

# A303 Sparkford to Ilchester Dualling Scheme TR010036

## 5.15 Annex N: Tables Evidencing Regard had to Consultation Responses

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

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



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]**

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**ANNEX N: Tables Evidencing Regard had to Consultation  
Responses**

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<b>Regulation Number:</b>	Regulation 5(2)(q)
<b>Planning Inspectorate Scheme Reference</b>	TR010036
<b>Application Document Reference</b>	5.15
<b>Author:</b>	A303 Sparkford to Ilchester Dualling Scheme, Project Team, Highways England

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Rev 0	July 2018	Application Issue

## ANNEX N: Tables evidencing regard had to consultation responses (in accordance with s49 of the Planning Act 2008)

### Tables evidencing regard had to consultation responses (in accordance with s49 of the Planning Act 2008)

The tables provided below evidence the regard had to responses received to Highways England's statutory consultation in accordance with s49 of PA 2008. Each table summarises responses received, sets out whether a change has been made in response to it, and details Highways England's response, including the regard had to the consultation response. It should be noted that where multiple responses containing the same comment have been received, these are addressed at the same time in tables below. A separate table is included for each individual strand of statutory consultation (s42(a), s42(b), s42(d) and s47 and s48) as presented below.

Statutory consultation under s42(a) of the Planning Act 2008 with prescribed consultees				
Topic area and consultation responses:		Prescribed consultee(s):	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
1. Environment				
<i>Cultural heritage</i>	<i>The proposed route runs close to Scheduled Monument No 1020936 Romano-British Settlement Immediately South West of Camel Hill Farm together with its setting. The current boundaries of the Scheduled Monument may not</i>	<i>Historic England</i>	<i>N</i>	<i>This is noted and the level of assessment required is reflected in the Environmental Statement (TR010036/APP/6.1).</i>

Statutory consultation under s42(a) of the Planning Act 2008 with prescribed consultees				
Topic area and consultation responses:		Prescribed consultee(s):	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
	<i>define the full extent of the archaeology underneath it and assessment and evaluation to current industry standards is required. It is essential that, in accordance with the guidance set out in the National Policy Statement for National Networks (NPSNN), an appropriate assessment of the extent and significance of any archaeology which may be affected by the proposed route is produced to inform the detailed design of final scheme proposals. This appropriate assessment will require both non-intrusive survey (which we believe to be either on-going or completed, as above) and intrusive investigations via archaeological evaluation.</i>			
<i>Cultural</i>	<i>The southern part of</i>	<i>Historic England</i>	<i>N</i>	<i>This is noted and the level of assessment</i>

Statutory consultation under s42(a) of the Planning Act 2008 with prescribed consultees				
Topic area and consultation responses:		Prescribed consultee(s):	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
heritage	<i>Hazlegrove House (grade II Listed) registered park and garden will be significantly impacted by the scheme and it is essential that a full understanding of its condition and significance is available so that a) we can advise on how the scheme might minimise its impact on Hazlegrove House (grade II Listed) registered park and garden; b) we can understand the extent of any unavoidable impact and the degree of harm it would cause to Hazlegrove House (grade II Listed) registered park and garden; and c) we can consider what mitigation might be appropriate to seek to offset any unavoidable harm. Such harm may arise from direct impacts within the footprint of</i>			<i>required is reflected in the Environmental Statement (TR010036/APP/6.1).</i>

Statutory consultation under s42(a) of the Planning Act 2008 with prescribed consultees				
Topic area and consultation responses:		Prescribed consultee(s):	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
	<i>Hazlegrove House (grade II Listed) registered park and garden or through impacting upon its setting through indirect impacts such as (but not excluded to) visual intrusion of new infrastructure, earthworks, landscaping or night-time impacts from new lighting.</i>			
<i>Cultural heritage</i>	<i>We are concerned that any wider impacts upon those assets at greater remove from the scheme are properly identified. Given the hilly terrain that the scheme traverses, and the topographical disposition of heritage assets such as (for instance) Cadbury Castle, we believe there is the potential for intervisibility between such assets and the new infrastructure, including new lighting.</i>	<i>Historic England</i>	<i>N</i>	<i>This is noted and the level of assessment required is reflected in the Environmental Statement (TR010036/APP/6.1).</i>



Statutory consultation under s42(a) of the Planning Act 2008 with prescribed consultees				
Topic area and consultation responses:		Prescribed consultee(s):	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
	<i>Whilst we make no assumptions on the level of impacts that may occur, we are concerned that the scope of environmental impact assessment work is made wide enough to appropriately assess this aspect of cultural heritage in relation to the scheme.</i>			
Drainage	<i>With reference to the required Flood Risk Assessment (FRA) the Agency would reiterate that climate change impacts and any requisite resilience/mitigation measures must be included within the scope of the FRA. These should include details of the proposed surface water attenuation and swale features designed to control run-off to the receiving watercourses.</i>	Environment Agency	N	<i>This is noted and the requested details are included in the scope of the Flood Risk Assessment.</i>

Statutory consultation under s42(a) of the Planning Act 2008 with prescribed consultees				
Topic area and consultation responses:		Prescribed consultee(s):	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
	<i>These aspects must cover both the construction and operational phases of the proposed scheme.</i>			
Drainage	<i>It is expected that detailed design will also include a long term management strategy for sustainable urban drainage systems (SUDS), as they can quickly become blocked. As such, regular assessment and maintenance will be required.</i>	Environment Agency	N	<i>This is noted and a maintenance plan for SUDS will be included in the detailed design.</i>
Drainage	<i>Surface water from the proposals will enter the Board's District at a location where flood risk and operational sensitivities already exist. It is important that the proposals reduce any surface water run-off to pre-development run-off rates and volumes.</i>	Parrett Internal Drainage Board – part of the Somerset Drainage Boards Consortium	N	<i>Highways England has conducted a Flood Risk Assessment and developed a mitigation scheme to ensure that the upgrade does not increase the susceptibility of the local area to flooding. This will include appropriate mitigation measures to attenuate surface water run-off from the additional hard surfacing, such as balancing ponds, drainage ditches, pipes and gullies. At present, we estimate</i>



Statutory consultation under s42(a) of the Planning Act 2008 with prescribed consultees				
Topic area and consultation responses:		Prescribed consultee(s):	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
	<i>The Board would also like to see the upgrade providing a positive legacy of a reduction in existing flood risk and water quality issues associated with the A303. The Board would, in particular, like to see maintenance and improvements to be made to the receiving watercourses that convey surface water to main rivers.</i>			<i>that only 40% of the run-off from this section of road is attenuated. The upgraded road will be 100% attenuated.</i>
Drainage	<i>The DCO application should include details of measures to control surface run-off from the new road, particularly to the west of Camel Hill summit where the route lies within the catchment area of the Cam, a river with a long history of bursting its banks.</i>	Queen Camel Parish Council	N	<i>This is noted and the level of detail requested is reflected in the Flood Risk Assessment carried out as part of the preparation of the Environmental Statement (TR010036/APP/6.1).</i>
Ecology	<i>We await further detailed</i>	Natural England	N	<i>This advice has been noted and</i>

Statutory consultation under s42(a) of the Planning Act 2008 with prescribed consultees				
Topic area and consultation responses:		Prescribed consultee(s):	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
	<i>information before we are able to answer the question "how well do you think the proposed scheme meets Highways England objectives for the scheme regarding the natural environment". We advise that the scheme demonstrates how it is delivering a net gain for biodiversity and that this is clearly set out, using a suitable metric. Although it has its limitations on linear schemes, we suggest you see how the scheme performs using the DEFRA biodiversity metric.</i>			<i>incorporated in the information presented in the Environmental Statement (TR010036/APP/6.1).</i>
Ecology	<i>The Agency must question whether the stated 2km is appropriate for SPAs and SSSI sites, with migratory birds as designated features. This development will intersect flight lines for birds migrating to the</i>	<i>Environment Agency</i>	<i>N</i>	<i>This is noted and Highways England has sought guidance from Natural England on this issue.</i>

Statutory consultation under s42(a) of the Planning Act 2008 with prescribed consultees				
Topic area and consultation responses:		Prescribed consultee(s):	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
	<i>Somerset Levels and Moors designated sites. Guidance regarding this issue should be sought from Natural England.</i>			
<i>Ecology</i>	<i>To account for likely losses during maturation, the applicant should aim to replace hedgerow at a ratio of 3:1. This will ensure no net loss and will result in a tangible gain in accordance with Biodiversity Framework objectives. Additionally, the applicant should consider the value of the replacement habitat, ensuring that multi-species, feature rich hedges replace that which is lost. The applicant should aim to achieve hedgerows which comply with the Hedgerow Regulations (1997).</i>	<i>Environment Agency</i>	<i>N</i>	<i>Highways England has followed a 'no net loss' principle of biodiversity mitigation for the scheme, and this is reflected in the Environmental Statement (TR010036/APP/6.1). It has engaged with the Environment Agency through the environmental technical working group as set out in table 2.3.1 with regards the most appropriate means of achieving this.</i>
<i>Ecology</i>	<i>As previously advised, the</i>	<i>Environment</i>	<i>N</i>	<i>Highways England has followed a 'no net</i>

Statutory consultation under s42(a) of the Planning Act 2008 with prescribed consultees				
Topic area and consultation responses:		Prescribed consultee(s):	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
	<i>applicant should aim to achieve a 3:1 ratio habitat replacement for hedgerow and tree losses and a 2:1 ratio for wetland/aquatic habitat losses. The presumption of 1:1 habitat replacement will likely result in a net loss due to an inability of the habitat to recover.</i>	Agency		<i>loss' principle of biodiversity mitigation for the scheme, and this is reflected in the Environmental Statement (TR010036/APP/6.1). It has engaged with the Environment Agency through the environmental technical working group as set out in table 2.3.1 with regards the most appropriate means of achieving this.</i>
Ecology	<i>Ideally night work and the requisite lighting should be avoided where possible.</i>	Environment Agency	N	<i>This is noted. Highways England will produce a Construction Environment Management Plan setting out how it will mitigate the environmental impacts of construction. This will include how Highways England will approach night work.</i>
Ecology	<i>As above, habitat should be replaced at a minimum of a 2:1 ratio to ensure no net loss.</i>	Environment Agency	N	<i>Highways England has followed a 'no net loss' principle of biodiversity mitigation for the scheme, and this is reflected in the Environmental Statement (TR010036/APP/6.1). It has engaged with the Environment Agency through the</i>

Statutory consultation under s42(a) of the Planning Act 2008 with prescribed consultees				
Topic area and consultation responses:		Prescribed consultee(s):	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
				<i>environmental technical working group as set out in table 2.3.1 with regards the most appropriate means of achieving this.</i>
<i>Ecology</i>	<i>Otters have a large range, particularly adult dog otters seeking new territory. Additionally, it is common for road bridges over watercourses to result in significant otter deaths. Accordingly, if any work is required on bridges over waterways, appropriate mitigation, including the installation of otter ledges, must be considered.</i>	<i>Environment Agency</i>	<i>N</i>	<i>Connectivity for species identified through ecology surveys will be provided through mammal underpasses. None of the bridges proposed for the scheme will pass over waterways.</i>
<i>Ecology</i>	<i>Best practice for large scale habitat creation is to commence habitat improvements prior to project development. This approach enables habitats to mature and offset the loss during development.</i>	<i>Environment Agency</i>	<i>N</i>	<i>This is noted. Highways England has considered opportunities to implement habitat improvement / creation off-site, and where appropriate will do so prior to project development.</i>

Statutory consultation under s42(a) of the Planning Act 2008 with prescribed consultees				
Topic area and consultation responses:		Prescribed consultee(s):	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
	<i>Accordingly, the applicant should consider opportunities to implement habitat improvement / creation off-site and prior to the project development.</i>			
Ecology	<i>A presumption of a minimum of 5 years for hedgerow habitat to mature sufficiently to become useful as foraging habitats will result in a prolonged period of time where the habitat is lost. Whilst it is technically short-term / temporary, this could significantly impact the bat populations in the area, if it is an important feeding / commuting habitat. Appropriate mitigation must therefore be considered.</i>	Environment Agency	N	<i>Highways England has conducted bat activity and bat roost surveys as part of the preparation of the Environmental Statement (TR010036/APP/6.1). As the proposed scheme follows a similar alignment to the current A303, it is considered unlikely to affect foraging or commuting routes for bats. However, mitigation measures have been proposed for bat species, to ensure any potential impacts are reduced.</i>
Ecology	<i>The Joint Nature Conservation Committee has responsibility for the provision of nature</i>	Joint Nature Conservation Committee	N	<i>This is noted.</i>



Statutory consultation under s42(a) of the Planning Act 2008 with prescribed consultees				
Topic area and consultation responses:		Prescribed consultee(s):	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
	<p><i>conservation advice in the offshore area. 'Offshore' is defined as beyond 12 nautical miles (NM) from the coastline to the extent of the UK Continental Shelf (UKCS). Within territorial limits (&lt;12nm) nature conservation advice is the responsibility of the relevant country bodies.</i></p> <p><i>This development proposal is not located within the offshore area, does not have any potential offshore nature conservation issues and is not concerned with nature conservation at a UK level. JNCC therefore does not have any comments to add to this consultation.</i></p>			
Ecology	<i>The primary ecological impacts and opportunities relate to the</i>	Natural England	N	<i>Severance impacts across the route of the scheme have been minimised where</i>

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Topic area and consultation responses:		Prescribed consultee(s):	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
	<i>linear nature of the scheme. Severance impacts across the route of the scheme should be minimised where possible. Opportunities for providing linear connectivity along the scheme's verges and landscaping should be taken, and targeted for specific species, bearing in mind species survey results, and the relationship to the wider landscape.</i>			<i>possible. Opportunities for providing connectivity have been provided through the planting of new hedgerows, trees and scrub, and the provision of mammal underpasses.</i>
Ecology	<i>Brown Hairstreak and Dormice might be such specific species. Although, as we understand it, dormice have not been recorded on site, the connectivity the verges and landscaping provide, and the wider landscape suitability for this species, may make this species worth considering.</i>	Natural England	N	<i>This is noted and these species have been considered in the Environmental Statement (TR010036/APP/6.1).</i>

Statutory consultation under s42(a) of the Planning Act 2008 with prescribed consultees				
Topic area and consultation responses:		Prescribed consultee(s):	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
Ecology	<i>It may also be worth considering the potential for EDF funding for linking the scheme into the wider landscape.</i>	Natural England	N	<i>This is noted and Highways England will consider the potential for EDF funding for linking the scheme into the wider landscape.</i>
Ecology	<i>The landowner at Camel Hill House is very willing to enter into discussions regarding opportunities for ecological mitigation or enhancements work to be undertaken on the land he controls, or to manage some parcels of land that Highways England currently owns. Such opportunities include linking Pepper Hill Copse with any existing or new woodland planting towards Hazlegrove, management and enhancement of the Wood Pasture and Parkland habitat at Hazlegrove, and the planting of specimen field and hedgerow</i>	Natural England	N	<i>This is noted and Highways England has engaged directly with the landowner.</i>

Statutory consultation under s42(a) of the Planning Act 2008 with prescribed consultees				
Topic area and consultation responses:		Prescribed consultee(s):	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
	<i>trees across his holding.</i>			
<i>Ecology</i>	<i>We suggest that the opportunity is taken, as part of any consideration of the future management of the parkland at Hazlegrove, that biodiversity is considered alongside the historic landscape, and synergies sought.</i>	<i>Natural England</i>	<i>N</i>	<i>This is noted and will be considered as part of the Conservation Management Plan for Hazlegrove House (grade II Listed) registered park and garden.</i>
<i>General</i>	<i>The DCO application should include details of how noise, vibration, air quality, landscape and visual impacts will be mitigated, particularly with reference to the first 10-15 years of operation and Hazlegrove school, Camel Hill Farm and Blue Haze.</i>	<i>Queen Camel Parish Council</i>	<i>N</i>	<i>This is noted and reflected in the scope of the Environmental Statement (TR010036/APP/6.1).</i>
<i>General</i>	<i>The Environmental Statement (TR010036/APP/6.1) should address the issues raised by West Camel Parish Council in</i>	<i>West Camel Parish Council</i>	<i>N</i>	<i>This is noted and the issues raised are reflected in the scoping of the Environmental Statement (TR010036/APP/6.1).</i>

Statutory consultation under s42(a) of the Planning Act 2008 with prescribed consultees				
Topic area and consultation responses:		Prescribed consultee(s):	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
	<i>its response to PINS' consultation on the Environmental Impact Assessment Scoping Report.</i>			
2. Design				
<i>Impact on service provision</i>	<i>Public water and sewerage systems operated by Wessex Water may be affected by the scheme. Highways England should contact Wessex Water to discuss any required diversions of mains or sewers.</i>	<i>Wessex Water</i>	<i>N</i>	<i>Highways England has contacted Wessex Water to discuss any required diversions of mains or sewers.</i>
<i>Impact on service provision</i>	<i>The proposed development site is located outside the defined coalfield. On this basis the Coal Authority has no specific comments to make on these consultations.</i>	<i>The Coal Authority</i>	<i>N</i>	<i>This is noted.</i>
<i>Impact on service provision</i>	<i>National Grid Electricity Transmission has no assets within or in close proximity to</i>	<i>National Grid Electricity Transmission</i>	<i>N</i>	<i>This is noted.</i>

Statutory consultation under s42(a) of the Planning Act 2008 with prescribed consultees				
Topic area and consultation responses:		Prescribed consultee(s):	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
	<i>the proposed order limits.</i>			
<i>Impact on service provision</i>	<i>National Grid Gas has no gas transmission located within or in close proximity to the proposed order limits.</i>	<i>National Grid Gas</i>	<i>N</i>	<i>This is noted.</i>
<i>Junction layout</i>	<i>The design of Hazlegrove junction is circuitous, profligate in land take, and will add to journey times. The 2 roundabout layout displayed at the time of the preferred route announcement was better, and the design of this junction should be reconsidered.</i>	<i>Queen Camel Parish Council</i>	<i>Y – as set out in changes 1, 2 and 3 of table 4.3.1</i>	<i>The layout of Hazlegrove junction has been amended taking into account detailed comments from the local highways authority. As part of this, it now incorporates a roundabout north of the A303.</i>
<i>Junction layout</i>	<i>With regards Hazlegrove junction, a return to the design originally proposed on page 85 of the Technical Assessment Report is safer, less intrusive and avoids potentially unsafe mixing of 1-way and 2-way traffic across a series of</i>	<i>West Camel Parish Council</i>	<i>Y – as set out in changes 1, 2 and 3 of table 4.3.1</i>	<i>The layout of Hazlegrove junction has been amended taking into account detailed comments from the local highways authority with regards the treatment of local and strategic junction, and Highways England considers that this addresses this response. However, even with these changes the amount of land available</i>



Statutory consultation under s42(a) of the Planning Act 2008 with prescribed consultees				
Topic area and consultation responses:		Prescribed consultee(s):	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
	<p><i>junctions. This would also reduce the environmental impact of excessive vehicle journeys to and from Hazlegrove school.</i></p> <p><i>Returning to an adaptation of your earlier design would also reduce the pressure on the 'pinchpoint' between Camel Hill Farm archaeological site and the MOD radio station, allowing the proposed dual and east / west local carriageways to be built side by side, by removing the proposed wide central reservation.</i></p>			<p><i>between the 2 sites described would not be sufficient to accommodate this proposal.</i></p>
Non-motorised user provision	<p><i>Highways England should include a footbridge for non-motorised users at Traits Lane.</i></p>	Queen Camel Parish Council	N	<p><i>Highways England considers that the non-motorised user crossing points incorporated in the Downhead Lane and Hazlegrove junctions will support patterns of movement identified through previous stages of consultation, and provide adequate means to enable non-motorised</i></p>

Statutory consultation under s42(a) of the Planning Act 2008 with prescribed consultees				
Topic area and consultation responses:		Prescribed consultee(s):	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
				<i>users to cross the A303 safely.</i>
<i>Non-motorised user provision</i>	<i>The current design requires non-motorised users to make excessive detours via the bridge above West Camel and underpass below Camel Hill, which effectively isolates the 'satellite' communities at Downhead, Steart and Camel Hill. Relocating the overbridge further west to the area of Mead Lane / Plowage would significantly shorten any non-motorised user journeys at this crossing. Consideration should be given to a 'bridleway' crossing at Conegore Corner for the Steart Hill community and at Camel Hill to accommodate the 2 existing public rights of way in this area. A further crossing should be</i>	<i>West Camel Parish Council</i>	<i>N</i>	<i>Highways England considers that the non-motorised user crossing points incorporated in the Downhead Lane and Hazlegrove junctions will support patterns of movement identified through previous stages of consultation, and provide adequate means to enable non-motorised users to cross the A303 safely.</i>

Statutory consultation under s42(a) of the Planning Act 2008 with prescribed consultees				
Topic area and consultation responses:		Prescribed consultee(s):	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
	<i>accommodated within the revised junction arrangement at Sparkford roundabout.</i>			
<i>Retention of the existing A303</i>	<i>The existing A303 should be retained as a parallel local road to assist local traffic flow and provide a diversionary route avoiding West Camel and Queen Camel in case the A303 is closed.</i>	<i>West Camel Parish Council</i>	<i>N</i>	<i>Highways England has not been able to incorporate this suggestion into its design. An analysis of the environmental impact of the scheme had shown it would be marginally worse than the current proposal, due to the presence of the Camel Hill Transmitter Station Local Wildlife Site. There is uncertainty about the availability of MOD land, which would be necessary for the parallel local road proposal. It would not be possible to rely on the use of this land, and doing so would be a risk to the delivery of the scheme. Additionally, the cost of the parallel local road proposal, estimated at £180 million, was more than the £171 million estimated for the current proposal. Highways England recognises concerns about the impact of the scheme on traffic on local roads raised during the</i>

Statutory consultation under s42(a) of the Planning Act 2008 with prescribed consultees				
Topic area and consultation responses:		Prescribed consultee(s):	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
				<i>statutory consultation. However, Highways England's modelling show that the effect will not be great enough to be considered significant in transport assessment terms. Taken with the fact that the scheme is deliverable without the proposed alternative, Highways England would not be able to justify the inclusion of the parallel local road.</i>
<b>3. Need for project</b>				
<i>Express-way status</i>	<i>The DCO application should clarify how agricultural traffic will use the A303 once it is upgraded to an expressway.</i>	<i>Queen Camel Parish Council</i>	<i>N</i>	<i>It is not currently proposed to upgrade the A303 in this section to an expressway. Highways England is currently proposing to upgrade this section of the A303 to high quality dual carriageway.</i>
<b>4. Traffic</b>				
<i>Construction</i>	<i>Full details of the Traffic Management Plan should be included within the DCO application.</i>	<i>Queen Camel Parish Council</i>	<i>N</i>	<i>The production of a Construction Traffic Management Plan requires a detailed scheme design, and as such it is not appropriate to share this at this stage. Highways England will engage with parish</i>

Statutory consultation under s42(a) of the Planning Act 2008 with prescribed consultees				
Topic area and consultation responses:		Prescribed consultee(s):	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
				<i>councils in the production of the Construction Traffic Management Plan.</i>
<i>Construction</i>	<i>To mitigate traffic impacts during construction, Somerset County Council and the police should set up an enforcement regime linked to an automatic number plate recognition monitoring system alongside prominent signage on the approaches to the Sparkford to Ilchester section of the A303 warning HGV drivers of the weight restriction.</i>	<i>Queen Camel Parish Council</i>	<i>N</i>	<i>This is not primarily a matter for Highways England, although these comments will be shared with Somerset County Council and the police.</i>
<i>Construction</i>	<i>The forthcoming DCO application offers a requirement that Royal Mail is pre-consulted by Highways England on any proposed road closures / diversions / alternative access arrangements, hours of working and the content of the final</i>	<i>Royal Mail</i>	<i>N</i>	<i>This is noted and Royal Mail will be pre-consulted by Highways England on any proposed road closures / diversions / alternative access arrangements, hours of working and the content of the final Construction Traffic Management Plan.</i>

Statutory consultation under s42(a) of the Planning Act 2008 with prescribed consultees				
Topic area and consultation responses:		Prescribed consultee(s):	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
	<i>Construction Traffic Management Plan.</i>			
<i>Construction</i>	<i>The Construction Traffic Management Plan should include details of a mechanism for informing major road users about works affecting the local network.</i>	<i>Royal Mail</i>	<i>N</i>	<i>This is noted and the requested detail will be within the scope of the final Construction Traffic Management Plan.</i>
<i>Local roads</i>	<i>The junction at Downhead Lane will encourage traffic to go through West Camel. The prospect of additional traffic is concerning as the village is already used by drivers bypassing the A303 when it is congested.</i>	<i>West Camel Parish Council</i>	<i>N</i>	<p><i>Upgrading the A303 to high quality dual carriageway will result in a road which is less subject to congestion, by creating more capacity and resilience and removing at-grade crossings. As such it is likely to be quicker for drivers to use the A303 rather than diverting to local roads.</i></p> <p><i>The trips through West Camel shown in Highways England's traffic information are a result of journeys moving around the local roads network, rather than traffic attracted by the upgrade. Highways England's traffic modelling shows that with</i></p>



Statutory consultation under s42(a) of the Planning Act 2008 with prescribed consultees				
Topic area and consultation responses:		Prescribed consultee(s):	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
				<p><i>forecast growth in traffic on the A303, delays increase for traffic turning off and onto the trunk road to and from West Camel. This would result in some drivers using the local network to and from the south east. Due to the delays at the West Camel A303 junctions, these trips reassign to a route through Podimore where access to the trunk road is easier. The scheme will provide an improved local road access via the Downhead Lane junction. This would likely result in trips which would have been made through Podimore without the scheme being made through West Camel, leading to a small overall increase in traffic.</i></p> <p><i>During the further development work consideration will be given to the possible implementation of measures that might reduce this increase in consultation with the local highway authority, Somerset County Council. The types of measures will include signing to discourage through</i></p>

Statutory consultation under s42(a) of the Planning Act 2008 with prescribed consultees				
Topic area and consultation responses:		Prescribed consultee(s):	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
				<i>traffic, management measures using virtual measures with white lining to represent narrowing restrictions or virtual footways to help reduce traffic speed, physical restrictions to implement narrowing / chicanes to reduce speed and reducing the speed limit in West Camel.</i>
<i>Local roads</i>	<i>Any rerouting of A303 traffic via Queen Camel High Street and West Camel Road should be mitigated by downgrading the phasing of the traffic lights at Podimore roundabout, liaising with sat-nav software providers to ensure that live warnings of delays at the approaches to Podimore roundabout include the unclassified road from Podimore village as well as the A303, A37 and A372, and retaining the existing A303 as a parallel local road.</i>	<i>Queen Camel Parish Council</i>	<i>N</i>	<p><i>Highways England does not expect construction to contribute significantly to congestion on local roads in the vicinity of the A303. The A303 will not operate differently during construction than it does now, aside from a reduced speed limit. Experience shows that by implementing an enforced average speed limit using fixed cameras similar to those on motorway projects, traffic tends to run more smoothly than typically.</i></p> <p><i>However, Highways England will also take measures to reduce the risk of its own construction traffic or vehicles avoiding the A303 contributing to congestion on local</i></p>

Statutory consultation under s42(a) of the Planning Act 2008 with prescribed consultees				
Topic area and consultation responses:		Prescribed consultee(s):	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
				<p>roads during construction. Delivery routes avoiding local roads will be written into sub-contracts and enforced using briefings and monitoring. Signage making it clear that A303 construction traffic should not use local roads will be put in place to discourage use. Additional measures could include use of journey time reliability signage, signage should local roads as access only, signage informing drivers to ignore sat-navs, and setting up chicanes to deter HGVs.</p> <p>Highways England will consider these additional suggestions in the production of a Construction Traffic Management Plan.</p>
Local roads	Information on traffic modelling could be made more useful by adding Queen Camel High Street to the location points on the local traffic flow histogram map and data in the provisional local traffic information report. It	Queen Camel Parish Council	N	<p>This is noted and reflected in the information on traffic impacts presented as part of the DCO application. Highways England has tested the traffic impacts of the proposal for the retention of a section of the existing A303 as a parallel local road as part of its assessment of this suggested</p>

Statutory consultation under s42(a) of the Planning Act 2008 with prescribed consultees				
Topic area and consultation responses:		Prescribed consultee(s):	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
	<i>would also be helpful to add comparative data on the effects on forecast traffic flows if some of the changes suggested in this submission and by other parties were adopted, including the single carriageway parallel road, roundabouts, junctions, bridges, underpasses and upgrading sections of the A303 into an expressway.</i>			<i>design change.</i>
<i>Wider impacts</i>	<i>The DCO application should set out how the scheme will be impacted by other developments in the A303 / A358 corridor and the plans set out in the South West Strategic Developments Prospectus, A303 Garden Settlement Proposals.</i>	<i>Queen Camel Parish Council</i>	<i>N</i>	<i>The impacts of committed and proposed infrastructure and housing development is included in the baseline traffic modelling presented as part of the DCO application.</i>
5. Consultation				
<i>Consultation</i>	<i>West Camel Parish Council is</i>	<i>West Camel</i>	<i>N</i>	<i>Highways England has engaged</i>

Statutory consultation under s42(a) of the Planning Act 2008 with prescribed consultees				
Topic area and consultation responses:		Prescribed consultee(s):	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
	<i>disappointed by the level of engagement and response it has received from Highways England.</i>	<i>Parish Council</i>		<i>proactively with West Camel Parish Council throughout the non-statutory and statutory consultation processes. This has included proactive briefings outside of consultation periods, as set out in table 2.3.1.</i>

Statutory Consultation under s42(b) of the Planning Act 2008 with local authorities				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
<i>1. Environment</i>				
<i>Air quality</i>	<i>Greater clarity on why certain roads are included or</i>	<i>Somerset County Council</i>	<i>N</i>	<i>This is noted and reflected in the information presented within the</i>

Statutory Consultation under s42(b) of the Planning Act 2008 with local authorities				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>excluded from the local affected road network and regional affected road network in assessment of air quality impacts should be provided.</i>			<i>Environmental Statement (TR010036/APP/6.1).</i>
<i>Air quality</i>	<i>The Council was consulted on the EIA Scoping Report, where we stated that it would be useful to include the rationale for the LOAEL and SOAEL in table 12.1 and confirm that these are pre-mitigation levels for assessing noise impact. We would like to restate this comment to ensure that Highways England have addressed the matter.</i>	<i>South Somerset District Council</i>	<i>N</i>	<i>This is noted and reflected in the information presented within the Environmental Statement (TR010036/APP/6.1).</i>
<i>Cultural heritage</i>	<i>With regards non-designated assets, the South West Heritage Trust notes that the</i>	<i>Somerset County Council</i>	<i>N</i>	<i>The further work referenced has been completed and is presented in the Environmental Statement</i>



Statutory Consultation under s42(b) of the Planning Act 2008 with local authorities				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>information presented in the consultation document is incomplete and based on an initial desk-based review and consultation. The further work described by the conclusions includes in-depth analysis of sources and impacts, geophysical survey, monitoring of geotechnical work and trial trenching. These will provide information on the significance of any buried assets and enable the design of a mitigation strategy.</i>			(TR010036/APP/6.1).
<i>Drainage</i>	<i>Proposals for drainage are broadly considered appropriate. There may be opportunities for the proposals if designed accordingly to provide</i>	<i>Somerset County Council</i>	<i>N</i>	<i>Highways England has conducted a Flood Risk Assessment and developed a mitigation scheme to ensure that the upgrade does not increase the susceptibility of the local area to flooding. This will include</i>

Statutory Consultation under s42(b) of the Planning Act 2008 with local authorities				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>additional enhancements to water management in the area benefitting local flood resilience. Further discussion with local communities and stakeholders regarding potential opportunities is encouraged.</i>			<i>appropriate mitigation measures to attenuate surface water run-off from the additional hard surfacing, such as balancing ponds, drainage ditches, pipes and gullies. At present, we estimate that only 40% of the run-off from this section of road is attenuated. The upgraded road will be 100% attenuated.</i>
<i>Ecology</i>	<i>It is surprising that information from surveys carried out in 2017 is not presented as part of the consultation.</i>	<i>Somerset County Council</i>	<i>N</i>	<i>This is noted. The Preliminary Environmental Information Report published as part of the statutory consultation was produced to provide consultees with an understanding of environmental information and mitigation as they stood at that time. These measures have been developed in more detail as part of the Environmental Statement (TR010036/APP/6.1), including surveys carried out in 2017.</i>
<i>Ecology</i>	<i>Table 8.2 sets out an</i>	<i>Somerset</i>	<i>N</i>	<i>This is noted and reflected in the</i>

Statutory Consultation under s42(b) of the Planning Act 2008 with local authorities				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<p><i>evaluation of ecological receptors a number of which should be listed as s41 priority habitats (of the Natural Environment and Rural Communities Act 2006) nationally. The local BAP is no longer extant and has not been updated on expiry. It is considered that calcareous grassland and parkland is of national not regional importance as stated. Local Wildlife Sites can also support features of national importance, for example parkland and veteran trees, and it should not be considered that all have potential for substitution. Note that SSSI are only a sample of nationally important wildlife sites. Barn owls, as opposed</i></p>	County Council		<p><i>information presented as part of the Environmental Statement (TR010036/APP/6.1).</i></p>

Statutory Consultation under s42(b) of the Planning Act 2008 with local authorities				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>to 'breeding birds', are listed on Schedule 1 of the Wildlife and Countryside Act 1981 (as amended) and are an s41 priority species so we would consider the species to be of more than regional value.</i>			
<i>Ecology</i>	<i>The assessment also needs to take account of the Somerset Ecological Network, which is not mentioned in the biodiversity section. This shows areas of habitat networks, such as priority grassland, woodland, etc., in core areas, stepping stones and matrix habitats.</i>	<i>Somerset County Council</i>	<i>N</i>	<i>This is noted and reflected in the information presented in the Environmental Statement (TR010036/APP/6.1).</i>
<i>Ecology</i>	<i>The Study Area is confined to a zone of influence around the proposed scheme of up to 2km for various ecological</i>	<i>Somerset County Council</i>	<i>N</i>	<i>The Preliminary Environmental Information Report published as part of the statutory consultation was produced to provide consultees with an understanding of environmental</i>

Statutory Consultation under s42(b) of the Planning Act 2008 with local authorities				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<p><i>receptors. However, no zone of influence is given for bats which is surprising as these are highly mobile species which can forage at some distance from their roost sites and are likely to be affected by fragmentation due to the increased width of road. In addition, the proposed scheme as well as affecting access to foraging areas could also affect migratory movements between summer and winter roost sites. Potentially the 'Favourable Conservation Status' of local populations of these European protected species could be affected. Although it is stated that bat activity and roost surveys have occurred</i></p>			<p><i>information and mitigation as they stood at that time. These measures have been developed in more detail as part of the Environmental Statement (TR010036/APP/6.1), including those relating to bats. The Environmental Statement (TR010036/APP/6.1) notes potential impacts on bats within 30km of the scheme.</i></p>

Statutory Consultation under s42(b) of the Planning Act 2008 with local authorities				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>no details are given to give informed comment on these.</i>			
Ecology	<p><i>The Council disagrees in part with Paragraph 8.10.16 which states that 'The existing A303 is also considered to be an existing barrier to bats due to the frequent use of HGVs. Therefore, the development of the scheme is not going to create a new barrier to dispersal as the existing baseline already has this present'. In general, this paragraph lacks evidence to support it views.</i></p> <p><i>This is currently a single width highway of two or three lanes width. Bats are quite capable of crossing roads especially at</i></p>	Somerset County Council	N	<i>The Preliminary Environmental Information Report published as part of the statutory consultation was produced to provide consultees with an understanding of environmental information and mitigation as they stood at that time. More detailed evidence and justification relating to the impact of the existing A303 on bats is included in the Environmental Statement (TR010036/APP/6.1).</i>

Statutory Consultation under s42(b) of the Planning Act 2008 with local authorities				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>night when dark and the frequency of use during the night, from experience, is not sufficient to present a barrier to all species.</i>			
Ecology	<i>The tables at the end of the section give a slight adverse response for a number of receptors, including woodland, parkland, hedgerows, bats, etc. This is concerning where a 'no net loss' should be sought and indicates a lack of mitigating measures or enhancements to compensate for biodiversity losses.</i>	Somerset County Council	N	<i>The Preliminary Environmental Information Report published as part of the statutory consultation was produced to provide consultees with an understanding of environmental information and mitigation as they stood at that time. Highways England has continued to develop proposals for mitigation measures in more detail following the close of consultation in line with the 'no net loss' principle and this is reflected in the Environmental Statement (TR010036/APP/6.1).</i>
Ecology	<i>As stated in the Council's comments to the EIA Scoping Report, South Somerset has a particularly low level of tree-</i>	South Somerset District Council	N	<i>This is noted and South Somerset District Council's arboricultural officer has been invited to participate in the environmental technical working</i>



Statutory Consultation under s42(b) of the Planning Act 2008 with local authorities				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>cover (only around 4% as opposed to a national county average of 12%). A significant amount of new woodland plantings have been undertaken within and adjoining the areas affected by the proposed scheme and it is likely that the removal of a large quantity of adjoining trees and hedgerows will be required. The Council's arboricultural officer welcomes involvement in the Environment Working Group to explore possible mitigation measures.</i>			<i>group.</i>
<i>Health and wellbeing</i>	<i>The impacts of local road traffic changes on human health and wellbeing should be considered.</i>	<i>Somerset County Council</i>	<i>N</i>	<i>This is noted and reflected in the information presented in the Environmental Statement (TR010036/APP/6.1).</i>
<i>Landscape and</i>	<i>There will undoubtedly be</i>	<i>South Somerset</i>	<i>N</i>	<i>This is noted. The information</i>

Statutory Consultation under s42(b) of the Planning Act 2008 with local authorities				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
<i>visual impact</i>	<i>landscape and heritage impacts arising from the proposed dualling of the A303. The effect of development upon Hazlegrove House (grade II Listed) registered park and garden in particular will be both substantial and adverse, and the Council recognises that this will need to be balanced against public benefit. The Council is satisfied that the adverse effects identified for both Hazlegrove, and other points along the selected route, can be mitigated to a degree. The ideas generated to date from dialogue with Highways England's design team has led to junction arrangements and a route alignment that will</i>	<i>District Council</i>		<i>requested by South Somerset District Council was presented prior to submission through the environmental technical working group as set out in table 2.3.1.</i>

Statutory Consultation under s42(b) of the Planning Act 2008 with local authorities				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>limit - as far as is possible – the extent of the adverse effects, and the Council will continue in that dialogue to seek to secure an outcome where adverse effect is minimised. The Council urges Highways England to produce the landscape and visual impact assessment and heritage assessment as soon as possible give that the timeline to DCO submission is short. Sufficient time should be given to the Council to enable us to consider the contents of these reports and whether they have the potential to require further amendments to the scheme design before DCO submission.</i>			
Materials	Subject to certain caveats,	Somerset	N	This approach has been followed and

Statutory Consultation under s42(b) of the Planning Act 2008 with local authorities				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<p><i>uncontaminated soil and other naturally occurring excavated material that is re-used on site is not subject to the Waste Management Acts. In line with the principles of the "waste hierarchy", the Council is keen for excavated material to be re-used on site during the construction phase to provide embankments or other physical features of the road project. We thus seek a deliberate approach being taken to achieve an earthworks balance. If this principle is not followed, once excavated or otherwise removed, material may enter the control regime as set out by the Waste Management Acts.</i></p>	County Council		<p><i>an earthworks balance is provided as part of the scheme.</i></p>

Statutory Consultation under s42(b) of the Planning Act 2008 with local authorities				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
Noise	Noise levels are, and continue, to cause concern locally, with the need to moderate noise impacts for residents of the park home site at West Camel raised, due to their construction these homes are not afforded the same level of noise protection as conventionally built residential properties.	South Somerset District Council	N	Highways England has conducted noise modelling across the whole route, and where appropriate has included mitigation measures in the form of noise fences or noise bunds as part of its proposal. These measures, along with low noise road surfacing will help to reduce the level of noise from road traffic once the road is open.
Noise	Noise should be minimised through design from the outset, as such any new road should be built using quiet road surface, as reducing noise at source is normally more effective than trying to deal with noise after it has been generated.	South Somerset District Council	N	Highways England has conducted noise modelling across the whole route, and where appropriate has included mitigation measures in the form of noise fences or noise bunds as part of its proposal. These measures, along with low noise road surfacing will help to reduce the level of noise from road traffic once the road is open.
2. Design				

Statutory Consultation under s42(b) of the Planning Act 2008 with local authorities				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
<i>De-trunking</i>	<i>The Council therefore needs to have agreed, when the DCO application is submitted, what the compensatory arrangements regarding de-trunked roads will be and what will be the end uses of all redundant sections of the A303 route. The Council urges Highways England to prioritise discussions on these matters within the programme going forward.</i>	<i>Somerset County Council</i>	<i>N</i>	<i>This is noted and Highways England has continued to engage with Somerset County Council on this issue prior to the submission of a DCO application.</i>
<i>De-trunking</i>	<i>The existing A303, in some sections, is as much as 10m wide which may encourage much higher speeds when de-trunked. The developer will be required to consider reducing the width of the existing carriageway where appropriate in order to reduce the potential for high speeds</i>	<i>Somerset County Council</i>	<i>N</i>	<i>This is noted. Where appropriate, the width of de-trunked roads will be reduced.</i>

Statutory Consultation under s42(b) of the Planning Act 2008 with local authorities				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>on the local network.</i>			
<i>General</i>	<i>South Somerset District Council also supports in principle the preferred route and its design. The Council has however identified localised impacts which require further work and which are highlighted within this response.</i>	<i>South Somerset District Council</i>	<i>N</i>	<i>This is noted.</i>
<i>Junction layout</i>	<i>The close proximity of the Vale Farm junction to the A303 eastbound off-slip is unacceptable.</i>	<i>Somerset County Council</i>	<i>Y – as set out in change 1 of table 4.3.1</i>	<i>Highways England has amended the design of this section of the Hazlegrove Roundabout, including a roundabout to address the comment raised.</i>
<i>Junction layout</i>	<i>It is not clear whether the Camel Hill link road is a slip road or interchange road, as it is too long to be a slip road.</i>	<i>Somerset County Council</i>	<i>Y – as set out in change 2 of table 4.3.1</i>	<i>Highways England has amended the layout of Hazlegrove junction to be more compact, featuring a roundabout on the northern side of the A303.</i>
<i>Junction layout</i>	<i>The Hazlegrove link road</i>	<i>Somerset</i>	<i>Y – as set</i>	<i>The section of the road has been</i>



Statutory Consultation under s42(b) of the Planning Act 2008 with local authorities				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>should be designed in accordance with TD40/94 Layout of Compact Grade Separated Junctions. It is not suitable for local traffic as turning traffic accessing/egressing Hazlegrove House would conflict with vehicles accelerating to re-join the A303.</i>	County Council	out in change 3 of table 4.3.1	<i>designed in compliance with the standard cited. Highways England has amended the layout of Hazlegrove junction to be more compact and ensure that it is suitable for both local and strategic traffic to address this comment.</i>
Junction layout	<i>The junction of the Camel Cross link with the old A303 is too close to the new junction, creating a risk of conflict with turning vehicles.</i>	Somerset County Council	Y – as set out in change 4 of table 4.3.1	<i>Highways England has amended prioritisation at this junction in response to this comment.</i>
Junction layout	<i>Downhead Lane junction is too close to the exit slip of the A303, creating the potential for conflict with turning vehicles.</i>	Somerset County Council	Y – as set out in change 5 of table 4.3.1	<i>Highways England has amended the layout of this junction, creating a more simple layout overall, to address this comment.</i>
Junction layout	<i>The long, straight section of</i>	Somerset	Y – as set	<i>Highways England has amended this</i>

Statutory Consultation under s42(b) of the Planning Act 2008 with local authorities				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>the Downhead link section of the Downhead Lane junction will encourage high vehicle speeds.</i>	County Council	<i>out in change 6 of table 4.3.1</i>	<i>section of the Downhead Lane junction so that it is no longer straight to address this comment.</i>
<i>Non-motorised user provision</i>	<p><i>Temporary increases in journey length and journey time resulting from diversions or closures to non-motorised user routes are considered in the report as beneficial to health and wellbeing (presumably in the basis that people would have to walk further to use them).</i></p> <p><i>This would not be the case if the diversions or closures discourage people from walking which would be a more likely outcome. We would expect diversions and closures to be avoided.</i></p>	Somerset County Council	N	<i>This is noted. It is correct that Highways England will seek to avoid the unnecessary diversion or closure of non-motorised user routes.</i>

Statutory Consultation under s42(b) of the Planning Act 2008 with local authorities				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
<i>Non-motorised user provision</i>	<i>The proposals appear ambiguous about requirements for non-motorised user provision at this stage, as non-motorised users may be banned from expressways and an objective for the scheme is to be expressway compatible. The scheme will need to ensure appropriate long-term provision for non-motorised user movement is made particularly as the proposed scheme does not leave a local road in place particularly for east-west movement.</i>	<i>Somerset County Council</i>	<i>N</i>	<i>Highways England has carried out surveys to identify how non-motorised users move around the area. The crossing points provided in the proposal at Downhead Lane junction and Hazlegrove junction support the patterns of movement identified as part of these surveys.</i>
<i>Non-motorised user provision</i>	<i>The adopted Rights of Way Improvement Plan 2 states that 'When improving PRoW or creating new PRoW, an inclusive approach will be</i>	<i>Somerset County Council</i>	<i>N</i>	<i>This is noted. Provision for non-motorised users will be suitable for horse riders, cyclists, walkers and those with visual and mobility impairments.</i>

Statutory Consultation under s42(b) of the Planning Act 2008 with local authorities				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>taken from the outset, so that wherever possible the routes will be accessible to horse riders, cyclists, walkers and those with visual and mobility impairments.' The Council therefore requires Highways England to adopt this policy approach when developing the detail for non-motorised user provision.</i>			
<i>Non-motorised user provision</i>	<i>Any existing or new overbridges intended for equestrian use should have a 1.8m high parapet. Any deviation from this requires further discussion as to the precise detail. Highways England need to consider how improvements to the nearby accommodation bridge at Pill Bridge Lane, Ilchester, can be built into the</i>	<i>Somerset County Council</i>	<i>N</i>	<i>This is noted. Parapets of appropriate height will be included in proposed overbridges. The changes to the accommodation bridge at Pill Bridge Lane are not within the scope of the scheme.</i>

Statutory Consultation under s42(b) of the Planning Act 2008 with local authorities				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>scheme to not only achieve any economies of scale but also avoid the potential of a s130a Highways Act notice being served for obstruction of a bridleway.</i>			
<i>Non-motorised user provision</i>	<i>The Council has recently received an application to modify the Definitive Map (see diagram below) which has the reference 851M. This is an application to upgrade the footpaths to bridleways. Highways England need to give very careful consideration as to how the scheme may impact or need to modified, should the application be successful.</i>	<i>Somerset County Council</i>	<i>N</i>	<i>This is noted.</i>
<i>Non-motorised user provision</i>	<i>The Council supports the provision for non-motorised users as set in Figure 5 of the</i>	<i>South Somerset District Council</i>	<i>Y – as set out in changes</i>	<i>The layouts of Downhead Lane and Hazlegrove junctions have been simplified in response to comments</i>

Statutory Consultation under s42(b) of the Planning Act 2008 with local authorities				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>consultation document. However, we are aware that a resident of Downhead has voiced concerns in respect of "the convoluted equestrian and pedestrian route that would be necessary to cross the A303". The Council's view is that safety is paramount and it is difficult to see how this could otherwise be improved in a safe manner. Nevertheless, Highways England should consider this comment prior to any finalisation of the design.</i>		<i>1, 2, 3, 4, 5 and 6 of table 4.3.1</i>	<i>from Somerset County Council.</i>
<i>Retention of the existing A303</i>	<i>Locally, there is a desire for Highways England to revisit the retention of the "old" A303 as a local route between Podimore and Hazlegrove Roundabouts to improve resilience of the network. This</i>	<i>South Somerset District Council</i>	<i>N</i>	<i>Highways England has tested this alternative route proposal, and has not been able to incorporate it into its design. It would involve passing between the Scheduled Ancient Monument immediately to the south west of Camel Hill Farm and an area</i>

Statutory Consultation under s42(b) of the Planning Act 2008 with local authorities				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>option provides the additional benefit of potentially supporting existing local businesses that are largely dependent on trade from the A303 and assist the movement of slower moving traffic such as agricultural traffic and cyclists who are unable to use an expressway.</i>			<i>of Crown Land which Highways England has been advised is not available. This area of land is not large enough to accommodate the proposal. In addition, Highways England's modelling has shown that the proposal would not have the benefits in terms of local traffic suggested by the response, and that it would also have significant additional environmental impacts.</i>
Signage	<i>To ensure that route-reliant businesses and visitor attractions are not adversely affected, Highways England should give further details on the location and nature of advance and approach signage along the proposed new route.</i>	South Somerset District Council	N	<i>Highways England recognises the importance of signing and will continue to work with Somerset County Council as the local highways authority and businesses in the area to define an appropriate signage strategy during detailed design.</i>
3. Need for project				
Need for project	Devon County Council	Devon County	N	This is noted.



Statutory Consultation under s42(b) of the Planning Act 2008 with local authorities				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>recognises the need to upgrade this section of the A303 and calls for further upgrades along the length of the A303 / A358 / A30 corridor.</i>	<i>Council</i>		
<i>Need for project</i>	<i>Somerset County Council supports the upgrade of this section of the A303 in principle, subject to detailed comments about design and mitigation required being addressed.</i>	<i>Somerset County Council</i>	<i>N</i>	<i>This is noted.</i>
<i>Need for project</i>	<i>While the scheme provides value for money in its own right due to journey time improvements, Somerset County Council considers that a whole route improvement is necessary and that complementary improvements to the</i>	<i>Somerset County Council</i>	<i>N</i>	<i>This is noted.</i>

Statutory Consultation under s42(b) of the Planning Act 2008 with local authorities				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>A303/A30 route between Ilminster and Honiton play a vital role in delivering those wider economic benefits and resilience in the strategic road network</i>			
<i>Need for project</i>	<i>South Somerset District Council strongly supports the need for the single carriageway section of the A303 between Sparkford and Ilchester to be upgraded to dual carriageway as part of an end-end whole route improvement of the A303/A358 between the M3 and the M5 at Taunton. If designed appropriately, the improvement will improve connectivity and access to the South West Region, improve the resilience of the strategic road network and</i>	<i>South Somerset District Council</i>	<i>N</i>	<i>This is noted.</i>

Statutory Consultation under s42(b) of the Planning Act 2008 with local authorities				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>help to promote economic growth in the region.</i>			
<b>4. Traffic</b>				
<i>Construction</i>	<i>During the construction of the new route, to ensure minimum disruption locally, the Council requests that Highways England considers maintaining local access, mitigating traffic and temporary signage, together with the implementation of an enforcement regime using ANPR to ensure compliance with temporary Road Traffic Orders.</i>	<i>South Somerset District Council</i>	<i>N</i>	<i>This is noted and Highways England will consider the implementation of these measures during the production of a Construction Traffic Management Plan.</i>
<i>Local roads</i>	<i>The provisional local traffic information provided does highlight that the proposals are likely to create a local impact on the village of West Camel</i>	<i>Somerset County Council</i>	<i>N</i>	<i>Upgrading the A303 to high quality dual carriageway will result in a road which is less subject to congestion, by creating more capacity and resilience and removing at-grade crossings. As such it is likely to be quicker for</i>

Statutory Consultation under s42(b) of the Planning Act 2008 with local authorities				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<p><i>though attracting additional traffic to travel via Howell Hill / Parsonage Road. The Council requests that Highways England introduce measures to either remove or mitigate this local impact as part of their final scheme. The Council requests that Highways England consider traffic calming or some other mechanism to reduce the volume and speed of traffic travelling along that route and better balance the traffic flows across the various local roads noting that the forecasts show traffic reducing significantly on some other local roads in the vicinity once the A303 improvement is in place.</i></p>			<p><i>drivers to use the A303 rather than diverting to local roads.</i></p> <p><i>The trips through West Camel shown in Highways England's traffic information are a result of journeys moving around the local roads network, rather than traffic attracted by the upgrade. Highways England's traffic modelling shows that with forecast growth in traffic on the A303, delays increase for traffic turning off and onto the trunk road to and from West Camel. This would result in some drivers using the local network to and from the south east. Due to the delays at the West Camel A303 junctions, these trips reassign to a route through Podimore where access to the trunk road is easier. The scheme will provide an improved local road access via the Downhead Lane junction. This would likely result in</i></p>

Statutory Consultation under s42(b) of the Planning Act 2008 with local authorities				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
				<p><i>trips which would have been made through Podimore without the scheme being made through West Camel, leading to a small overall increase in traffic.</i></p> <p><i>During the further development work consideration will be given to the possible implementation of measures that might reduce this increase in consultation with the local highway authority, Somerset County Council. The types of measures will include signing to discourage through traffic, management measures using virtual measures with white lining to represent narrowing restrictions or virtual footways to help reduce traffic speed, physical restrictions to implement narrowing / chicanes to reduce speed and reducing the speed limit in West Camel.</i></p>
Local roads	The Council has received	Somerset	N	This is noted and reflected in the

Statutory Consultation under s42(b) of the Planning Act 2008 with local authorities				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<p><i>correspondence from West Camel Parish Council and several members of the community objecting to the proposed local access junction arrangements which they feel are the cause of this impact. The Council urges Highways England to more transparently assess variations on the provision of local access junctions and local access roads to establish if a solution can be developed that avoids creating any adverse impacts on local roads; and engage with the Council and local communities in coming to conclusions.</i></p>	<p><i>County Council</i></p>		<p><i>information on traffic impacts presented as part of the DCO application. Highways England has tested the traffic impacts of the proposal for the retention of a section of the existing A303 as a parallel local road as part of its assessment of this suggested design change. Highways England has not been able to incorporate the suggestion of a parallel local road into its design. An analysis of the environmental impact of the scheme had shown it would be marginally worse than the current proposal, due to the presence of the Camel Hill Transmitter Station Local Wildlife Site. There is uncertainty about the availability of MOD land, which would be necessary for the parallel local road proposal. It would not be possible to rely on the use of this land, and doing so would be a risk to the delivery of the scheme.</i></p>

Statutory Consultation under s42(b) of the Planning Act 2008 with local authorities				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
				<i>Additionally, the cost of the parallel local road proposal, estimated at £180 million, was more than the £171 million estimated for the current proposal. Highways England recognises concerns about the impact of the scheme on traffic on local roads raised during the statutory consultation. However, Highways England's modelling show that the effect will not be great enough to be considered significant in transport assessment terms. Taken with the fact that the scheme is deliverable without the proposed alternative, Highways England would not be able to justify the inclusion of the parallel local road.</i>
<i>Local roads</i>	<i>No transport assessment has been undertaken yet for the scheme but provisional local traffic information illustrates a potential local impact on the</i>	<i>South Somerset District Council</i>	<i>N</i>	<i>In response to comments stating that a transport assessment would be required to fully assess the impacts of the scheme, Highways England has included more detailed assessments</i>



Statutory Consultation under s42(b) of the Planning Act 2008 with local authorities				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<p><i>village of West Camel. Given the projected increase in vehicles travelling through the village as a result of the proposed scheme, West Camel Parish Council has raised concerns which the Council share in respect of the potential increase in rat running through the village due to the design of the Downhead Lane junction. A transport assessment has been requested by the County Council to enable them to assess impact further and we support that. The Council requests that Highways England works with the County Council to develop appropriate solutions to avoid this before finalising the design of this junction.</i></p>			<p><i>of traffic impacts as part of the DCO application. It has worked closely with the local highways authority, Somerset County Council, to develop the scope of this information.</i></p>

Statutory Consultation under s42(b) of the Planning Act 2008 with local authorities				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
Local roads	<p><i>Accessibility to Fleet Air Arm Museum (FAAM) and RNAS Yeovilton, particularly FAAM seems less direct than the existing arrangement. It appears that the proposal is to direct visitors to the base and museum via an exit at Downhead junction, via a new roundabout, along the "old" A303 to the B3151. Given that both generate significant vehicle movements and have the potential to expand in the future, a review of these junction arrangements is welcomed. The Council is aware that Highways England has met with businesses and large visitor attractions along the route but believes their involvement is essential to support local economic</i></p>	<p><i>South Somerset District Council</i></p>	<p><i>N</i></p>	<p><i>Highways England recognises the importance of signing and will continue to work with Somerset County Council as the local highways authority, the Fleet Air Arm Museum and businesses in the area to define an appropriate signage strategy during detailed design.</i></p>

Statutory Consultation under s42(b) of the Planning Act 2008 with local authorities				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>growth and suggest their inclusion (and that of FAMM) on the Economic and Social Effects Working Group.</i>			
<i>Traffic Regulation Orders</i>	<i>The Council will need to be assured, before the DCO application is made, that all identified necessary Traffic Regulation Orders are included in the process, in particular that it is not left for the Council to address Traffic Regulation Orders necessary to regulate traffic on the existing county road network before, during or after construction, or on any de-trunked sections of the existing A303.</i>	<i>Somerset County Council</i>	<i>N</i>	<p><i>Upgrading the A303 to high quality dual carriageway will result in a road which is less subject to congestion, by creating more capacity and resilience and removing at-grade crossings. As such it is likely to be quicker for drivers to use the A303 rather than diverting to local roads.</i></p> <p><i>The trips through West Camel shown in Highways England's traffic information are a result of journeys moving around the local roads network, rather than traffic attracted by the upgrade. Highways England's traffic modelling shows that with forecast growth in traffic on the A303, delays increase for traffic turning off and onto the trunk road to and from</i></p>

Statutory Consultation under s42(b) of the Planning Act 2008 with local authorities				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
				<p><i>West Camel. This would result in some drivers using the local network to and from the south east. Due to the delays at the West Camel A303 junctions, these trips reassign to a route through Podimore where access to the trunk road is easier. The scheme will provide an improved local road access via the Downhead Lane junction. This would likely result in trips which would have been made through Podimore without the scheme being made through West Camel, leading to a small overall increase in traffic.</i></p> <p><i>During the further development work consideration will be given to the possible implementation of measures that might reduce this increase in consultation with the local highway authority, Somerset County Council. The types of measures will include</i></p>

Statutory Consultation under s42(b) of the Planning Act 2008 with local authorities				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
				<i>signing to discourage through traffic, management measures using virtual measures with white lining to represent narrowing restrictions or virtual footways to help reduce traffic speed, physical restrictions to implement narrowing / chicanes to reduce speed and reducing the speed limit in West Camel.</i>
<i>Transport assessment</i>	<i>The Council has reviewed the documentation submitted at the time of writing and concludes that information provided to date affords insufficient scope and level of detail to enable it to fully understand the operational performance of the proposed layout and impact of the proposed scheme on the local network. We therefore consider that a transport assessment will be required.</i>	<i>Somerset County Council</i>	<i>Y</i>	<i>This is noted, and Highways England has worked with Somerset County Council through the technical working group arrangement set out in table 2.3.1 to define an appropriate scope for the level of transport assessment information included in the DCO application. This is reflected in the information submitted as part of the application.</i>

Statutory Consultation under s42(b) of the Planning Act 2008 with local authorities				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
<i>Transport assessment</i>	<i>Assessments of driver stress should include users of local roads.</i>	<i>Somerset County Council</i>	<i>N</i>	<i>This is noted and reflected in the information on driver stress included in the DCO application.</i>
<b>5. Consultation</b>				
<i>Desire for consultation</i>	<i>It is disappointing that the scope and sequencing of activity, alongside resourcing and governance arrangements, were not agreed with Somerset County Council prior to the start of statutory consultation.</i>	<i>Somerset County Council</i>	<i>N</i>	<i>This is noted. Highways England has continued to engage with Somerset County Council, both directly and through the technical working group structure set out in table 2.3.1, to ensure it is provided with information in a timely fashion.</i>
<i>Desire for consultation</i>	<i>It is disappointing that Somerset County Council did not receive the Local Model Validation Report, Traffic Forecasting Report and Land Use &amp; Economic Development Report in a timeframe which would have allowed it to consider them as part of its response to the</i>	<i>Somerset County Council</i>	<i>N</i>	<i>This is noted. Highways England has continued to engage with Somerset County Council, both directly and through the technical working group structure set out in table 2.3.1, to ensure it is provided with information in a timely fashion.</i>

Statutory Consultation under s42(b) of the Planning Act 2008 with local authorities				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>statutory consultation.</i>			
<i>Desire for consultation</i>	<i>The technical working groups should continue to influence the scheme because some parts are still in their formative stages and require further input to assess local impacts and identify potential mitigation.</i>	<i>South Somerset District Council</i>	<i>N</i>	<i>This is noted and technical working groups continued to be convened following the close of statutory consultation as set out in table 2.3.1.</i>
<i>Desire for consultation</i>	<i>There has been engagement at various levels between the Council and Highways England, this is on-going. The Council would welcome further discussions with Highways England and Somerset County Council together to understand the resource requirements and expectations on the 2 authorities as we proceed to DCO submission.</i>	<i>South Somerset District Council</i>	<i>N</i>	<i>This is noted and Highways England has continued to engage directly with South Somerset District Council and Somerset County Council as it prepares a DCO application.</i>



Statutory Consultation under s42(b) of the Planning Act 2008 with local authorities				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
<i>Desire for consultation</i>	<i>There is a particular need to establish a mechanism for on-going and regular liaison, through design, inception and delivery with stakeholders such as parish councils to anticipate, minimise and manage adverse impacts</i>	<i>South Somerset District Council</i>	<i>N</i>	<i>This is noted and Highways England has continued to engage directly with parish councils along the route as it prepares a DCO application.</i>
<i>Host authority resourcing</i>	<i>In order for Somerset County Council to meaningfully and fully engage in the project and undertake the work which is necessary if the Council is to undertake the task which Advice Note 2 encourages them to undertake it is requested that a Planning Performance Agreement (PPA) is entered into.</i>	<i>Somerset County Council</i>	<i>N</i>	<i>Highways England has engaged directly with Somerset County Council to identify the most appropriate means of supporting it meeting its statutory obligations.</i>
<b>6. Community impacts</b>				
<i>Local economic impacts</i>	<i>Assessments of local economic impacts should</i>	<i>Somerset County Council</i>	<i>N</i>	<i>Impacts on local businesses are included in assessments of local</i>

Statutory Consultation under s42(b) of the Planning Act 2008 with local authorities				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>include local businesses such as roadside cafes and the West Camel Bakery.</i>			<i>economic impacts.</i>
<i>Local economic impacts</i>	<i>It is important that access to West Camel Hill quarry is maintained.</i>	<i>Somerset County Council</i>	<i>N</i>	<i>This is maintained as part of the scheme.</i>
<i>Local economic impacts</i>	<i>There is local concern that the proposed scheme layout at Hazlegrove Junction will result in a reduction in vehicles stopping (particularly those travelling eastbound) at Hazlegrove services and other local businesses, impacting on the viability of these facilities which locally are well used. It's therefore essential that the local services in the vicinity of Hazlegrove junction are easily accessible and well signed.</i>	<i>South Somerset District Council</i>	<i>N</i>	<i>Highways England recognises the importance of signing and will continue to work with Somerset County Council as the local highways authority and businesses in the area to define an appropriate signage strategy during detailed design.</i>

Statutory Consultation under s42(b) of the Planning Act 2008 with local authorities				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
Local economic impacts	<i>The Council would like to draw Highways England's attention to emerging Queen Camel Neighbourhood Plan, which whilst in its formative stages (pre-regulation 14), identifies a number of site options for growth, one of which is in the vicinity of Camel Hill and the Hazlegrove junction proposals. This site option is for economic development and Highways England should be aware of this.</i>	South Somerset District Council	N	<i>This is noted.</i>

Statutory Consultation under s42(d) of the Planning Act 2008 with persons with an interest in the land				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
<i>1. Environment</i>				
<i>Drainage</i>	<i>Concerned about impact of extra hard surfacing on flooding in West Camel.</i>	<i>Land interest 19</i>	<i>N</i>	<i>Highways England has conducted a Flood Risk Assessment and developed a mitigation scheme to ensure that the upgrade does not increase the susceptibility of the local area to flooding. This will include appropriate mitigation measures to attenuate surface water run-off from the additional hard surfacing, such as balancing ponds, drainage ditches, pipes and gullies. At present, we estimate that only 40% of the run-off from this section of road is attenuated. The upgraded road will be 100% attenuated.</i>
<i>Drainage</i>	<i>Will drainage from the scheme affect the field included in the land interest just below it?</i>	<i>Land interest 19</i>	<i>N</i>	<i>Highways England has conducted a Flood Risk Assessment, which included the field included in the land interest just below it, and developed a mitigation scheme to ensure that the upgrade does not increase the susceptibility of the local area to flooding. This will include appropriate mitigation measures to attenuate surface</i>

Statutory Consultation under s42(d) of the Planning Act 2008 with persons with an interest in the land				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
				<i>water run-off from the additional hard surfacing, such as balancing ponds, drainage ditches, pipes and gullies. At present, we estimate that only 40% of the run-off from this section of road is attenuated. The upgraded road will be 100% attenuated.</i>
<i>Landscape and visual impact</i>	<i>We are keen to improve the screening of the road. We would like to know the details for bunds and planting as soon as possible.</i>	<i>Land interest 17</i>	<i>N</i>	<i>This is noted and information about bunds and planting are included in the Environmental Statement (TR010036/APP/6.1).</i>
<i>Noise</i>	<i>Concerned about noise impacts on West Camel.</i>	<i>Land interest 19</i>	<i>N</i>	<i>Highways England has conducted noise modelling across the whole route, and where appropriate has included mitigation measures in the form of noise fences or noise bunds as part of its proposal. These measures, along with low noise road surfacing will help to reduce the level of noise from road traffic once the road is open.</i>
<i>Noise</i>	<i>Camel Cross is a noise</i>	<i>Land interest 33</i>	<i>N</i>	<i>Highways England has conducted noise</i>

Statutory Consultation under s42(d) of the Planning Act 2008 with persons with an interest in the land				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>important area and significant work is going to be required to provide noise protection, no matter what the final configuration of the proposed road and junctions.</i>			<i>modelling across the whole route, and where appropriate has included mitigation measures in the form of noise fences or noise bunds as part of its proposal. These measures, along with low noise road surfacing will help to reduce the level of noise from road traffic once the road is open.</i>
Noise	<i>There should be a noise reduction surface linking up with the newer road surface at Chapel Cross to reduce Sparkford High Street properties.</i>	Land interest 37	N	<i>Highways England has conducted noise modelling across the whole route, and where appropriate has included mitigation measures in the form of noise fences or noise bunds as part of its proposal. These measures, along with low noise road surfacing will help to reduce the level of noise from road traffic once the road is open.</i>
Noise	<i>The existing layby opposite the northern boundary of our land on the eastbound side of the Sparkford bypass should be extinguished as a source of</i>	Land interest 37	Y – as set out in change 7 of table 4.3.1	<i>This layby is removed as part of the scheme.</i>

Statutory Consultation under s42(d) of the Planning Act 2008 with persons with an interest in the land				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>noise pollution.</i>			
<b>2. Design</b>				
Access	<i>The Bakery will need a small slip section from west to east Junction at Hazlegrove to assist access. It will be possible to use the exiting road.</i>	<i>Land interest 63</i>	<i>N</i>	<i>Access to the Bakery is provided as part of the scheme.</i>
Access	<i>Alternative accesses provided as part of the scheme are unsatisfactory and will result in agricultural vehicles needing to take longer trips.</i>	<i>Land interest 3</i>	<i>N</i>	<i>Suitable alternative accesses have been provided to all properties where these are removed as part of the proposals.</i>
Access	<i>Wayne's Bar &amp; Bistro requires direct and immediate access both east and west at the junction with the B3151.</i>	<i>Land interest 33</i>	<i>N</i>	<i>Access to east and west bound traffic is provided via the Camel Cross and Downhead Lane junctions.</i>
Access	<i>Direct access should be provided from the B3151 to the A303 to prevent traffic using local roads through West Camel and Podimore as an</i>	<i>Land interest 33</i>	<i>N</i>	<i>Removing at-grade accesses to the A303 is one of the key objectives of the scheme, and as such it is not possible to provide access in this way. Access to and from the B3151 is provided via Downhead Lane and</i>



Statutory Consultation under s42(d) of the Planning Act 2008 with persons with an interest in the land				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>alternative to the complex junctions proposed.</i>			<i>Camel Cross junctions.</i>
<i>Access</i>	<i>We are unhappy with the proposal to the north of Pepper Hill cottage and through our paddock. We would prefer a route which runs south of Pepper Hill cottage and then runs parallel to the new carriageway to the west of Camel Hill cottage. We would need a proper farm entrance capable of taking large lorries, as we are losing our current access on to the A303.</i>	<i>Land interest 17</i>	<i>N</i>	<i>Suitable alternative accesses have been provided to all properties where these are removed as part of the proposals. Highways England recognises these will need to support the operations of affected businesses.</i>
<i>General</i>	<i>No comment provided as part of response.</i>	<i>Land interest 42</i>	<i>N</i>	<i>No comment required.</i>
<i>General</i>	<i>No comment provided as part of response.</i>	<i>Land interest 43</i>	<i>N</i>	<i>No comment required.</i>
<i>Junction layout</i>	<i>The layout of Hazlegrove junction is complicated and</i>	<i>Land interest 33</i>	<i>Y – as set out in</i>	<i>The design of Hazlegrove junction has been amended in response to detailed</i>

Statutory Consultation under s42(d) of the Planning Act 2008 with persons with an interest in the land				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>could be simplified.</i>		<i>changes 1, 2 and 3 in table 4.3.1</i>	<i>comments from Somerset County Council. This has resulted in a more compact junction layout.</i>
<i>Junction layout</i>	<i>The layout of Hazlegrove junction will bypass Mattia Diner and negatively impact on the business. The banking in this area will also obscure the diner from the A303.</i>	<i>Land interest 58</i>	<i>N</i>	<i>Access to Mattia Diner will be retained through a slip road. Visibility of the diner will be maintained through signage. Highways England has engaged directly with the land interest and understands that maintaining visibility to westbound traffic is likely to be of primary importance.</i>
<i>Junction layout</i>	<i>Hazlegrove slip road should come off of the main carriageway further to the east.</i>	<i>Land interest 7</i>	<i>Y – as set out in changes 1, 2 and 3 in table 4.3.1</i>	<i>The design of Hazlegrove junction has been amended in response to detailed comments from Somerset County Council. This has resulted in a more compact junction layout, including movement of this slip road.</i>
<i>Land requirement</i>	<i>Desire for clarity as to whether the project will require land from Long Hazel Park. Any encroachment would be resisted as it would have a negative impact on the</i>	<i>Land interest 37</i>	<i>N</i>	<i>No land is required from this site.</i>

Statutory Consultation under s42(d) of the Planning Act 2008 with persons with an interest in the land				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>business.</i>			
<i>Land requirement</i>	<i>Encroachment on Long Hazel Caravan Park will result in the destruction of a noise barrier and expose the business to non-compliance with a planning condition.</i>	<i>Land interest 37</i>	<i>N</i>	<i>No land is required from this site.</i>
<i>Land requirement</i>	<i>Planning permission has recently been secured at Long Hazel Farm for residential and commercial development. Will the proposal impact on this?</i>	<i>Land interest 36</i>	<i>N</i>	<i>Highways England engaged with the land interest following the close of consultation to clarify the land requirement.</i>
<i>Land requirement</i>	<i>Highways England should justify the amount of land it requires for temporary acquisition, and detail must be provided of how the land interests will be accessed during construction.</i>	<i>Land interest 3</i>	<i>N</i>	<i>Details of the reasons for proposed temporary and permanent land acquisition were set out in the red line boundary plan published during the statutory consultation, and discussed directly with affected land interests.</i>

Statutory Consultation under s42(d) of the Planning Act 2008 with persons with an interest in the land				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
				<i>Suitable alternative accesses have been provided to all properties where these are removed as part of the proposals. Highways England recognises these will need to support the operations of affected businesses.</i>
<i>Land requirement</i>	<i>We are concerned about this land becoming a builders' yard, when it is so close to our houses and animals. We would be happy to discuss another area on our farm, away from houses. We would also consider renting our farmyard and buildings next to the road for the 2 years during construction.</i>	<i>Land interest 17</i>	<i>N</i>	<i>Highways England has engaged directly with affected land interests to manage the impact of construction activity on them.</i>
<i>Land requirement</i>	<i>We are open to the idea of having a construction service route through the farm. However, the proposed siting is not appropriate. We have a</i>	<i>Land interest 17</i>	<i>Y - as set out in change 10 in table 4.3.1</i>	<i>Highways England has engaged directly with the respondent and has amended the route of the haul road through Camel Hill Farm.</i>

Statutory Consultation under s42(d) of the Planning Act 2008 with persons with an interest in the land				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>fairly good route through the farm already, and this can be linked more sensitively. Your current route goes through the middle of the field so as to avoid being near a hedge. You have done this for ecological reasons. I would challenge this approach from a landscape point of view, and would argue that there are plenty of ways to make a better ecological corridor on the bank between a track and a hedge.</i>			
<i>Land requirement</i>	<i>We are unhappy about the fields Pepper Hill and Rawlinson's Close being retained in perpetuity for mitigation. I have suggestions for better siting of mitigation, and would be open to a contract which would see long term mitigation absorbed into</i>	<i>Land interest 17</i>	<i>N</i>	<i>Highways England engaged directly with the land interest regarding the location of ecological mitigation following the statutory consultation.</i>

Statutory Consultation under s42(d) of the Planning Act 2008 with persons with an interest in the land				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>our farm. I have worked in conservation for nearly twenty years, and have the skills, means and commitment to take it on if the right deal can be found.</i>			
<i>Land requirement</i>	<i>The landholder is opposed to the temporary acquisition of land. Both the acquisition of the land and the impacts of construction would have a negative impact on the landholder's amenity. The temporary road should either use the route currently proposed for access to Blue Haze, use existing tracks through Steart Wood, or at least be moved closer to the northern boundary of Blue Haze. Tree planting is also likely to affect views from the property.</i>	<i>Land interest 16</i>	<i>Y - as set out in change 9 in table 4.3.1</i>	<i>The haul road has been moved closer to the northern boundary of Blue Haze, and its size has been reduced to a single lane in response to this comment.</i>

Statutory Consultation under s42(d) of the Planning Act 2008 with persons with an interest in the land				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
Land requirement	<p><i>Current access to the land interest is east and west bound, unimpeded and in regular use by personal, business, agricultural and HGV traffic. The building and its utilities will have to be replaced at HE's cost, and currently has water and 3 phase electricity.</i></p> <p><i>The strategic and planning potential of the land was the reason for acquisition, and the potential was being explored by virtue of a farm shop design. The proposed access to this land is not suitable to maintain the existing uses of the land, let alone any future development.</i></p> <p><i>The proposed access severely compromises the strategic potential of the land, by</i></p>	Land interest 8	N	<p><i>Highways England engaged directly with the landholder following the statutory consultation to explore the potential for a land-swap in more detail.</i></p>



Statutory Consultation under s42(d) of the Planning Act 2008 with persons with an interest in the land				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<p><i>removing the primary attributes of the land – namely, unimpeded and public east / west access to and from the existing A303, and a building with both water and 3 phase electricity supply.</i></p> <p><i>A solution would be a land-swap mediated by Highways England between 2 neighbouring landholders to eliminate the problem of access.</i></p>			
Non-motorised user provision	<i>It is important to maintain pedestrian access from Hawk House to Downhead Lane as the circular walk from West Camel to Downhead is popular.</i>	Land interest 9	N	<i>Pedestrian access will be provided on this route via Downhead Lane junction.</i>
Non-motorised user	<i>New routes have been proposed which don't make sense on the ground. These</i>	Land interest 17	N	<i>Highways England has carried out surveys to identify how non-motorised users move around the area. The crossing points</i>

Statutory Consultation under s42(d) of the Planning Act 2008 with persons with an interest in the land				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
<i>provision</i>	<i>can be made better with a small adjustment. Current routes which will become a dead end should be extinguished.</i>			<i>provided in the proposal at Downhead Lane junction and Hazlegrove junction support the patterns of movement identified as part of these surveys.</i>
<i>Non-motorised user provision</i>	<i>The pedestrian crossing linking the High Street in Sparkford and Hazlegrove school should be re-routed to the Hazlegrove services, or a new pedestrian bridge should be provided where the crossing point is now.</i>	<i>Land interest 37</i>	<i>N</i>	<i>Provision for non-motorised users to cross the A303 is included in the design of Hazlegrove junction.</i>
<i>Signage</i>	<i>No matter which road scheme is finally agreed, signage from the new road for local businesses will be of paramount importance if they are to survive.</i>	<i>Land interest 33</i>	<i>N</i>	<i>Highways England recognises the importance of signing and will continue to work with Somerset County Council as the local highways authority and businesses in the area to define an appropriate signage strategy during detailed design.</i>
<b>3. Traffic</b>				
<i>Wider impacts</i>	<i>The scheme should take into account proposals by South</i>	<i>Land interest 3</i>	<i>N</i>	<i>There are no proposals for a garden town with planning permission or an allocation in</i>

Statutory Consultation under s42(d) of the Planning Act 2008 with persons with an interest in the land				
Topic area and consultation responses		Prescribed consultee(s)	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>West Strategic Developments Limited for a Garden Village to be built to the north and south of the existing A303 route at Podimore.</i>			<i>the South Somerset District Council Local Plan. Given this, it is not possible for Highways England to consider them in the development of its scheme.</i>

Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
<i>1. Environment</i>			
<i>Landscape and visual impact</i>	<i>Regret the loss of green space at the registered park and garden associated with Hazlegrove House.</i>	<i>N</i>	<i>Highways England has worked to ensure the footprint of the design of Hazlegrove junction is reduced as far as practicable in this location, and to incorporate measures to further mitigate the effects, within the design. This includes the development of a planting plan which is cognisant with the existing setting of the registered park and garden. Highways England has produced a specific Conservation Management Plan to understand and mitigate effects to Hazlegrove House (grade II Listed) registered park and garden.</i>

Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
Landscape and visual amenity	<i>It is important to ensure that the surface area of the road is minimised to reduce visual impact.</i>	N	<i>Highways England has sought to reduce the surface area of the road as much as possible while meeting the stated objectives of the scheme.</i>
Landscape and visual amenity	<i>Lighting should be non-intrusive.</i>	N	<i>Highways England has sought to reduce the impact of lighting by design, through measures including keeping street lighting columns to a reduced height and using directional lanterns.</i>
Landscape and visual amenity	<i>The design of Downhead Lane junction should ensure minimum visual impact.</i>	Y – as set out in changes 4, 5 and 6 of table 4.3.1.	<i>The design of the Downhead Lane junction has been amended in response to detailed comments from Somerset County Council. This has resulted in a more compact junction layout.</i>
Landscape and visual amenity	<i>There needs to be a bund on the south of the A303 above Queen Camel and West Camel with substantial tree planting.</i>	N	<i>The area to the south of the A303 between Queen Camel and West Camel is proposed to have a variety of tree, hedgerow and shrub planting to mitigate noise and visual impacts.</i>
Landscape and visual amenity	<i>A false cutting should be used north of West Camel to reduce noise and visual impacts.</i>	N	<i>The road will be placed in a false cutting in this area.</i>
Landscape and visual amenity	<i>Planting in the area adjacent to Hazlegrove House (grade II Listed)</i>	N	<i>Planting in this area will include a mixture of native trees and shrubs.</i>

Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
<i>amenity</i>	<i>registered park and garden should complement and enhance existing trees.</i>		
<i>Landscape and visual amenity</i>	<i>Concern about light impacts on Orchard Park.</i>	<i>N</i>	<i>Highways England has sought to reduce the impact of lighting by design, through measures including keeping street lighting columns to a reduced height and using directional lanterns.</i>
<i>Landscape and visual amenity</i>	<i>The final design of the scheme should therefore still provide the best possible solution for the landscape which avoids, minimises or mitigates impacts on the natural and historic environments and pays attention to the local character and appearance and sense of place. Opportunities should be taken to enhance landscape character, ecological interests and public access to the countryside.</i>	<i>N</i>	<i>Highways England has assessed landscape and visual impacts as part of the preparation of the Environmental Statement (TR010036/APP/6.1), and developed a situation which mitigates impacts on the natural and historic environments and considers local character. The Environmental Statement (TR010036/APP/6.1) sets out details of potential opportunities to enhance landscape character, ecological interests and public access to the countryside.</i>
<i>Landscape and visual amenity</i>	<i>The potential impact of the scheme on the views and setting of Lytes Cary Manor should be considered. There should be further discussion of the lighting of junctions in this regard.</i>	<i>N</i>	<i>This is noted and reflected in the assessment of lighting impacts in the Environmental Statement (TR010036/APP/6.1).</i>

Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
Noise	<i>The road should be designed to reduce noise.</i>	N	<i>Noise mitigation in the form of noise fences or noise bunds where required has been incorporated into the scheme design. These measures, along with low noise road surfacing will help to reduce the level of noise from road traffic once the road is open.</i>
Noise	<i>The cutting of the new road from Steart Hill through the existing field should mitigate any noise impacts.</i>	N	<i>Noise modelling shows that cuttings are likely to have the benefit of mitigating this impact.</i>
Noise	<i>Noise barriers must be included across the whole scheme to reduce the impacts of higher speed limits and greater traffic levels.</i>	N	<i>Highways England has conducted noise modelling across the whole route, and where appropriate has included mitigation measures in the form of noise fences or noise bunds as part of its proposal.</i>
Noise	<i>The road should be placed in a cutting to mitigate noise impacts.</i>	N	<i>Depending of the topography of the area through which the upgraded A303 will pass, it will be in a cutting or an embankment. Where an embankment is proposed, the road has been placed in a false cutting with bunding and tree planting to mitigate noise and visual impacts.</i>
Noise	<i>Road noise and water spray should be managed through the use of intelligent and modern road surfacing.</i>	N	<i>The scheme design incorporates low noise road surfacing.</i>
Noise	<i>Please consider sympathetic planting of trees and bushes along the route to</i>	N	<i>Highways England has assessed the potential noise impacts of the scheme as part of preparing an</i>

Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>minimise noise disruption to villages.</i>		<i>Environmental Statement (TR010036/APP/6.1). Noise mitigation in the form of noise fences or noise bunds where required has been incorporated into the scheme design. These measures, along with low noise road surfacing will help to reduce the level of noise from road traffic once the road is open. Where appropriate, tree planting has also been included to screen visual and noise impacts.</i>
Noise	<i>Placing the road on an embankment will increase noise impacts.</i>	N	<i>Depending of the topography of the area through which the upgraded A303 will pass, it will be in a cutting or an embankment. Where an embankment is proposed, the road has been placed in a false cutting with bunding and tree planting to mitigate noise and visual impacts.</i>
Noise	<i>Noise levels will be increased to the north east of West Camel.</i>	N	<i>Highways England has assessed the potential noise impacts of the scheme as part of preparing an Environmental Statement (TR010036/APP/6.1). Noise mitigation in the form of noise fences or noise bunds where required has been incorporated into the scheme design. These measures, along with low noise road surfacing will help to reduce the level of noise from road traffic once the road is open. Where appropriate, tree planting has also been included to screen visual and noise impacts.</i>



Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
Noise	Noise modelling must take into account varying conditions, including how wet or dry it is and time of day.	N	Noise modelling is based on data collected over a range of times and at different locations.
Noise	Trees will take years to grow and mitigate noise impact.	N	Highways England has assessed the potential noise impacts of the scheme as part of preparing an Environmental Statement (TR010036/APP/6.1). Noise mitigation in the form of noise fences or noise bunds where required has been incorporated into the scheme design and will address noise impacts from when the road opens.
Noise	Concern about noise impacts on Orchard Park.	N	Highways England has assessed the potential noise impacts of the scheme as part of preparing an Environmental Statement (TR010036/APP/6.1). Noise mitigation in the form of noise fences or noise bunds where required has been incorporated into the scheme design and will address noise impacts from when the road opens.
Noise	Noise fencing should be provided at Podimore.	N	Highways England has assessed the potential noise impacts of the scheme as part of preparing an Environmental Statement (TR010036/APP/6.1). Noise mitigation in the form of noise fences or noise bunds where required has been incorporated into the scheme design and will address noise impacts from when the

Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
			<i>road opens.</i>
<i>Vibration</i>	<i>Vibration from increased traffic will affect historic properties in the Queen Camel conservation area.</i>	<i>N</i>	<i>Highways England has assessed the potential vibration impacts of the scheme as part of preparing an Environmental Statement (TR010036/APP/6.1). The assessment of noise and vibration effects shows that the construction and operation of the scheme has the potential to give rise to both temporary and permanent vibration at 2 sensitive receptors in the area. With best practice mitigation measures in place during construction, which will be designed to reduce and screen noise from construction machinery and vehicles, this effect is considered to be on-balance Not Significant Adverse. Mitigation measures may include the selection of the most appropriate construction method and construction machinery / vehicles for the job, adequate maintenance of construction equipment, the position of stationary construction machinery with respect to sensitive noise receptors, local noise screening and the education of the workforce. Restrictions may also be placed on early / late delivery times.</i>
<i>Drainage</i>	<i>Flooding is a major issue in West Camel and residents need to be reassured that</i>	<i>N</i>	<i>Highways England has conducted a Flood Risk Assessment and developed a mitigation scheme to</i>

Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>run-off from the A303 will not contribute to this.</i>		<i>ensure that the upgrade does not increase the susceptibility of the local area to flooding. This will include appropriate mitigation measures to attenuate surface water run-off from the additional hard surfacing, such as balancing ponds, drainage ditches, pipes and gullies. At present, we estimate that only 40% of the run-off from this section of road is attenuated. The upgraded road will be 100% attenuated.</i>
Drainage	<i>The River Cam between Queen Camel and West Camel is prone to flooding. It will be important not to remove soakaways as part of the scheme.</i>	N	<i>Highways England has conducted a Flood Risk Assessment and developed a mitigation scheme to ensure that the upgrade does not increase the susceptibility of the local area to flooding. This will include appropriate mitigation measures to attenuate surface water run-off from the additional hard surfacing, such as balancing ponds, drainage ditches, pipes and gullies. At present, we estimate that only 40% of the run-off from this section of road is attenuated. The upgraded road will be 100% attenuated.</i>
Drainage	<i>Putting the road in a cutting will lead to it flooding. This should not be directed towards West Camel.</i>	N	<i>Highways England has conducted a Flood Risk Assessment and developed a mitigation scheme to ensure that the upgrade does not increase the</i>

Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
			<i>susceptibility of the local area to flooding. This will include appropriate mitigation measures to attenuate surface water run-off from the additional hard surfacing, such as balancing ponds, drainage ditches, pipes and gullies. At present, we estimate that only 40% of the run-off from this section of road is attenuated. The upgraded road will be 100% attenuated.</i>
<i>Drainage</i>	<i>There needs to be greater emphasis on using the natural flow of rainwater to reduce flooding and not to rely on man-made attenuation ponds.</i>	<i>N</i>	<i>Highways England has conducted a Flood Risk Assessment and developed a mitigation scheme to ensure that the upgrade does not increase the susceptibility of the local area to flooding. This will include appropriate mitigation measures to attenuate surface water run-off from the additional hard surfacing, such as balancing ponds, drainage ditches, pipes and gullies. At present, we estimate that only 40% of the run-off from this section of road is attenuated. The upgraded road will be 100% attenuated.</i>
<i>Drainage</i>	<i>Drainage solutions should be able to cope with greater than 1:100 flooding events as three of these have occurred in the past 18 years. A maintenance</i>	<i>N</i>	<i>Highways England has conducted a Flood Risk Assessment and developed a mitigation scheme to ensure that the upgrade does not increase the susceptibility of the local area to flooding. This will</i>

Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>plan should be adopted that ensures that the sustainable urban drainage system continues to function as designed.</i>		<i>include appropriate mitigation measures to attenuate surface water run-off from the additional hard surfacing, such as balancing ponds, drainage ditches, pipes and gullies. At present, we estimate that only 40% of the run-off from this section of road is attenuated. The upgraded road will be 100% attenuated. Highways England will put in place a maintenance plan for the sustainable urban drainage system.</i>
Drainage	<i>Surface water run-off into the River Cam needs to be avoided. This should be diverted via ditches and Dyke Brook into the River Cary.</i>	N	<i>Highways England has conducted a Flood Risk Assessment and developed a mitigation scheme to ensure that the upgrade does not increase the susceptibility of the local area to flooding. This will include appropriate mitigation measures to attenuate surface water run-off from the additional hard surfacing, such as balancing ponds, drainage ditches, pipes and gullies. At present, we estimate that only 40% of the run-off from this section of road is attenuated. The upgraded road will be 100% attenuated.</i>
Drainage	<i>Details of flood mitigation are not clear.</i>	N	<i>Highways England has conducted a Flood Risk Assessment and developed a mitigation scheme to ensure that the upgrade does not increase the</i>

Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
			<i>susceptibility of the local area to flooding. This will include appropriate mitigation measures to attenuate surface water run-off from the additional hard surfacing, such as balancing ponds, drainage ditches, pipes and gullies. At present, we estimate that only 40% of the run-off from this section of road is attenuated. The upgraded road will be 100% attenuated.</i>
<i>Drainage</i>	<i>No additional pressure should be placed on the flood system and local rivers Cary and Cam, and measures should be built into the scheme to fully mitigate the potential impact on the flood zone.</i>	<i>N</i>	<i>Highways England has conducted a Flood Risk Assessment and developed a mitigation scheme to ensure that the upgrade does not increase the susceptibility of the local area to flooding. This will include appropriate mitigation measures to attenuate surface water run-off from the additional hard surfacing, such as balancing ponds, drainage ditches, pipes and gullies. At present, we estimate that only 40% of the run-off from this section of road is attenuated. The upgraded road will be 100% attenuated.</i>
<i>Air quality</i>	<i>Air quality in Podimore will be negatively impacted by queuing at Podimore roundabout.</i>	<i>N</i>	<i>Upgrading the A303 in this section will increase the road's capacity and resilience and lead to a reduction in queuing. As such the impact described is not expected.</i>

Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
Air quality	<i>Air quality will be negatively impacted by queuing at Sparkford roundabout.</i>	N	<i>Upgrading the A303 in this section will increase the road's capacity and resilience and lead to a reduction in queuing. As such the impact described is not expected.</i>
Air quality	<i>The improved A303 will attract more traffic, leading to greater air quality impacts.</i>	N	<i>Highways England has assessed air quality impacts as part of the preparation of an Environmental Statement (TR010036/APP/6.1), and will put in place measures to mitigate potential impacts on air quality during construction and once the road is open to traffic. Highways England's assessment indicates that there are unlikely to be significant air quality impacts once the road is operational.</i>
Air quality	<i>What is the impact of the scheme on air quality and noise relative to RNAS Yeovilton?</i>	N	<i>Noise and air quality modelling conducted as part of the preparation of the Environmental Statement (TR010036/APP/6.1) involved the use of local baseline data, which includes impacts from RNAS Yeovilton.</i>
Air quality	<i>The Preliminary Environmental Information Report identifies that key traffic-related pollutants have been predicted at a number of human and ecological receptors within the surrounding area, yet then sets out that these would not be significantly adverse</i>	N	<i>Highways England has assessed air quality impacts as part of the preparation of an Environmental Statement (TR010036/APP/6.1), and will put in place measures to mitigate potential impacts on air quality during construction and once the road is open to traffic. Highways England's assessment indicates that there are unlikely to be significant air quality impacts once</i>



Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>and that no additional mitigation measures would be required.</i>		<i>the road is operational.</i>
Ecology	<i>With regard to nearby ecological receptors, it is admitted that 'a potential risk of an adverse effect' has been identified at the Stockton Wood and Down SSSI, yet rather than suggest tangible changes to the scheme it is promised only that 'further assessment will be undertaken to assess the potential changes in nitrogen deposition at this designated site to determine the overall significance of effect of the scheme'.</i>	N	<i>The development of environmental mitigation is an iterative process. The Preliminary Environmental Information Report published as part of the statutory consultation was produced to provide consultees with an understanding of environmental information and mitigation as they stood at that time. These measures have been developed in more detail as part of the Environmental Statement (TR010036/APP/6.1).</i>
Ecology	<i>What provision has been made for wildlife including deer, badgers, slow worms, and newts?</i>	N	<i>Highways England has carried out ecology surveys as part of the preparation of an Environmental Statement (TR010036/APP/6.1) and identified the presence of bats, great crested newts, reptiles and badgers. Highways England will use best practice mitigation measures to reduce the risk of impacts on designated sites, protected species and habitats.</i>  <i>Measures during construction include the sensitive</i>

Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
			<i>timing of work to avoid breeding seasons, directional and low-level lighting, and the sensitive location of construction machinery with all vehicles switching off their engines when stationary. Once operational, mitigation measures will include the creation of replacement habitat for great crested newts and reptiles, planting of new hedgerows, trees and scrub, and the provision of mammal underpasses.</i>
<i>Ecology</i>	<i>A green bridge should be provided as part of the scheme.</i>	<i>N</i>	<i>Connectivity for species identified through ecology surveys will be provided through mammal underpasses.</i>
<i>Ecology</i>	<i>Indigenous woodland should be planted on either side of the A303 to mitigate noise and air quality impacts and provide habitats for insects and other animals.</i>	<i>N</i>	<i>Highways England has carried out surveys into noise, air quality and ecology impacts of the scheme as part of the preparation of the Environmental Statement (TR010036/APP/6.1). A mixture of planting including native trees and shrubs, hedgerow, and hedgerow with trees is proposed along the route of the upgrade. In addition, Highways England will put in place a number of ecological mitigation measures including the creation of replacement habitat for great crested newts and reptiles, planting of new hedgerows, trees and scrub, and the provision of mammal underpasses.</i>
<i>Ecology</i>	<i>The proposed ecological mitigation</i>	<i>N</i>	<i>Highways England has carried out ecology surveys as</i>

Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>measures will not properly compensate for the loss of wildlife habitat from building the 'off-line' sections of new dual-carriageway but also from the new junction slip roads.</i>		<p><i>part of the preparation of an Environmental Statement (TR010036/APP/6.1) and identified the presence of bats, great crested newts, reptiles and badgers. Highways England will use best practice mitigation measures to reduce the risk of impacts on designated sites, protected species and habitats.</i></p> <p><i>Measures during construction include the sensitive timing of work to avoid breeding seasons, directional and low-level lighting, and the sensitive location of construction machinery with all vehicles switching off their engines when stationary. Once operational, mitigation measures will include the creation of replacement habitat for great crested newts and reptiles, planting of new hedgerows, trees and scrub, and the provision of mammal underpasses.</i></p>
Ecology	<i>Concerns that land that may be 'acquired permanently for maintenance access during operation' will surround an area of semi-natural broadleaved woodland and Lowland Calcareous Grassland (Camel Hill Transmitter Site).</i>	N	<i>The presence of the semi-natural broadleaved woodland and Lowland Calcareous Grassland (Camel Hill Transmitter Site) is identified in the Environmental Statement (TR010036/APP/6.1), alongside potential impacts and appropriate mitigation.</i>
	<i>The Heathland Ecological Network at</i>	N	<i>The development of environmental mitigation is an</i>

Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
Ecology	<i>Howell Hill is designated as a core area for both the Heathland and Wetland Networks, under 'Wet Heath'. It is concerning this was not reflected in the Preliminary Environmental Information Report and further detail on any land surveys and mitigation proposals for any loss of habitat needs to be presented.</i>		<i>iterative process. The Preliminary Environmental Information Report published as part of the statutory consultation was produced to provide consultees with an understanding of environmental information and mitigation as they stood at that time. The Heathland Ecological Network at Howell Hill has been considered as part of the preparation of the Environmental Statement (TR010036/APP/6.1), which also presents updated information about mitigation.</i>
Ecology	<i>If 2017 / 2018 winter surveys identify a local population of Brown Hairstreaks, Highways England should present detail on protections measures for them, including hedgerow removal schedules.</i>	N	<i>This is noted and this species has been considered in the Environmental Statement (TR010036/APP/6.1).</i>
Construction	<i>It will be important to manage the environmental, geological and biodiversity impacts of construction, including the impact of rain on exposed ground and the potential for significant soil erosion if you neglect this aspect of your planning. The fact that the A303 is elevated means there is a potential for pollutants to run off into neighbouring</i>	N	<i>To prevent pollution from surface water run-off, during construction Highways England will use best practice mitigation measures including the storage of liquids, soils and powders appropriately away from the drains and waters, and in secondary containment.</i>

Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>land.</i>		
Construction	<i>Noise from construction will be a problem for Queen Camel residents.</i>	N	<i>Highways England has assessed the impact of construction as part of the preparation of an Environmental Statement (TR010036/APP/6.1) and Construction Environment Measurement Plan. Working hours will be set carefully to manage the impact of construction on local communities, alongside use of best practice construction methods.</i>
Construction	<i>The location of the construction compound and routes for construction vehicles should be carefully considered to ensure minimal impact to the landscape, heritage assets and local communities.</i>	N	<i>This is noted and the location of construction compound and routes for construction vehicles has been carefully considered to ensure minimal impact to the landscape, heritage assets and local communities. Highways England will produce a Construction Environment Management Plan setting out how it will mitigate the environmental impacts of construction.</i>
Cultural heritage	<i>Numerous heritage assets could be adversely affected by the scheme, yet Highways England proposes to deal with these effects only by undertaking 'further assessments', with a 'Conservation Management Plan' for Hazlegrove House registered park and garden.</i>	N	<i>The development of environmental mitigation is an iterative process. The Preliminary Environmental Information Report published as part of the statutory consultation was produced to provide consultees with an understanding of environmental information and mitigation as they stood at that time. These measures have been developed in more detail as part of the Environmental Statement (TR010036/APP/6.1).</i>

Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
<i>Cultural heritage</i>	<i>This option will have an adverse impact on Hazlegrove House registered park and garden, including noise and visual impacts, loss of parkland, and severance of habitats. Highways England should continue to explore how it can avoid or mitigate these impacts.</i>	<i>N</i>	<i>Highways England has produced a specific Conservation Management Plan to understand and mitigate effects to Hazlegrove House (grade II Listed) registered park and garden which explores how it can mitigate these impacts.</i>
<i>General</i>	<i>No Environmental Statement (TR010036/APP/6.1) has been provided yet.</i>	<i>N</i>	<i>The Environmental Statement (TR010036/APP/6.1) was not one of the documents published for the statutory consultation. Highways England published a Preliminary Environmental Information Report as part of the statutory consultation to help consultees understand the potential environmental impacts of its proposal. Following the statutory consultation, Highways England prepared an Environmental Statement (TR010036/APP/6.1) which has been submitted as part of the DCO application.</i>
<b>2. Design</b>			
<i>Junction layout</i>	<i>Junctions built on 2 levels are best as they will allow continuing traffic flow.</i>	<i>N</i>	<i>This is already proposed.</i>
<i>Junction layout</i>	<i>Roundabouts impede free-flowing traffic and should be removed.</i>	<i>N</i>	<i>The scheme will involve the creation of 2 new junctions on 2 levels, at Hazlegrove and Downhead Lane. While</i>



Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
			<i>these both involve roundabouts as a means of entering and exiting the junctions, there are no roundabouts proposed in the line of the upgraded A303.</i>
<i>Junction layout</i>	<i>The layout of Hazlegrove junction is circuitous.</i>	<i>Y – as set out in changes 1, 2 and 3 of table 4.3.1</i>	<i>The design of Hazlegrove junction has been amended in response to detailed comments from Somerset County Council. This has resulted in a more compact junction layout.</i>
<i>Junction layout</i>	<i>The use of a skew bridge at Hazlegrove junction is unlikely to be cost effective.</i>	<i>N</i>	<i>A skew bridge has been retained in the final design of Hazlegrove junction. This is to ensure that the main parts of the junction are kept away from the most sensitive parts of Hazlegrove House (grade II Listed) registered park and garden.</i>
<i>Junction layout</i>	<i>Access for Sparkford service station and Mattia diner should be retained as part of Hazlegrove junction.</i>	<i>N</i>	<i>Access to the A303 for both of these businesses is maintained through the scheme.</i>
<i>Junction layout</i>	<i>The current proposal for the slip road onto the upgraded A303 involves a sharp bend. This could be addressed by retaining the existing A303 as part of the slip road.</i>	<i>Y – as set out in changes 1, 2 and 3 of table</i>	<i>The design of Hazlegrove junction has been amended in response to detailed comments from Somerset County Council. This has resulted in a layout which addresses this comment.</i>



Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
		4.3.1	
Junction layout	<i>Hazlegrove junction should be built in the area of Hazlegrove House (grade II Listed) registered park and garden.</i>	N	<i>Part of Hazlegrove junction will involve taking land from Hazlegrove House (grade II Listed) registered park and garden. However, Highways England has sought to minimise the impact of its proposal on the registered park and garden given its designated heritage characteristics.</i>
Junction layout	<i>The layout of Hazlegrove junction should be changed to involve a new roundabout to the north of the upgraded A303, connected to the Hazlegrove Roundabout by a bridge, with a slip road for eastbound traffic and accesses for Camel Hill Farm and Hazlegrove school.</i>	Y – as set out in changes 1, 2 and 3 of table 4.3.1	<i>The design of Hazlegrove junction has been amended in response to detailed comments from Somerset County Council. This has created the roundabout described.</i>
Junction layout	<i>The layout of Hazlegrove junction should be changed to involve 2 new mini-roundabouts connected by a bridge over the upgraded A303.</i>	Y – as set out in changes 1, 2 and 3 of table 4.3.1	<i>The design of Hazlegrove junction has been amended in response to detailed comments from Somerset County Council. This will involve the creation of a roundabout to the north of the upgraded A303, connecting to the Sparkford roundabout with a bridge. This will function in the way the comment describes.</i>

Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
Junction layout	<i>Is the Hazlegrove junction really necessary when there is already a roundabout acting as a junction between the A303 and A359?</i>	N	<i>Creating a high-quality dual carriageway without at-grade accesses is a key objective of the scheme. As such, it is important that Sparkford roundabout does not form one of the scheme junctions.</i>
Junction layout	<i>Hazlegrove junction should involve an access bridge over the A303 rather than the underbridge currently included in the proposal.</i>	N	<i>The use of an underbridge rather than an overbridge in this location has been determined by the topography of the area.</i>
Junction layout	<i>The layout of Hazlegrove junction will result in traffic crossing itself in both directions, which is dangerous.</i>	N	<i>The layout of the junction will not lead to traffic from both directions crossing.</i>
Junction layout	<i>It is important that the layout of junctions supports ease and speed of access.</i>	N	<i>The 2 new junctions will support ease and speed of access by removing at-grade accesses and consequent queuing.</i>
Junction layout	<i>The layout of Hazlegrove junction will significantly increase journey times for people accessing Hazlegrove school.</i>	Y – as set out in changes 1, 2 and 3 of table 4.3.1	<i>The design of Hazlegrove junction has been amended in response to detailed comments from Somerset County Council. This has resulted in a more compact junction layout. Highways England does not believe the proposed layout will significantly increase journey times for people accessing Hazlegrove school.</i>
Junction layout	<i>Hazlegrove junction will result in fast-moving traffic exiting the A303 coming</i>	N	<i>This will be managed through appropriate prioritisation, signage, and setting of speed limits on slip roads.</i>

Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>into contact slow-moving traffic from Hazlegrove school and Camel Hill in a dangerous way.</i>		
Junction layout	<i>There is no need for a junction at Downhead Lane when there is 1 at Hazlegrove.</i>	N	<i>A junction at Downhead Lane is required to maintain access between local roads and the A303, and to enable non-motorised users to cross the A303.</i>
Junction layout	<i>The junction at Downhead Lane is on 2 levels – why can't it just be on 1 level?</i>	N	<i>Creating a high-quality dual carriageway without at-grade accesses is a key objective of the scheme. As such it is not possible to include junctions on 1 level as part of the scheme.</i>
Junction layout	<i>There is too much development in West Camel. The junction should be in Podimore rather than at Downhead Lane.</i>	N	<i>Podimore roundabout is outside of the scope of the scheme. A junction at Downhead Lane is required to maintain access between local roads and the A303, and to enable non-motorised users to cross the A303.</i>
Junction layout	<i>The slip roads for the junction at Downhead Lane are too long.</i>	Y – as set out in changes 4, 5 and 6 of table 4.3.1	<i>The design of the Downhead Lane junction has been amended in response to detailed comments from Somerset County Council. This has resulted in a more compact junction layout.</i>
Junction layout	<i>It would be preferable to reduce the number of junctions.</i>	N	<i>As at-grade accesses are being removed as part of the scheme, it is necessary to include new junctions to</i>

Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
			<i>provide access between local roads and the A303 and to enable non-motorised users to cross the A303.</i>
<i>Junction layout</i>	<i>The layout of the junction at Downhead Lane will make it difficult for people travelling east to west on the A303 to travel north and access businesses such as the Red Lion Inn in Babcary. Highways England should create a separate slip road leading north.</i>	<i>N</i>	<i>The junction at Downhead Lane will provide access to Babcary and other locations north of the A303 for people travelling from east to west.</i>
<i>Junction layout</i>	<i>Full slip roads should be provided to prevent slow moving traffic from entering or leaving the A303. These must be sufficient to all types of traffic likely to use them, including HGVs.</i>	<i>N</i>	<i>Each of the junctions proposed includes slip roads. These have all been designed to be sufficient to all types of traffic shown in Highways England's modelling, including HGVs.</i>
<i>Junction layout</i>	<i>The use of a skew bridge at Downhead Lane junction is unlikely to be cost effective.</i>	<i>Y – as set out in changes 4, 5 and 6 of table 4.3.1</i>	<i>The design of the Downhead Lane junction has been amended in response to detailed comments from Somerset County Council. This has resulted in a more compact junction layout.</i>
<i>Junction layout</i>	<i>The route for traffic joining the A303 eastbound from RNAS Yeovilton is</i>	<i>N</i>	<i>This would not be possible within the scheme budget.</i>

Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>tortuous. A flyover at Camel Cross junction and an underpass at Howell Hill may work better.</i>		
Junction layout	<i>The bridge which is part of the Downhead Lane junction should be moved further west to connect directly to the B3151 to provide better access to RNAS Yeovilton.</i>	N	<i>Access to RNAS Yeovilton is provided via the proposed Downhead Lane and Camel Cross junctions. The location of the Downhead Lane junction must also take into account the need to provide connectivity to local roads.</i>
Junction layout	<i>Downhead Lane junction should include a flyover over a roundabout.</i>	N	<i>Creating a high-quality dual carriageway without at-grade accesses is a key objective of the scheme. Given this it would not be possible to include a roundabout in the line of the upgraded A303.</i>
Junction layout	<i>Include a mini-roundabout north of Downhead Lane junction as well as south.</i>	N	<i>While a roundabout has not been included north of Downhead Lane junction, Highways England has amended the layout of this junction in response to details comments from Somerset County Council. This has included a more compact junction layout north of the A303.</i>
Junction layout	<i>There should be a single access on to and off of the A303 at Steart Hill for the cement works, and a bridge at Parsonage Road.</i>	N	<i>Creating a high-quality dual carriageway without at-grade accesses is a key objective of the scheme. As such providing a direct access on to and off of the A303 at Steart Hill would not be possible. All properties</i>

Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
			<i>which currently have an access onto the A303 will have a new access into the road network created.</i>
<i>Junction layout</i>	<i>There is no need for an eastbound on and off slip as part of Downhead Land junction when there is another eastbound access within a mile at Camel Hill.</i>	<i>N</i>	<i>This is required to continue to provide access to local roads and properties.</i>
<i>Junction layout</i>	<i>Downhead Lane junction only gives businesses north of the A303 access to the A303, rather than local roads. As such, Downhead Lane junction needs to include an underpass for local traffic at Parsonage Road.</i>	<i>N</i>	<i>Access to both sides of the A303 is possible through the junction at Downhead Lane.</i>
<i>Junction layout</i>	<i>The junction crossing at Downhead Lane should be an underbridge rather than an overbridge.</i>	<i>N</i>	<i>The use of an overbridge in this location has been determined by the topography of the area.</i>
<i>Junction layout</i>	<i>Give priority to the slip road exiting the A303 over the Steart Hill Road in order to simplify visitors' progress around this slip road system.</i>	<i>Y – as set out in change 8 of table 4.3.1</i>	<i>The design has been amended to give priority to the A303 off-slip at the Downhead Lane junction with Steart Hill.</i>

Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
Junction layout	<i>Access to Steart Rd should be along or run alongside Slate Lane. There is no need to run a curved road across a field splitting it in 2 halves.</i>	N	<i>Junction layout in this area has been determined by the need to avoid impacts on existing properties.</i>
Junction layout	<i>It is disappointing to see the use of compact junction layout as part of the scheme.</i>	N	<i>Highways England has amended the layout of the junctions at Hazlegrove and Downhead Lane to simplify them in response to detailed comments from Somerset County Council as the local highways authority.</i>
Junction layout	<i>The layout of Hazlegrove junction will result in people passing by them and then refusing to turn back and use them.</i>	N	<i>Highways England recognises the importance of signing to support existing businesses, and will continue to work with Somerset County Council as the local highways authority and businesses in the area to define an appropriate signage strategy during detailed design.</i>
Junction layout	<i>There is no need for an access to the north side of the Downhead Lane junction from Steart Hill. Traffic coming from this direction can use Podimore roundabout.</i>	N	<i>Highways England has proposed an all-movements junction at Downhead Lane as feedback from the non-statutory consultation showed that local people were likely to find this configuration most useful, and because it provided most economic benefit.</i>
Junction layout	<i>The inclusion of a junction at Downhead Lane is important to ensure that Queen</i>	N	<i>Highways England has proposed an all-movements junction at Downhead Lane as feedback from the non-</i>



Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>Camel is not used as an alternative route.</i>		<i>statutory consultation showed that local people were likely to find this configuration most useful, and because it provided most economic benefit.</i>
<i>Junction layout</i>	<i>The junctions are large and land use should be minimised.</i>	<i>Y – as set out in changes 1, 2, 3, 4, 5 and 6 of table 4.3.1</i>	<i>Highways England has amended the layout of all junctions in response to comments from Somerset County Council. This has resulted in more compact junction layouts.</i>
<i>Junction specification</i>	<i>Junctions should be adequate to support the use of HGVs as several local businesses use them.</i>	<i>N</i>	<i>Junctions will be designed to support HGV use.</i>
<i>Road design</i>	<i>The upgraded A303 between Sparkford and Howell Hill should be in a cutting, with an overbridge from Steart Hill to Howell Hill.</i>	<i>N</i>	<i>Depending of the topography of the area through which the upgraded A303 will pass, it will be in a cutting or an embankment. The section referred to will therefore be on an embankment. Where an embankment is proposed, the road has been placed in a false cutting with bunding and tree planting to mitigate noise and visual impacts.</i>
<i>Road design</i>	<i>Taking into account forecast housing growth and aspirations to upgrade the whole of the A303 to an expressway,</i>	<i>N</i>	<i>Removing at-grade accesses to the A303 is a key scheme objective. However, Highways England also recognises the importance of reducing community</i>

Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>junctions with local roads should be kept to a minimum.</i>		<i>severance and ensuring that people can continue to move around the local area. Following feedback from the non-statutory consultation on how people currently use local roads to move around the area, Highways England determined that junctions at Downhead Lane and Hazlegrove would be most appropriate.</i>
<i>Retention of the existing A303</i>	<i>It is not clear why a new road is necessary. Making better use of the old A303 to Camel Hill would be more cost effective.</i>	<i>N</i>	<i>It is necessary to create a new road in this section to remove at-grade accesses to the A303 while retaining access for properties currently along the route via a slip road.</i>
<i>Retention of the existing A303</i>	<i>The existing A303 should be retained as a parallel local road to assist local traffic flow and provide a diversionary route avoiding West Camel and Queen Camel in case the A303 is closed.</i>	<i>N</i>	<i>Highways England has not been able to incorporate this suggestion into its design. An analysis of the environmental impact of the scheme had shown it would be marginally worse than the current proposal, due to the presence of the Camel Hill Transmitter Station Local Wildlife Site. There is uncertainty about the availability of MOD land, which would be necessary for the parallel local road proposal. It would not be possible to rely on the use of this land, and doing so would be a risk to the delivery of the scheme. Additionally, the cost of the parallel local road proposal, estimated at £180 million, was more than the £171 million estimated for the current proposal. Highways</i>

Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
			<i>England recognises concerns about the impact of the scheme on traffic on local roads raised during the statutory consultation. However, Highways England's modelling show that the effect will not be great enough to be considered significant in transport assessment terms. Taken with the fact that the scheme is deliverable without the proposed alternative, Highways England would not be able to justify the inclusion of the parallel local road.</i>
<i>Non-motorised user provision</i>	<i>Equestrian access should be considered as part of the scheme, including upgrading footpaths to bridleways.</i>	<i>N</i>	<i>The scheme will make it possible for non-motorised users, including equestrians, to cross the A303 by replacing at-grade crossings with 2 new crossing points as part of the junctions at Hazlegrove and Downhead Lane. These will be accessible to equestrians.</i>
<i>Non-motorised user provision</i>	<i>The scheme should involve safe pedestrian crossings. It is currently dangerous to cross the A303 on foot.</i>	<i>N</i>	<i>The scheme will make it possible for non-motorised users to cross the A303 by replacing at-grade crossings with 2 new crossing points as part of the junctions at Hazlegrove and Downhead Lane. This will be significantly safer than the current arrangement.</i>
<i>Non-motorised user provision</i>	<i>The diverted footpath at Hazlegrove junction should be separate from any access to Hazlegrove school.</i>	<i>N</i>	<i>This is being delivered as part of the scheme.</i>

Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
Non-motorised user provision	<i>There are minor highways such as bridleways in the area which are under-recorded.</i>	N	<i>Highways England has engaged with the rights of way team at Somerset County Council to identify all relevant public rights of way.</i>
Non-motorised user provision	<i>Provide a bridge from Plowage Lane to Downhead Lane or a tunnel at the top of Howell Hill for non-motorised users.</i>	N	<i>Provision for non-motorised users to cross in this area is included as part of the proposal for Downhead Lane junction.</i>
Non-motorised user provision	<i>Provision should be made for equestrians between Camel Cross and Plowage Lane.</i>	N	<i>Adequate non-motorised user crossing provision is provided in this area through the Downhead Lane junction.</i>
Non-motorised user provision	<i>Non-motorised user crossings should be included to prevent unsafe use of the A303.</i>	N	<i>Non-motorised users will not be permitted to use the upgrade A303. Crossings for non-motorised users will be provided at Downhead Lane junction and Hazlegrove junction.</i>
Non-motorised user provision	<i>There needs to be non-motorised connectivity between the Steart hamlet and West Camel.</i>	N	<i>This will be provided as part of the Downhead Lane junction.</i>
Non-motorised	<i>The layout of the non-motorised user crossing at Downhead Lane junction is</i>	N	<i>Non-motorised users will not be permitted to cross the upgraded A303 at grade, and will be prevented by</i>

Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
<i>user provision</i>	<i>circuitous and will lead to people attempting to cross the road directly at the B3151.</i>		<i>safety features including a central reservation. Crossing at the B3151 will not offer an alternative means of crossing the A303.</i>
<i>Non-motorised user provision</i>	<i>2 crossing points for non-motorised users at West Camel and 2 crossing points for non-motorised users at Queen Camel would be ideal.</i>	<i>N</i>	<i>Highways England has carried out surveys to identify how non-motorised users move around the area. The crossing points provided in the proposal at Downhead Lane junction and Hazlegrove junction support the patterns of movement identified as part of these surveys.</i>
<i>Non-motorised user provision</i>	<i>A cycle underpass at Steart Hill would improve the proposal.</i>	<i>N</i>	<i>Connectivity for cyclists travelling from Steart Hill to the other side of the A303 is provided through the Downhead Lane junction.</i>
<i>Non-motorised user provision</i>	<i>The distance which non-motorised users must travel at junctions will discourage people walking and cycling in the area.</i>	<i>N</i>	<i>Highways England has carried out surveys to identify how non-motorised users move around the area. The crossing points provided in the proposal at Downhead Lane junction and Hazlegrove junction support the patterns of movement identified as part of these surveys.</i>
<i>Non-motorised user</i>	<i>An underpass should be included at Traits Lane or Gason Lane for non-motorised users.</i>	<i>N</i>	<i>A proposal for an underpass at Traits Lane was included at a previous stage of scheme development and removed because people living near the potential</i>

Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
<i>provision</i>			<i>underpass did not feel it was required, it is possible to maintain local access to the north of the A303 via the new Hazlegrove junction, meaning this underpass is not needed, it is possible to provide more effective wildlife crossings elsewhere, and the cost and difficulty of building the underpass would not be justified by its limited benefit.</i>
<i>Non-motorised user provision</i>	<i>The scheme should include a bridleway providing access to both sides of the A303 and linking the top of Traits Lane and Gason Lane.</i>	<i>N</i>	<i>Highways England has carried out surveys to identify how non-motorised users move around the area. The crossing points provided in the proposal at Downhead Lane junction and Hazlegrove junction support the patterns of movement identified as part of these surveys.</i>
<i>Non-motorised user provision</i>	<i>Is it possible to link up the road coming up from Sparkford with a cycle path or similar?</i>	<i>N</i>	<i>Highways England has carried out surveys to identify how non-motorised users move around the area. The crossing points provided in the proposal at Hazlegrove junction support the patterns of movement identified in this area as part of these surveys.</i>
<i>Non-motorised user provision</i>	<i>No detailed information showing the specification and changes to rights of way was included in the consultation.</i>	<i>N</i>	<i>Information was provided during the consultation to provide an indication of emerging plans to include non-motorised user provision as part of the design of Downhead Lane and Hazlegrove junctions, to enable consultees to comment on these elements of the</i>



Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
			<i>proposals. More detailed information is now presented as part of the DCO application.</i>
<i>Non-motorised user provision</i>	<i>Highways England should provide funding for a bridleway linking West Camel, Queen Camel, and Marston Magna.</i>	<i>N</i>	<i>The purpose of non-motorised user provision within the scheme is to ensure that connectivity for non-motorised users is not severed by the removal at-grade crossings from the A303. As such this is outside of the scope of the scheme.</i>
<i>Non-motorised user provision</i>	<i>Maintenance tracks along the new road should be designated as restricted byways.</i>	<i>N</i>	<i>This would not be consistent with the scheme's objective of removing at-grade accesses to the A303 for non-motorised users.</i>
<i>Non-motorised user provision</i>	<i>Highways England should substitute new routes of the same status where restricted byways and bridleways are stopped up or diverted.</i>	<i>N</i>	<i>This is noted. Where routes are stopped up or diverted, those that replace them are of the same status.</i>
<i>Non-motorised user provision</i>	<i>There are crossing points on the preferred route which have become dangerous for horse riders. These should be diverted onto a bridge or through an underpass, or at least to a nearby crossing point.</i>	<i>N</i>	<i>Highways England has carried out surveys to identify how non-motorised users move around the area. The crossing points provided in the proposal at Downhead Lane junction and Hazlegrove junction support the patterns of movement identified as part of these surveys. These have been designed considering the safety of all non-motorised users, including horse</i>



Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
			<i>riders.</i>
<i>Non-motorised user provision</i>	<i>The Definitive Map may not be up to date, and may under-record some rights. Highways England should take this into account.</i>	<i>N</i>	<i>This is noted.</i>
<i>Non-motorised user provision</i>	<i>Highways England should consider providing safe crossings at Higher Farm Lane, Eastmead Lane, Camel Cross, Downhead Lane junction, Traits Lane, Camel Hill House / Gason Lane and Sparkford Ridge Copse.</i>	<i>N</i>	<i>Highways England has carried out surveys to identify how non-motorised users move around the area. The crossing points provided in the proposal at Downhead Lane junction and Hazlegrove junction support the patterns of movement identified as part of these surveys. These have been designed considering the safety of all non-motorised users, including horse riders.</i>
<i>Signage</i>	<i>Adequate signposting will be important.</i>	<i>N</i>	<i>Highways England recognises the importance of signing and will continue to work with Somerset County Council as the local highways authority and businesses in the area to define an appropriate signage strategy during detailed design.</i>
<i>Signage</i>	<i>Appropriate and adequate brown signage to the Fleet Air Arm Museum will be important</i>	<i>N</i>	<i>Highways England recognises the importance of signing and will continue to work with Somerset County Council and the Fleet Air Arm Museum as the local highways authority and businesses in the area to</i>

Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
			<i>define an appropriate signage strategy during detailed design.</i>
<i>Local roads</i>	<i>Do not knock down the bridge in Queen Camel.</i>	<i>N</i>	<i>There are no plans to demolish any bridges as part of the scheme.</i>
<i>Land requirement</i>	<i>The proposals, particularly the proposed red line boundary around land at Howell Hill, West Camel includes excessive land grab, beyond that necessary for the dualling of the A303. The reasons for this have not been sufficiently explained by Highways England.</i>	<i>N</i>	<i>Land in this area is required for environmental mitigation and to provide access to properties where this is affected by the upgrade.</i>
<b>3. Need for project</b>			
<i>Dual carriageway</i>	<i>Additional stretches of dual carriageway will relieve congestion and pressure on the local network.</i>	<i>N</i>	<i>The purpose of the project is to dual this section of the A303.</i>
<i>Route</i>	<i>Highways England should have selected route option 2 rather than route option 1 following the non-statutory consultation.</i>	<i>N</i>	<i>This was not within the scope of the statutory consultation. Highways England has set out its reasons for selecting route option 1 in the Scheme Assessment Report. This is available online at: <a href="https://highwaysengland.citizenspace.com/he/a303-sparkford-to-ilchester/results/--a303-sparkford-to-ilchester---scheme-assessment-report.pdf">https://highwaysengland.citizenspace.com/he/a303-sparkford-to-ilchester/results/--a303-sparkford-to-ilchester---scheme-assessment-report.pdf</a></i>

Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
Route	<i>Route option 1 performed better regarding landscape and the historic environment, being partly contained within the existing road corridor.</i>	N	<i>This was not within the scope of the statutory consultation. Highways England has set out its reasons for selecting route option 1 in the Scheme Assessment Report. This is available online at: <a href="https://highwaysengland.citizenspace.com/he/a303-sparkford-to-ilchester/results/--a303-sparkford-to-ilchester---scheme-assessment-report.pdf">https://highwaysengland.citizenspace.com/he/a303-sparkford-to-ilchester/results/--a303-sparkford-to-ilchester---scheme-assessment-report.pdf</a></i>
Scope	<i>The Podimore roundabout should be treated in the same way as the Sparkford roundabout.</i>	N	<i>This is not within the scope of the scheme.</i>
Scope	<i>Improving this section of the A303 will lead to congestion moving elsewhere on the road, or to drivers seeking alternative routes such as the A359.</i>	N	<i>The Government's Road Investment Strategy (RIS) sets out the intention to transform connectivity by upgrading the A303 / A358 corridor to a high quality dual carriageway from the M3 motorway to the M5 motorway at Taunton. Upgrading the A303 between Sparkford and Ilchester is 1 of the first 3 schemes to be brought forward in this corridor. Other sections of the A303 are likely to be brought forward for upgrade as part of future Road Investment Strategy periods.</i>
Scope	<i>A tunnel would be a better solution.</i>	N	<i>A tunnel would not be deliverable within the scheme budget or required to meet the scheme objectives.</i>
Scope	<i>Highways England should consider</i>	N	<i>The Government's Road Investment Strategy (RIS)</i>

Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>dualling other sections of the A303 such as Wylde Valley and Mere, and South Petherton to Southfields.</i>		<i>sets out the intention to transform connectivity by upgrading the A303/A358 corridor to a high quality dual carriageway from the M3 motorway to the M5 motorway at Taunton. Upgrading the A303 between Sparkford and Ilchester is 1 of the first 3 schemes to be brought forward in this corridor. Other sections of the A303 are likely to be brought forward for upgrade as part of future Road Investment Strategy periods.</i>
<i>Scope</i>	<i>The A303 through the Blackdown Hills could be upgraded in an environmentally friendly manner.</i>	<i>N</i>	<i>This is not within the scope of the scheme.</i>
<i>Need for project</i>	<i>This is not a section of the A303 which suffers particularly from queues and should not be a priority for upgrading.</i>	<i>N</i>	<p><i>The section of the A303 between Sparkford and Ilchester comprises of a mix of dual and single lane carriageway. This leads to localised congestion, impacting adversely on journey times and journey time reliability.</i></p> <p><i>On a normal day, up to 23,500 vehicles use this single carriageway section. Due to higher volumes of traffic during the summer months and in particular at weekends, average travel times increase on a Friday in August, making it impossible to predict the time a journey will take.</i></p>

Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
			<i>This traffic is forecast to further increase as local authorities along the length of the corridor seek to deliver economic growth and new development.</i>
<i>Need for project</i>	<i>The Heart of the South West Local Enterprise Partnership strongly supports the objectives laid out in the consultation document to reduce congestion and improve safety by providing a dual carriageway between Sparkford and Ilchester.</i>	<i>N</i>	<i>This is noted.</i>
<b>4. Traffic</b>			
<i>Safety</i>	<i>There needs to be more clarity on speed limits to comment on safety.</i>	<i>N</i>	<i>Speed limits on the upgraded A303 will be 70mph in line with its status as a dual carriageway.</i>
<i>Safety</i>	<i>Speed limits at Downhead Lane junction should reflect the existing 30mph speed limit in West Camel.</i>	<i>N</i>	<i>Changes in speed limits will be set at the junction.</i>
<i>Safety</i>	<i>Speed limits should be reduced for the safety of non-motorised users.</i>	<i>N</i>	<i>Non-motorised users will not be permitted to access the upgraded A303.</i>
<i>Safety</i>	<i>Increased traffic levels in West Camel will impact negatively on non-motorised</i>	<i>N</i>	<i>Safety features for non-motorised users in West Camel, including the existing 30mph speed limit, will</i>

Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>user safety.</i>		<i>remain in place. Traffic modelling carried out by Highways England has not shown an increase in the number of accidents in West Camel.</i>
Safety	<i>The volume and speed of traffic have made it unsafe for pedestrians in Queen Camel. A yellow speed camera should be put in place.</i>	N	<i>This area is not within the control of Highways England. These measures would need discussion with the local highways authority, Somerset County Council.</i>
Safety	<i>The speed limit on the A303 past West Camel should be kept at 50mph rather than 70mph.</i>	N	<i>This would not be consistent with the designation of the upgraded A303 as a high quality dual carriageway.</i>
Local roads	<i>Drivers are likely to use local roads through West Camel and Queen Camel when the A303 is congested.</i>	N	<i>Upgrading the A303 to high quality dual carriageway will result in a road which is less subject to congestion, by creating more capacity and resilience and removing at-grade crossings. As such it is likely to be quicker for drivers to use the A303 rather than diverting to local roads.</i>
Local roads	<i>The junction at Downhead Lane will encourage traffic to go through West Camel. The prospect of additional traffic is concerning as the village is already used by drivers bypassing the A303 when it is congested.</i>	N	<i>Upgrading the A303 to high quality dual carriageway will result in a road which is less subject to congestion, by creating more capacity and resilience and removing at-grade crossings. As such it is likely to be quicker for drivers to use the A303 rather than diverting to local roads.</i>

Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
			<p><i>The trips through West Camel shown in Highways England's traffic information are a result of journeys moving around the local roads network, rather than traffic attracted by the upgrade. Highways England's traffic modelling shows that with forecast growth in traffic on the A303, delays increase for traffic turning off and onto the trunk road to and from West Camel. This would result in some drivers using the local network to and from the south east. Due to the delays at the West Camel A303 junctions, these trips reassign to a route through Podimore where access to the trunk road is easier. The scheme will provide an improved local road access via the Downhead Lane junction. This would likely result in trips which would have been made through Podimore without the scheme being made through West Camel, leading to a small overall increase in traffic.</i></p> <p><i>During the further development work consideration will be given to the possible implementation of measures that might reduce this increase in consultation with the local highway authority, Somerset County Council. The types of measures will include signing to</i></p>



Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
			<i>discourage through traffic, management measures using virtual measures with white lining to represent narrowing restrictions or virtual footways to help reduce traffic speed, physical restrictions to implement narrowing / chicanes to reduce speed and reducing the speed limit in West Camel.</i>
Local roads	<i>New pavements and traffic calming measures should be built in West Camel to mitigate increased traffic levels.</i>	N	<i>This area is not within the control of Highways England. These measures would need discussion with the local highways authority, Somerset County Council.</i>
Local roads	<i>Weight and width restrictions should be put in place on local roads to prevent their use by vehicles existing the A303.</i>	N	<i>This area is not within the control of Highways England. These measures would need discussion with the local highways authority, Somerset County Council.</i>
Local roads	<i>Is it possible to introduce weight restrictions on bridges and traffic calming measures in Queen Camel to mitigate against traffic through the village?</i>	N	<i>This area is not within the control of Highways England. These measures would need discussion with the local highways authority, Somerset County Council.</i>
Local roads	<i>Howell Hill, Plowage Lane and Keep Street are busy roads and will get busier as a result of the scheme. There are no pavements and this will negatively</i>	N	<i>Upgrading the A303 to high quality dual carriageway will result in a road which is less subject to congestion, by creating more capacity and resilience and removing at-grade crossings. As such it is likely to be quicker for</i>

Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>impact non-motorised users.</i>		<p><i>drivers to use the A303 rather than diverting to local roads.</i></p> <p><i>The trips through West Camel shown in Highways England's traffic information are a result of journeys moving around the local roads network, rather than traffic attracted by the upgrade. Highways England's traffic modelling shows that with forecast growth in traffic on the A303, delays increase for traffic turning off and onto the trunk road to and from West Camel. This would result in some drivers using the local network to and from the south east. Due to the delays at the West Camel A303 junctions, these trips reassign to a route through Podimore where access to the trunk road is easier. The scheme will provide an improved local road access via the Downhead Lane junction. This would likely result in trips which would have been made through Podimore without the scheme being made through West Camel, leading to a small overall increase in traffic.</i></p> <p><i>During the further development work consideration will be given to the possible implementation of measures that might reduce this increase in consultation with the</i></p>

Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
			<i>local highway authority, Somerset County Council. The types of measures will include signing to discourage through traffic, management measures using virtual measures with white lining to represent narrowing restrictions or virtual footways to help reduce traffic speed, physical restrictions to implement narrowing / chicanes to reduce speed and reducing the speed limit in West Camel.</i>
<i>Local roads</i>	<i>There is no contingency plan for incidents on the A303 which does not involve taking traffic through local roads.</i>	<i>N</i>	<i>Upgrading the A303 to dual carriageway will reduce the risk of congestion on local roads in cases of incidents, as 1 lane will be able to remain open even if the other is closed.</i>
<i>Local roads</i>	<i>RNAS Yeovilton is a major strategic traffic generator and needs to have 2 way access. The access via the B3151 does not appear as good in the scheme.</i>	<i>N</i>	<i>Overall, the upgraded A303 will support the journeys for strategic traffic by providing greater capacity and resilience in the strategic roads network locally. Access to the B3151 will be provided via the Camel Cross and Downhead Lane junctions.</i>
<i>Use of road</i>	<i>Agricultural vehicles will not be permitted on the A303 when it upgraded to an expressway. This will have a negative impact on a rural area.</i>	<i>N</i>	<i>It is not currently proposed to upgrade the A303 in this section to an expressway. Highways England is currently proposing to upgrade this section of the A303 to high quality dual carriageway.</i>
<i>Construction</i>	<i>During construction, slow moving traffic</i>	<i>N</i>	<i>Highways England does not expect construction to</i>

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Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>going through the roadworks may significantly increase the volume of traffic seeking to avoid congestion on the A303 by using Queen Camel High Street (A359) and through West Camel Road.</i>		<p><i>contribute significantly to congestion on local roads in the vicinity of the A303. The A303 will not operate differently during construction than it does now, aside from a reduced speed limit. Experience shows that by implementing an enforced average speed limit using fixed cameras similar to those on motorway projects, traffic tends to run more smoothly than typically.</i></p> <p><i>However, Highways England will also take measures to reduce the risk of its own construction traffic or vehicles avoiding the A303 contributing to congestion on local roads during construction. Delivery routes avoiding local roads will be written into sub-contracts and enforced using briefings and monitoring. Signage making it clear that A303 construction traffic should not use local roads will be put in place to discourage use. Additional measures could include use of journey time reliability signage, signage should local roads as access only, signage informing drivers to ignore sat-navs, and setting up chicanes to deter HGVs.</i></p>
Construction	<i>Contractors will cut corners and reduce the effectiveness of mitigation measures.</i>	N	<i>Highways England will put in place measures to ensure contractors maintain agreed standards. It will hold a series of workshops with its supply chain to ensure all are aware of the restriction and agree strategies to</i>

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Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
			<i>avoid the local networks wherever prior to placing orders. The use of a delivery / logistics strategy will be written into subcontracts. Sub-contractors will have authorised routes written into their orders. Delivery drivers / suppliers will have site delivery plans, a site access point QR code and a link to a q-card reader app and / or map issued to them as part of the formal order and included in the call off of all deliveries. Site inductions will enforce agreed routes to all on site and site rules will be in place to ensure they are reprimanded / removed from site if they contravene.</i>
Construction	<i>It was originally stated that there would be no road closures, but there may be night closures during construction. There is a significant amount of night traffic in the area which this will impact.</i>	N	<i>Highways England will need to close some roads and accesses temporarily to allow work to take place. Highways England will do our best to minimise disruption during these times and signed diversion routes will be in place. A traffic management plan will be created to mitigate the effects of construction on road users. Highways England will also ensure that details of any closures and diversions are available in advance so our customers can plan their journeys.</i>
Construction	<i>Motorists are likely to use the A359 as an alternative route during construction, and this will have an impact on people</i>	N	<i>Highways England does not expect construction to contribute significantly to congestion on local roads in the vicinity of the A303. The A303 will not operate</i>

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Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
	<i>who live on this route.</i>		<i>differently during construction than it does now, aside from a reduced speed limit. Experience shows that by implementing an enforced average speed limit using fixed cameras similar to those on motorway projects, traffic tends to run more smoothly than typically.</i>
Construction	<i>Concern that the construction plant storage area will lead to construction traffic moving through West Camel.</i>	N	<p><i>Highways England does not expect construction to contribute significantly to congestion on local roads in the vicinity of the A303. The A303 will not operate differently during construction than it does now, aside from a reduced speed limit. Experience shows that implementing an enforced average speed limit using fixed cameras similar to those on motorway projects, traffic tends to run more smoothly than typically.</i></p> <p><i>However, Highways England will also take measures to reduce the risk of its own construction traffic or vehicles avoiding the A303 contributing to congestion on local roads during construction. Delivery routes avoiding local roads will be written into sub-contracts and enforced using briefings and monitoring. Signage making it clear that A303 construction traffic should not use local roads will be put in place to discourage use. Additional measures could include use of journey time reliability signage, signage should local roads as</i></p>



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Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
			<i>access only, signage informing drivers to ignore sat-navs, and setting up chicanes to deter HGVs.</i>
<i>Construction</i>	<i>Is the extensive service road really necessary? It will have a significant impact on Camel Hill Farm.</i>	<i>N</i>	<i>To reduce the environmental and traffic impacts of construction, the scheme will use spoil extracted from cuttings at its western end for embankments at the eastern end. This requires a haul road to transport the spoil. Highways England has engaged directly with affected landholders.</i>
<i>Wider impacts</i>	<i>Alternative routes need to be considered in the light of proposals for a new garden town and their potential impact.</i>	<i>N</i>	<i>There are no proposals for a garden town with planning permission or an allocation in the South Somerset District Council Local Plan. Given this, it is not possible for Highways England to consider them in the development of its scheme.</i>
<b>5. Consultation</b>			
<i>Regard to responses</i>	<i>Responses from the local community should carry more weight than other responses.</i>	<i>N</i>	<i>Highways England has had due regard to all responses received as part of the consultation. Details of the regard Highways England has had to responses are contained in this annex.</i>
<i>Regard to responses</i>	<i>Highways England did not properly consider local concerns about route option 1 during the non-statutory route options consultation.</i>	<i>N</i>	<i>Highways England considered responses to the non-statutory route options consultation alongside a range of other factors in selecting its preferred route. The reasons for selecting route option 1 are set out in the</i>



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Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
			<i>Scheme Assessment Report. This is available online at: <a href="https://highwaysengland.citizenspace.com/he/a303-sparkford-to-ilchester/results/--a303-sparkford-to-ilchester---scheme-assessment-report.pdf">https://highwaysengland.citizenspace.com/he/a303-sparkford-to-ilchester/results/--a303-sparkford-to-ilchester---scheme-assessment-report.pdf</a></i>
<i>Regard to responses</i>	<i>It is difficult to answer tick-box questions on the impacts of the scheme, as people who are impacted in different ways by the scheme may still complete these questions in the same way.</i>	<i>N</i>	<i>The consultation questionnaire included a number of free-text sections to enable consultees to provide more detail to qualify their answers. The regard that Highways England has had to these responses is set out in this annex.</i>
<i>Events</i>	<i>Staff at consultation events was junior and not accountable for the project.</i>	<i>N</i>	<i>Consultation events were staffed by representatives from the project team and technical specialists to ensure that Highways England could answer questions from attendees. A member of the Highways England project management team who was accountable for the scheme attended each event. Highways England also maintained a log of inquiries from events in case there was a need for any to be followed up after the event.</i>
<i>Desire for further consultation</i>	<i>The Fleet Air Arm Museum sees itself as a key consultee and is keen to remain involved in discussions about scheme development.</i>	<i>N</i>	<i>Highways England will continue to engage with the Fleet Air Arm Museum during the development of the scheme.</i>

Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
6. Community impacts			
Local economic impacts	Local businesses including the West Camel Bakery and Wayne's Diner will suffer without direct access to the A303.	N	Removing direct at-grade accesses to the A303 is a key scheme objective. All properties which currently have an access to the A303 will have an access to the roads network provided as part of the scheme. Where appropriate, Highways England will continue to work with Somerset County Council as the local highways authority and businesses in the area to define an appropriate signage strategy during detailed design.
Local economic impacts	The access road to the service area and Mattia Diner from Hazlegrove junction should be made a through road to support these businesses and prevent the area becoming a focus for antisocial behavior.	N	Removing direct at-grade accesses to the A303 is a key scheme objective, and as such it is not possible to make the access road serving these properties a through road. Where appropriate, Highways England will continue to work with Somerset County Council as the local highways authority and businesses in the area to define an appropriate signage strategy during detailed design.
Local economic impacts	It is considered that the road proposals will adversely affect the ability of service areas in this section of the A303 to provide facilities for private and commercial motorists using this strategic route.	N	Removing direct at-grade accesses to the A303 is a key scheme objective. All properties which currently have an access to the A303 will have an access to the roads network provided as part of the scheme. Where appropriate, Highways England will continue to work with Somerset County Council as the local highways

Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic area and consultation responses		Change (Y/N):	Highways England's response (inc. the regard had to the consultation response)
			<i>authority and businesses in the area to define an appropriate signage strategy during detailed design.</i>
<i>Construction</i>	<i>Concerned about the 2.5 year length of the construction period.</i>	<i>N</i>	<i>Highways England recognises the importance of managing the impacts of construction on communities. Before construction starts, we will develop a community relations strategy setting out how we will work alongside the local community to reduce disruption.</i>
<i>General</i>	<i>Impacts on natural and historic environments and non-motorised users have been privileged over local people.</i>	<i>N</i>	<i>Highways England has considered a range of impacts in developing its scheme and preparing an Environmental Statement (TR010036/APP/6.1). This includes people and communities, which are the subject of a chapter in the Environmental Statement (TR010036/APP/6.1).</i>