

A303 Sparkford to Ilchester Dualling Scheme TR010036

8.10 Draft Statement of Common Ground with Queen Camel, West Camel and Sparkford Parish Councils

APFP Regulation 5(2)(q)
Planning Act 2008
Infrastructure Planning (Applications: Prescribed
Forms and Procedure) Regulations 2009
January 2019



Infrastructure Planning

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(Applications: Prescribed Forms and
Procedure) Regulations 2009**

A303 Sparkford to Ilchester Dualling Scheme

Development Consent Order 201[X]

STATEMENT OF COMMON GROUND

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Rev 1	January 2019	Draft for Examination Issue

STATEMENT OF COMMON GROUND

This Statement of Common Ground has been prepared and agreed by (1) Highways England Company Limited and (2) Queen Camel, West Camel and Sparkford Parish Councils.

Signed.....
[NAME]
[ROLE]
on behalf of Highways England
Date: [DATE]

Signed.....
[NAME]
[ROLE]
on behalf of Queen Camel Parish Council
Date: [DATE]

Signed.....
[NAME]
[ROLE]
on behalf of West Camel Parish Council
Date: [DATE]

Signed.....
[NAME]
[ROLE]
on behalf of Sparkford Parish Council
Date: [DATE]

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1. Introduction

1.1 Purpose of this document

- 1.1.1 This Statement of Common Ground ("SoCG") has been prepared in respect of the proposed A303 Sparkford to Ilchester Dualling ("the Application") made by Highways England Company Limited ("Highways England") to the Secretary of State for Transport ("Secretary of State") for a Development Consent Order ("the Order") under section 37 of the Planning Act 2008 ("PA 2008").
- 1.1.2 This SoCG does not seek to replicate information which is available elsewhere within the Application documents. All documents are available in the deposit locations and / or the Planning Inspectorate website.
- 1.1.3 The SoCG has been produced to confirm to the Examining Authority where agreement has been reached between the parties, and where agreement has not (yet) been reached. SoCGs are an established means in the consenting process of allowing all parties to identify and so focus on specific issues that may need to be addressed during the examination.

1.2 Parties to this Statement of Common Ground

- 1.2.1 This SoCG has been prepared by (1) Highways England as the Applicant and (2) Queen Camel, West Camel and Sparkford Parish Councils.
- 1.2.2 Highways England became the Government-owned Strategic Highways Company on 1 April 2015. It is the highway authority in England for the strategic road network and has the necessary powers and duties to operate, manage, maintain and enhance the network. Regulatory powers remain with the Secretary of State. The legislation establishing Highways England made provision for all legal rights and obligations of the Highways Agency, including in respect of the Application, to be conferred upon or assumed by Highways England.
- 1.2.3 Queen Camel, West Camel and Sparkford Parish Councils are responsible for local issues, including the evaluation of local planning applications, and working with the local police, district council officers, and neighbourhood watch groups on matters of crime, security and traffic. The parish Council's roles also include initiating projects for the maintenance and repair of parish facilities, as well as consulting with the district council on the maintenance, repair, and improvement of highways, drainage, footpaths, public transport, and street cleaning. Conservation matters (including trees and listed buildings) and environmental issues are also the responsibility of the Council.

1.3 Terminology

- 1.3.1 In the tables in the Issues chapter of this SoCG, "Not Agreed" indicates a final position, and "Under discussion" where these points will be the subject of on-going discussion wherever possible to resolve, or refine, the extent of disagreement between the parties. "Agreed" indicates where the issue has been resolved.
- 1.3.2 It can be taken that any matters not specifically referred to in the Issues chapter of

this SoCG are not of material interest or relevance to Queen Camel, West Camel and Sparkford Parish Councils, and therefore have not been the subject of any discussions between the parties. As such, those matters can be read as agreed, only to the extent that they are either not of material interest or relevance to Queen Camel, West Camel and Sparkford Parish Councils.

1.4 Record of Engagement

- 1.4.1 A summary of the meetings and correspondence that has taken place between Highways England and Queen Camel, West Camel and Sparkford Parish Councils in relation to the Application are outlined in Table 1.1.

Table 1.1: Record of engagement

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the issues tables)
Queen Camel Parish Council		
20/11/2017	Outgoing Land Interest Questionnaire	LIQ sent along with plans
21/11/2017	Incoming call	Mr Pender-Cudlip called the Land Referencing team at 15:18 confirming the parish's receipt of the LIQ and plans sent. He confirmed that Queen Camel Parish Council do not own any land located within the red line boundary on the plan. Instead, they own a playing field which is outside of the boundary and just west of Queen Camel village. He indicated that this will be marked up on the plan received and send it back to the A303 Land Referencing team along with a letter confirming these details.
13/12/2017	Outgoing email	Comments given regarding a number of constraints including technical information and how to most effectively represent the views and interests of Queen Camel residents. Mr Pender-Cudlip requested the meeting notes from a discussion that occurred on Tuesday 12th December.
28/12/2017	Incoming email	Email sent to confirm that the Land Referencing Team have received his email stating the residents of Queen Camel have a non-proprietor interest in all the land within the Parish but would like to be consulted with as the scheme develops.
08/01/2018	Incoming email	Mr Norman requests when HE became aware of the proposals for a new Garden Village to the north of the A303 in direction of Babcary, and how it has been taken into account. Response from Highways England noting that the A303 Garden Settlement proposals came to the attention of HE after PRA in October 2017.
02/03/2018	Incoming email	Consultation response from Queen Camel Parish Council. Concerns and constructive feedback provided.
16/04/2018	Incoming joint statement	Joint Statement received from Sparkford, Queen Camel and West Camel Parish Councils.
17/07/2018	Incoming email	Email from Patrick Pender-Cudlip to the project team containing a letter.
20/07/2018	Outgoing email	Highways England has provided a response from Highways England following a letter from Queen Camel Parish council. The response discusses Hazlegrove junction and the parallel road proposal.
West Camel Parish Council		
17/11/2017	Meeting at West Camel	AT the proactive request of WCPC Highways England and Highways England met in West Camel to discuss HE proposals and share WCPC requirement for retaining the old A303 as a local road and removing East and West bound junctions from the Downhead / Camel Cross area. Sketch plans were provided by WCPC showing conceptually how this could be achieved as indeed the earlier scheme proposals had included a local road.
20/11/2017	Outgoing email	Email to Les Stevens WCPC from Highways England containing notes of face-to-face meeting attended on

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the issues tables)
		17/11/2017 by Chris Setters and Anna Zmijewska.
20/11/2017	Incoming email	Les Stevens emailed regarding local walking routes across the A303. Three attachments displaying three walking routes belonging to the Parish sent for information.
20/11/2017	Outgoing LIQ	LIQ sent along with plans
24/11/2017	Incoming phone call	Les Stevens called to ask for direction on how to fill out the LIQ plan. He was informed to mark out the section of land owned by the party. He also informed the team that Davis Hall Trustees own some land above the land owned by West Camel Parish Council. Mr Stevens stated that he would state this information as well as contact details for Davis Hall Trustees within the LIQ sent back.
07/12/2017	Outgoing email	Highways England liaised with Les Stevens in order to arrange a further meeting to discuss design solutions talked about at previous meetings. Les Stevens had suggested 11 January 2018 however Chris stated this would be too early. However, it was communicated that Highways England will be in touch with the Parish in the New Year to discuss this further.
11/12/2017	Incoming LIQ	LIQ received. Phone number added from LIQ. Plan has been annotated with a playing field owned by the parish as well as a plot of land owned by the Davis Hall committee.
11/12/2017	Incoming email	Email from Phil Gamble discussing the direction of correspondence and proposed route design suggestions. The attachments were also included which involve a new link road at Podimore, comments on the preferred A303 route as well as a 'no junctions argument to Highways England and Hannah Burgess'.
12/12/2017	Incoming email	Email from Phil Gamble regarding a "new link road". This entails a design suggestion for a new link road between Podimore roundabout and the B3151 adjacent to the RNAS west main gate. Mr Gamble also requested a couple of paper copies for ordnance survey maps to be issued, as agreed with Highways England to the Council.
21/12/2017	Incoming letter	Letter describing the impact of the A303 proposals from the West Camel Parish Council and their residents. Many issues have been addressed in the letter as well as a couple of design issues.
22/12/2017	Incoming email	Email from Les Stevens sending a response to the design proposals based from a parish-wide survey from West Camel. Lydia Kendall replied stating the team are thankful the reply in writing and are currently considering the proposals made, in detail. Lydia also provided information about the statutory consultation process and wanted to make sure that if comments raised by the Parish are not discussed, it is not because the comments have been disregarded. They will be responded to in full towards the closure of the consultation period.
03/01/2018	Incoming email	Email sent forwarding the prospectus and proposals for the scheme from Garden Settlement as well as West Camel Parish questions.
14/02/2018	Incoming letter	Letter of complaint from West Camel Parish Council regarding the omission of traffic data at the Public Information Event held at The Davis Hall on Friday 9 February 2018.
15/02/2018	Outgoing email	Email from Highways England stating the intent to begin work on proposals following the public consultation. Requested that the alternative proposal from West Camel can be issued as

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the issues tables)
		soon as possible before 9th March 2018 as it will require a significant time to review.
18/02/2018	Incoming letter	West Camel Parish Council's draft response to the public consultation event. The final response will be sent following a Parish meeting on 21 Feb 2018. Supporting documentation has been uploaded.
18/02/2018	Outgoing email	Email from Highways England thanking him for his email on 18/02/2018. He requested a sketch of the Parish's requirements.
07/03/2018	Incoming letter	West Camel Parish Council's final submission to the Statutory Consultation, as well as accompanying plan and supportive documentation. Response from Highways England confirming the response has been received and will be reviewed in due course.
08/03/2018	Incoming email	A letter of complaint was sent from West Camel Parish Council via email on 14th February 2018 by Les Stevens. Mr Stevens followed up on his complaint on 8th March 2018 after receiving no response. Highways England replied acknowledging Mr Stevens email and informing him a response was being drafted.
08/03/2018	Outgoing email	Response to formal complaint from Highways England refuting allegations that Traffic Volume data wasn't available and stating that this information was available at the West Camel Road Show.
12/03/2018	Incoming email	Email response from Les Stevens WCPC disputing the claims made by Highways England that Traffic Data was made available
19/03/2018	Outgoing email	Highways England acknowledged receipt of Formal Complaint email from WCPC 12/03/2018 and stated that a formal response would be made as part of the Consultation Report Nothing more heard.
09/04/2018	Incoming email	Links to You Tube provided showing Holiday Traffic 'rat-running' through Urgashay and West Camel. Acknowledged by Highways England.
16/04/2018	Incoming letter	Joint Statement received from Sparkford, Queen Camel and West Camel Parish Councils. Acknowledged by Highways England.
18/04/2018	Outgoing email	Information updating the parish council on the closure of the public consultation and work that is taking place in the local area (such as GI surveys).
19/04/2018	Outgoing email	Highways England to WCPC Les Stevens acknowledging receipt of Joint Statement and offering to meet pre-DCO submission in May/June.
31/05/2018	Face to face meeting	Meeting brokered by MP David Warburton and attended by him, as well as WCPC, SCC and SSDC representatives.
12/07/2018	Incoming email	Note from email - Letter from West Camel Parish Council concerning the lack of response on key issues raised at our meeting of 31st May 2018 and an apparent disparity in information being exchanged with neighbouring parish councils
19/07/2018	Outgoing email	Highways England responded to an email from West Camel Parish Council containing letters outlining concerns with the lack of response on key issues raised at the meeting of 31st May 2018. Highways England attached a response from Highways England, as well as the minutes from the meeting with Queen Camel Parish Council of 21 June 2018.

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the issues tables)
30/07/2018	Incoming email	Email from WCPC again requesting answers to questions raised at meeting 31/05/18?
22/07/2018	Outgoing email	Email from Highways England containing letter of response to WCPC.
01/10/2018	Incoming email	Email from Les Stevens regarding flood alleviation works for West Camel. During a meeting on 7th December 2017, actions were set to scope further works, but there has been no progression. Les questions whether there is still scope to push for some EDF funded supplementary works.
01/10/2018	Outgoing email	Response from Highways England to Les Stevens previous email. Highways England informs Les there is a meeting on 01/10/2018 to discuss supplementary Flood Works, and it is still very much a possibility and has not been forgotten. Highways England will get back to Les at the end of the week with a more comprehensive update. Les thanked Highways England for a prompt response.
02/11/2018	Outgoing email	Highways England updated Les Stevens with the outcome of Mondays (01/10/2018) workshop. It was agreed a Designated Fund Application to fund the flood alleviation feasibility study should be made and will be progressed shortly. Then following the outcome of the feasibility study, a decision will be made as to whether funding should be applied for to contribute towards delivering the measures on site. Highways England will keep Les informed on the application for funding.
03/11/2018	Incoming email	Les Stevens requested a response from Highways England. Mr Stevens was trying to establish what the numbers in Figure 5.3 mean.
04/11/2018	Incoming email	Email from Les Stevens questioning what the figures mean in the maps within fig 5.3 from Volume 6.2.
05/11/2018	Outgoing email	Response from Highways England to Les Stevens queries. Highways England states the numbers on the drawing (Figure 5.3) are the link ID numbers that match up with a table presented in Appendix 5.1 of the ES. These figures present all the road links the air quality team included within their air quality modelling and the numbers correspond to a specific link ID.
Sparkford Parish Council		
20 November 2018	Outgoing Letter	LIQ sent to Sparkford Parish Council (care of Karen Bourke).
18 January 18	Meeting	Met Highways England, they provided info on the preferred route.
16 April 2018	Incoming Joint Statement.	Joint Statement received from Sparkford, Queen Camel and West Camel Parish Councils.
18 April 2018	Outgoing email	Information updating the parish council on the closure of the public consultation and work that is taking place in the local area (such as GI surveys).
18 June 2018	Meeting	HE Meeting presented with written statement on behalf of Sparkford Parish Council with concerns over design of Hazlegrove roundabout and lack of traffic calming in Sparkford High Street. HE Officer agreed to review a 40mph on slip roads and Hazlegrove roundabout as part of the project.

1.4.2 It is agreed that this is an accurate record of the key meetings and consultation undertaken between (1) Highways England and (2) Queen Camel, West Camel and Sparkford Parish Councils in relation to the issues addressed in this SoCG.

2. Issues

2.1 Joint Parish Councils of Queen Camel, West Camel and Sparkford

Topic	Sub-section	Comment	Highways England response	Status
General	Need for the scheme	The three neighbouring parish councils of Queen Camel, Sparkford and West Camel jointly agree that dualling this section of the A303 will be of great benefit to all three communities but jointly submits that there are three elements in the proposals which are detrimental to both general A303 users and local communities, fail to represent 'value for money' to the UK taxpayer and would cause unnecessary environmental damage in both the short and the long term.	Noted.	NOTAGREED
Relevant Representation (Joint submission between Queen Camel, Sparkford and West Camel Parish Council).	Hazlegrove Junction	The unorthodox design and layout of the proposed Hazlegrove junction (unique we believe in the UK) will have a negative environmental impact on local communities. i. It will destroy far more of the (Listed) Hazlegrove parkland than necessary. ii. it will needlessly increase the length of journeys to and from Hazlegrove School. iii. It will needlessly increase the distance travelled by traffic joining the eastbound carriageway of the A303 from the A359 (south). iv. It will encourage such traffic to take a short cut through the middle of Sparkford village.	Please see attached Topic Paper on Hazlegrove Junction.	UNDER DISCUSSION

Topic	Sub-section	Comment	Highways England response	Status
		<p>v. It will encourage traffic to avoid this junction and use the east bound junction above West Camel (Downhead Junction).</p> <p>Detailed costings and design information has been repeatedly requested during the pre-DCO phase and has either been withheld or supplied at too high a level.</p> <p>The Joint Councils respectfully suggest that the applicant be required to consider our alternative design and produce detailed engineering arguments and costings that prove beyond reasonable doubt that our alternative design would not be demonstrably more environmentally sustainable and cheaper to construct.</p>		
	Parallel road	<p>Despite appeals from all three parish councils during the consultation period, the application fails to give serious consideration to the advantages of retaining the carriageway of the existing A303 for the use of local traffic, alongside the new dual carriageway between Hazlegrove and Podimore . This is wholly inconsistent with similar HE schemes in the South West (A30 at Bodmin) where retention of the old road is seen as a priority.</p> <p>Such a 'parallel road' would:</p> <p>i. Substantially reduce both the cost and the duration of construction.</p>	<p>The proposed dual carriageway has been deliberately aligned to maximise retention of the existing A303 carriageway for this use. Between the A359 (Hazlegrove) and B3151 (Camel Cross) junctions - a distance of 3.5 kilometres - a total of 2.3 kilometres of existing carriageway will be retained for this purpose.</p> <p>Whilst developing this aspect of the scheme, 2 major land constraints were identified which have prevented the remaining 1.2 kilometres of existing carriageway being retained (or the provision of a new alternative). At the</p>	UNDER DISCUSSION

Topic	Sub-section	Comment	Highways England response	Status
		<p>ii. Improve traffic flow on the A303 during construction.</p> <p>iii. Greatly reduce congestion on local roads during the construction period.</p> <p>iv. Give the A303 added resilience and improve access for emergency vehicles in the event of road traffic accidents on the dual carriageway.</p> <p>iv. 'Future proof' the local road network when the A303 becomes an Expressway from which slow moving (including agricultural) vehicles are excluded.</p> <p>The Council will respectfully submit that the applicant should be required to reconsider retaining the existing A303 carriageway alongside the new dual carriageway.</p> <p>The Joint Councils respectfully suggest that the applicant be required to consider our alternative design and produce detailed engineering arguments and costings that prove beyond reasonable doubt that our alternative design would not be demonstrably more environmentally sustainable and cheaper to construct.</p>	<p>summit of Camel Hill there is a Scheduled Monument immediately to the north of the existing A303 and land owned by the Ministry of Defence (MOD) immediately to the south of the A303. The existing A303 carriageway passes between these 2 sites. It has been determined that a dual carriageway can also be accommodated through this corridor, although there is insufficient width to accommodate an additional single carriageway without acquisition of land from either the Scheduled Monument or the MOD.</p> <p>Regarding the Scheduled Monument, consultation with Historic England concluded that they would not support the scheme if proposals involved the acquisition of any land from this site. Acquiring land to the north of the A303 for a parallel local road at this location was therefore rejected.</p> <p>Regarding the MOD site, Highways England are not able to acquire land from the MOD by compulsion. Any land for the scheme would therefore have to be acquired through agreement. The Applicant decided that reliance on acquiring the land through agreement presented a high risk both in terms of the project's programme and the potential for buried services in this location.</p>	

Topic	Sub-section	Comment	Highways England response	Status
	Traffic management during construction	<p>Proposed diversion via A359 - The applicant's proposed diversion of A303 traffic through Queen Camel, Marston Magna and Mudford villages into Yeovil to return via the A37 to the A303 at Ilchester are totally and utterly unacceptable to these local communities. The applicant's bland assurances that traffic will be 'managed' through a TMP do not reassure communities that suffer congestion 'rat-running' through unclassified local road each and every summer and whenever the A303 becomes congested, in either direction. Drivers will follow their SatNav devices along unclassified roads in an attempt to find a shorter diversionary route which will endanger the lives of people living in local communities.</p> <p>The Joint Councils respectfully suggest that the DCO application include details of how the applicant will mitigate the adverse impact of self-diverting traffic and further investigation be undertaken in to the provision of AMPR cameras on junctions accessing routes where HGV traffic is banned.</p> <p>We also ask that the applicant be required to mitigate traffic along A359 through High St Sparkford, Queen Camel and on the unclassified roads through West Camel.</p>	<p>The Traffic Management Plan (TMP) is being developed in consultation with Somerset County Council, and will eventually contain measures for the prevention and mitigation of the adverse impacts of self-diverting traffic. A draft of this document is provided as Appendix B5 to the Outline Environmental Management Plan (APP-148).</p> <p>It should be noted that the Development Consent Order (DCO) application also involves the temporary closure of the A303 for brief periods of time and diversion of traffic along the A359 using the diversion route that is currently agreed between Highways England and Somerset County Council. The final TMP will contain details of how the impacts of this closure will be managed.</p>	UNDER DISCUSSION

2.2 Queen Camel PC – Specific Issues most pertinent to individual Councils.

Topic	Sub-section	Comment	Highways England response	Status
General	Need for the scheme.	The Council believes that dualling this section of the A303 will be of great benefit to Queen Camel and acknowledges that traffic levels will reduce through Queen Camel. The Parish Council agrees that there is a need to dual the A303 between Sparkford and Ilchester.	Noted.	AGREED
Relevant Representation (Queen Camel Parish Council).	Traffic management during construction	<p>The application fails to pay due regard to the environmental problems of very heavy traffic and congestion in the middle of Queen Camel when A303 traffic uses the A359 and West Camel Road to bypass slow moving traffic through the road works during the construction period. The applicant's bland assurances that traffic will be 'managed' through a TMP do not reassure. The Council will respectfully suggest that the DCO application include details of how the applicant will mitigate the adverse impact of self-diverting traffic. QCPC will therefore request that the Applicant be required to:</p> <ol style="list-style-type: none"> 1. assess the impact of self-diverting traffic on Queen Camel High Street and other local roads during the construction phase; 2. demonstrate that manifestly robust and effective mitigation measures will be put 	<p>The Traffic Management Plan (TMP) is being developed in consultation with Somerset County Council, and will eventually contain measures for the prevention and mitigation of the adverse impacts of self-diverting traffic. A draft of this document is provided as Appendix B5 to the Outline Environmental Management Plan (APP-148).</p> <p>It should be noted that the Development Consent Order (DCO) application also involves the temporary closure of the A303 for brief periods of time and diversion of traffic along the A359 using the diversion route that is currently agreed between Highways England and Somerset County Council. The final TMP will contain details of how the impacts of this closure will be managed.</p>	UNDER DISCUSSION

Topic	Sub-section	Comment	Highways England response	Status
		in place. before the DCO application is granted.		

2.3 West Camel Parish Council – Specific Issues most pertinent to individual Councils

Topic	Sub-section	West Camel Parish Council comment	Highways England response	Status
General	Need for the scheme	The parish council support the dualling of this section of the A303 but maintain their position of having severe misgivings about the design and its impact on the local community.	Noted.	
Relevant Representation (West Camel Parish Council)	Traffic flows as a result of the proposed scheme.	The proposed scheme shows a great reduction in traffic flows along the B3151 through Yeovilton and the A359 through Queen Camel as a direct result of traffic being able to freely access the dualled section of the A303 at or near Camel Cross. The only two areas of increased traffic volumes are Sparkford village on the A359 and through the village of West Camel on unclassified roads. To encourage traffic to 'rat-run' through the unclassified roads of West Camel Village is totally unacceptable to our community and will ultimately result in serious injury or death!	The traffic impacts of the scheme are set out in the Combined Modelling and Appraisal (ComMA) Report (APP-151). Figure 12.8 of the ComMA Report (APP-151) shows the traffic flows through West Camel village on Parsonage Road (site 22). Annual Average Daily Traffic (AADT) in 2015 was 1,700 vehicles. With the scheme in the opening year 2023 this traffic would be 1,700 rising to 2,000 in 2038. This impact is not considered to be significant.	UNDER DISCUSSION
	New signage.	West Camel PC ask that the Applicant be required to work sensitively and responsively with them to ensure that 'destination detail' (currently not available) on signs erected around the Camel Cross (West) and Downhead (East) junctions do not exacerbate existing 'rat-running' problems and direct 'through traffic' to the classified (A & B) local road network.	Noted – a signing strategy will be developed in more detail in due course, in consultation with SCC.	UNDER DISCUSSION
	Traffic Management	West Camel Parish Council is concerned about the impact of construction on the local	The Traffic Management Plan (TMP) is being developed in consultation with	UNDER

Topic	Sub-section	West Camel Parish Council comment	Highways England response	Status
	During Construction	villages. It will be vital to ensure traffic from the A303 is not diverted through the villages during the construction period.	<p>Somerset County Council, and will eventually contain measures for the prevention and mitigation of the adverse impacts of self-diverting traffic. A draft of this document is provided as Appendix B5 to the Outline Environmental Management Plan (APP-148).</p> <p>It should be noted that the Development Consent Order (DCO) application also involves the temporary closure of the A303 for brief periods of time and diversion of traffic along the A359 using the diversion route that is currently agreed between Highways England and Somerset County Council. The final TMP will contain details of how the impacts of this closure will be managed.</p>	<i>DISCUSSION</i>

2.4 Sparkford Parish Council – Specific Issues most pertinent to individual Councils

Topic	Sub-section	Sparkford Parish Council comment	Highways England response	Status
General	Need for the scheme	The parish council agree that the A303 should be dualled between Sparkford and Ilchester. Whilst supportive of the overall scheme Sparkford do not agree with the scheme unless the Hazelgrove Junction is amended and the parallel road is included.	Noted.	AGREED
Relevant Representation (Sparkford Parish Council)	Traffic Flows	Statements made by the applicant state that during construction and after completion traffic through Sparkford high Street will increase. There are already problems with speeding traffic and rat running through the high Street at peak times, including weekends and holiday periods. Highways England have made no attempt to mitigate this by providing a traffic calming scheme for Sparkford High Street. Sparkford PC would like to see commitment from H.E. on mitigation measures such a Traffic Calming in High Street	Traffic modelling has identified an increase in traffic on Sparkford High Street with the scheme. In summary A303 eastbound traffic will continue to use the revised junction at Hazlegrove for access to the trunk road. However, traffic travelling north on the A359 would use the A359 via Sparkford High Street with the scheme rather than use the short section of A303 between Hazlegrove and Camelot junctions.	UNDER DISCUSSION
	Public Rights of Way	The public rights of way will also be affected and protracted by the poor design of the Hazlegrove junction with walkers and horse riders forced to walk or ride along access roads to join rights of way within Hazlegrove park. Sparkford PC are still concerned with the poor design of the slip roads and that the under bridge will have no lighting during the periods of darkness.	A dedicated non-motorised user (NMU) route has been provided alongside the local road carriageway at the underbridge. This route will be segregated from motor traffic. It has been provided on the southern verge of the local road deliberately in order to avoid crossings of the eastbound merging slip road and the Hazlegrove School access.	UNDER DISCUSSION

Topic	Sub-section	Sparkford Parish Council comment	Highways England response	Status
	Noise Mitigation	It is important as the road is to be constructed on an embankment across Hazelgrove Park that low noise surfacing is used and sound barriers are deployed to reduce the noise affecting Hazelgrove School to the North, Wolfester Terrace and Sparkford Services to the South. Noise levels must meet current legislation and should be re-assessed to ensure they do.	Low noise surfacing has been proposed and a noise model has been used to inform the noise mitigation strategy.	AGREED
	Sparkford Services	As a Parish Council we are concerned about the long term future of Sparkford Services, given the poor design of the Hazelgrove Junction. The Petrol Station and McDonalds employ in excess of 100 people between them. The junction design will not ensure Sparkford Services remain viable as the long protracted eastbound slip road will deter motorist from using Sparkford Services - they will travel on to use the services elsewhere.	The junction has been designed to ensure that these businesses remain accessible and a signing strategy will be developed to ensure passing motorists are aware that these facilities exist.	UNDER DISCUSSION

