

From: [REDACTED]
To: [A303 Sparkford to Ilchester](#)
Subject: TR010036 - Deadline 2
Date: 23 January 2019 17:23:32
Attachments: [imagec0b02d.PNG](#)
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[Appendix 1 - Cultural Heritage Topic Paper.pdf](#)
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[Appendix 3 - Biodiversity Topic Paper.pdf](#)
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[REDACTED]

Dear Ms Coffey

**PLANNING ACT 2008
APPLICATION BY HIGHWAYS ENGLAND FOR AN ORDER GRANTING DEVELOPMENT CONSENT FOR THE A303 SPARKFORD TO
ILCHESTER DUALLING**

SUBMISSION MADE PURSUANT TO DEADLINE 2

This submission is in response to the Examining Authority ("ExA") Rule 8 letter dated 21st December 2018 and comprises the relevant information requested from South Somerset District Council.

The submission includes the following: -

- Local Impact Report and associated Appendices'
- South Somerset District Council's answers to first written questions
- Comments on the draft itinerary for ASI
- Written Representations

Local Impact Report and associated Appendices

Please find attached a Joint Local Impact Report produced by South Somerset District Council and Somerset County Council.

South Somerset District Council's answers to first written questions

Please find attached South Somerset District Council's answers to first written questions. Whilst we have worked collaboratively with Somerset County Council in providing our response our answers attached only relate to questions raised to South Somerset District Council. Somerset County Council will providing their answers separately. [REDACTED]

Comments on the draft itinerary for ASI

Please find suggested additional locations for the ASI. The District Council feels these "stops" would aid the ExA in understanding the issues raised in the Local Impact Report.

Written Representations

This has been produced by the Members of South Somerset District Council.

We note that the draft Statement of Common Ground is also requested at this stage. We have worked with the applicant and Somerset County Council to produce this document and understand that the applicant will be making the submission.

Yours sincerely

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**A303 Sparkford to Ilchester Dualling Scheme
Planning Inspectorate Reference: TR010036**

**Written Representation by South Somerset District
Council**

Deadline 2: 23rd January 2019

The A303 Sparkford to Ilchester Dualling Scheme

The A303 forms part of the strategic road network and strategic link between the south-west peninsula and the rest of the south, south-east and London. The route is comprised of multiple road standards including dual carriageway and single carriageway sections with overtaking lanes. Speed limits vary depending on the character of the road and its surroundings.

The section of A303 that is sought to be upgraded to dual carriageway status is located in South Somerset and runs between Hazelgrove Roundabout in Sparkford and Podimore Roundabout in Ilchester. Whilst the scheme follows the existing route of the A303, the majority of the scheme consists of new dual carriageway which runs parallel to, and crosses over the existing single carriageway road to the north and south (at maximum distance, the new road is typically 100 metres north or south of the existing A303).

Implications of the dualling scheme on South Somerset

The Council strongly supports the need for this single carriageway section of the A303 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 help to promote economic growth in the region.

The Council also supports in principle the preferred route and its design. We have however identified localised impacts which require further work and which are highlighted within this response and the Council's Relevant Representation and Local Impact Report.

Economic Impacts

The economic benefits of the scheme are recognised by the Council. Improved transport connectivity is a key requirement reported by our stakeholders, particularly for supporting future growth in the food and drink, healthcare and tourism sectors, and wider inward investment. We are however concerned about the disruption that may be caused during the construction period of the scheme and the diversionary routes that will be put in place during that construction period. We seek to minimise any disruption for our business community by ensuring that the applicant is required to consult with them directly regarding the proposed diversionary routes and associated signage strategy, visitors and residents alike should be in no doubt that South Somerset is still open for business.

Traffic Impacts on affected communities and particularly at West Camel, Sparkford and Podimore Roundabout

Whilst South Somerset District Council is not the Highway Authority, it is important to raise concerns over the increased traffic and potential road safety issues that will present itself to surrounding communities as a result of the proposed scheme.

Concerns regarding increased traffic through the settlements of West Camel and Sparkford are set out in the Council's Local Impact Report. We believe that given the nature of the local highway network in these communities, increases in traffic of this scale are significant and would have an adverse impact on the residents living in these communities. The speed of traffic in both West Camel and Sparkford is already a recognised concern locally and further rat-running as a result of the scheme will add to this local concern. Highways England should be offering mitigation as a result of the scheme to try and address these issues.

The Council is also concerned about the ability of the Podimore roundabout to function, particularly during the summer months, and the impact that any queues and delays would have upon surrounding communities. Whilst the aspiration is upgrade the whole corridor, these impacts should be addressed as part of the scheme design and mitigation.

We are also concerned about the impacts of any diversionary routes on settlements during the construction of the scheme. The applicant notes that in 2015, an average of 23,500 vehicles a day used this stretch of the A303, this figure has no doubt increased. Given the lack of detail on this matter, the impact of the diversions on communities such as Queen Camel, Marston Magna, Mudford and even Yeovil should be considered as it is of concern locally. Large volumes of traffic, including HGVs travelling through these communities, where the roads are not designed for such a purpose, creates significant concern.

Cultural Heritage, Landscape and Ecology

The District's attractive rural environment, built heritage and rich ecology are of intrinsic value to residents and visitors alike of South Somerset. They combine to make South Somerset special. The proposed scheme will result in adverse effects on some of these assets and the District Council wishes to be able to work with the applicant, through consultation to mitigate any of these adverse effects, this is set out in the Council's Local Impact Report and the draft Statement of Common Ground which is being worked up between Highways England, Somerset County Council and the District Council.

Flooding

Whilst not the Lead Flood Authority, the District Council is aware that a number of areas along the existing route currently flood, for example, areas of agricultural land to the north of the A303 junction to RNAS Yeovilton, on the existing single lane, and Stockwitch Cross, which is located along the eastern boundary of the RNAS Yeovilton. The scheme should not increase flood risk in these locations or in the villages of West Camel and Queen Camel. Full consideration should be given to flooding issues and mitigation should be provided where required to prevent further adverse impacts on potentially affected communities in these locations.

Resource Impacts for the Local Authority

The District Council would like it recognised that this process has been, and continues to be a resource intensive one for the Local Authority and the inability to secure additional resources at a time of great financial uncertainty for local government has placed extreme pressure on Council officers who are managing competing demands.

Summary

The District Council is fully supportive of the principal of the scheme and the timeline for its delivery. The concerns we raise focus upon ensuring that sufficient mitigation can be secured through the DCO to address both the temporary and permanent adverse effects that we identify and to reduce the impact upon the affected communities of South Somerset.