Book of reference
CEMP	(Outline) Construction Environmental Management Plan
DCLG	Department for Communities and Local Government
DCO	Development Consent Order
DfT	Department for Transport
DMRB	Design Manual for Roads and Bridges
EA	Environment Agency
EIA	Environmental Impact Assessment
EIA Regulations	Environmental Impact Assessment Regulations
ES	Environmental Statement
REAC	Register of Environmental Actions and Commitments
Hist Eng	Historic England
The Inspectorate	Planning Inspectorate
ITA	Integrated transport authorities
LEMP	Outline landscape and ecological management and monitoring plan
LIR	Location Impact Report
LIQ	Land interest questionnaire
NE	Natural England
NMU(s)	Non-motorised user(s)
NPSNN	National Policy Statement on National Networks
NSIP	Nationally Significant Infrastructure Project
PEIR	Preliminary Environmental Information Report
RIS	Road Investment Strategy published by DfT in 2014
The Scheme	M5 Junction 10 improvements scheme
SEB	Statutory environmental bodies
SoCG	Statement of Common Ground

Term	Meaning / Definition
SoS	Secretary of State
SO	Scoping Opinion
The Act	The Planning Act 2008
WFD	Water Framework directive

ATKINS

Member of the SNC-Lavalin Group

5th Floor, Block 5
Shire Hall
Bearland
Gloucester
GL1 2TH

Tel: +44 (0) 8000 514 514

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