

A303 Sparkford to Ilchester Dualling Scheme TR010036

9.17 Deadline 4 – Supporting Information

Planning Act 2008

March 2019



Infrastructure Planning

Planning Act 2008

**A303 Sparkford to Ilchester Dualling
Scheme**

Development Consent Order 201[X]

Deadline 4 Supporting Information

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1 Deadline 4 Supporting Information

1.1 Introduction

- 1.1.1 This report provides responses to the Hearing Actions Points associated with Deadline 4 of the Development Consent Order (DCO) Examination for the A303 Sparkford to Ilchester Dualling Scheme ('the scheme'). Each Action Point relates to the table of action points issued by The Planning Inspectorate (EV-007) following the issues specific hearings (ISH), open floor hearings, and compulsory acquisition hearings held between Tuesday 26 February and Friday 1 March 2019. Responses to each of the Action Points are contained within Section 1.2 below. The numbering adopted below corresponds to the numbering in the Action Points issued by the Examining Authority.
- 1.1.2 Section 1.3 of this report contains details of the additional clarifications / documents that the Applicant committed to providing as part of the Deadline 4 submission.

1.2 Action Points

Action Point 1

- 1.2.1 Action Point 1 requests: *Note of informal discussions with MOD in relation to landholdings.*
- 1.2.2 The Applicant has undertaken informal discussions with the Defence Infrastructure Organisation (DIO) in relation to its land that has been included within the DCO. These discussions have been ongoing since February 2018 and are continuing. The DIO has agreed in its Statement of Common Ground to the inclusion of the proposed footpath within the land that it owns and a formal agreement to secure this is being progressed. Further details are included within the Statement of Common Ground, an updated version of which is being submitted at Deadline 4.

Action Point 2

- 1.2.3 Action Point 2 requests: *Necessary revisions to equestrian routes to take account of gradient between points BE and BY.*
- 1.2.4 This relates to a small section of proposed right of way that is approximately 25 metres long. This runs down the side of the embankment of the proposed Camel Hill Roundabout which has a 1:3 slope. During ISH 1 the Applicant advised that this short section would be remedied during the detail design stage.

Action Point 3

- 1.2.5 Action Point 3 requests: *TE 27.25 Design manual for roads and bridges. Highlight where standards for road and verge widths are stated.*

- 1.2.6 The alignment of highway links should be designed in accordance with TD9/93 “Highway Link Design” of the Design Manual for Roads and Bridges. This contains requirements for the determination of design speed, horizontal geometry, vertical geometry and visibility. The cross section of carriageways should be designed in accordance with TD27/05 “Cross Sections and Headroom”. This contains requirements for carriageway, verge and central reserve width.
- 1.2.7 The requirements of TD9 and TD27 are considered to be safety critical and as such between them set mandatory minimum levels for geometry, visibility and cross-sectional width. Design organisations wishing to propose solutions that depart from these mandatory standards must apply to Highways England’s Safety Engineering and Standards (SES) department for technical approval to do so.

Action Point 4

- 1.2.8 Action Point 4 requests: *Updated Explanatory Memorandum to provide clarity on ‘compact’ junction.*
- 1.2.9 An updated Explanatory Memorandum (document reference 3.3, Volume 3, Revision D) has been submitted at Deadline 4 to provide clarity on the ‘compact’ junction.

Action Point 5

- 1.2.10 Action Point 5 requests: *Provide response to Applicant’s Topic Paper on Hazlegrove Junction Layout [Exam Library ref: REP2 – 005, page 417].*
- 1.2.11 The Applicant notes that a response to Action Point 5 is required by Somerset County Council.

Action Point 6

- 1.2.12 Action Point 6 requests: *Mitigation of impact on “higher” rights on PRow network where requests current with SCC on assumption such rights exist.*
- 1.2.13 The Applicant will provide a response to Action Point 6 as part of the Deadline 5 submission.

Action Point 7

- 1.2.14 Action Point 7 requests: *Annual Traffic figures - Provide clarification of monthly figures for March/October and annualisation.*
- 1.2.15 Transport models will usually cover distinct time periods during the year which represent traffic levels that occur for the majority of time during the year. Therefore, transport models are usually developed for a ‘neutral’ month during the year, during typical working weeks outside the school holiday periods. The neutral month that the scheme model is based on is March, as per the parent model South West Regional Transport Model. Four time periods have been modelled for this: AM (07:00-10:00), inter-peak (10:00-16:00), PM (16:00-19:00) and off-peak (19:00-07:00).

- 1.2.16 Annualisation factors are used to factor from the model periods to represent longer periods, up to a whole year. This is explained in WebTAG unit A1.3 in section 9¹. This has been done to derive traffic flows for a number of appraisal purposes and to capture the scheme economic impacts over the whole year.
- 1.2.17 The 24-hour flows from combining the March-based time period models were annualised using local long-term traffic counts, which are located in Figure 11.9 of the Combined Modelling and Appraisal (ComMA) Report (APP-151), to give the Annual Average Daily Traffic (AADT) level flows required for the WebTAG accident and air quality appraisals. They were also factored to 18-hour Annual Average Weekday Traffic (AAWT) level flows required for the noise appraisal. As these annualisation factors (Table 11.21 of the ComMA Report, APP-151) were calculated using observed flows for the entire year, they do include the summer period and they do include Fridays (and weekends in the case of AADT).
- 1.2.18 Due to holiday traffic, the busiest periods on the A303 corridor are summer weekends. In order to represent this in the economic appraisal, a summer weekend model was also created, modelling an average hour in the period 10:00-19:00 on Fridays, Saturdays and Sundays in July-September and Bank holidays in April-August. This time period was chosen due to the observed traffic profiles on the A303 displayed in Appendix B in Figures 18.2 to 18.4 of the ComMA Report (APP-151), which show that traffic flows are highest and reasonably constant in these hours.
- 1.2.19 Traffic counts were taken to enhance the quality of the traffic model. These were also taken in a neutral month, October, excluding school holidays. Using nearby long-term count data, these counts were factored to a March level for the purposes of calibration and validation of the model. Both being neutral months, the traffic level in October is broadly similar to that in March (October is about 1% higher, excluding school holiday periods) so although the data shown in Table 2.1 of the ComMA report (APP-151) and analysed below is for October, the same principles apply to the modelled March period.
- 1.2.20 The Examining Authority raised a query during ISH 1 of the difference in traffic levels in March compared with other times of the year. From Table 2.1 of the ComMA Report (APP-151), it is evident that the traffic flow on Fridays in October was approximately 32% higher than on average Mondays - Thursdays in October and approximately 24% higher than average Mondays - Fridays in October. It is also evident that traffic flows in August were higher than those in October, which can also be seen in Appendix B of the ComMA Report (APP-151) and is the reason for the production of the summer weekend model. Although 24-hour August Friday flows are still higher than August Saturdays and Sundays, this difference is much less (13%) and returning to Figures 18.2-18.4 of the ComMA Report (APP-151), the traffic levels during the 9-hour modelled period on Fridays and Saturdays are similar and slightly lower on Sundays. This query was asked in relation to the

¹ Department for Transport (March 2017) TAG Unit A1.3 User and Provider Impacts [online] available at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/603254/webtag-tag-unit-a1-3-user-and-provider-impacts-march-2017.pdf (last accessed March 2019).

performance of Podimore Roundabout. The roundabout performs within desirable capacity (Degree of Saturation of up to 90%) for all scenarios in March, as can be seen in Tables 12.16-12.18 of the ComMA Report (APP-151). The Examining Authority raised concerns that the performance on a Friday would be poorer than the Monday-Friday modelled due to higher flows. While this assumption is likely to be correct, the difference between Fridays and Monday-Friday (24%) is less than that between August Friday - Sunday and October Monday-Friday (27%), so the Applicant considers that the worst-case scenario has been modelled through the summer weekend model.

Action Point 8

1.2.21 Action Point 8 requests: *Report discussions between parties on potential design changes on road passing Camel Hill Services and other proposed cul-de-sacs.*

1.2.22 The Applicant will provide a response to Action Point 8 as part of the Deadline 5 submission.

Action Point 9

1.2.23 Action Point 9 requests: *Clarify economic effects of proposal in light of responses given (Appendix M to CoMMA Report [APP-151]).*

1.2.24 During the hearing, clarification was sought on the journey time benefits stated in the Appraisal Summary Table (AST) which forms Appendix M of the ComMA Report (APP-151). The Applicant confirms that the values of journey time changes are shown as net figures, combining both benefits and dis-benefits for small (0-2 minutes), medium (2 to 5 minutes) and large (greater than 5 minutes) categories of journey time changes. The category values are shown separately for business users and consumers (commuting and other trip purposes). The majority of time changes for trips with the scheme are in the medium category, with a lower proportion in the small category and fewer still in the large category. The time saved on a trip is multiplied by the number of vehicles doing that trip so although the benefits are higher for those that do save over 5 minutes on their journey, fewer people experience this saving so that the aggregated monetised net benefits are lower for the large category than for the small or medium categories. For more information on the predicted journey time savings, see paragraphs 12.2.15 to 12.2.22 and Tables 12.14 to 12.15 of the ComMA Report (APP-151).

1.2.25 The AST also shows a value for wider economic benefits. Both these wider economic benefits and the business journey time benefits are aggregated for all trips that use or are affected by the scheme so that the values represent benefits to the local and wider regional economy.

Action Point 10

1.2.26 Action Point 10 requests: *Provide updated OEMP.*

1.2.27 The Applicant will submit an updated version of the Outline Environmental Management Plan (OEMP) as part of the Deadline 5 submission.

Action Point 11

- 1.2.28 Action Point 11 requests: *Information on times and extent of wet areas of Pond 5.*
- 1.2.29 The Applicant's understanding is that this is a request to provide the plan area of the pond with respect to the overall area of Hazlegrove House Registered Park and Garden (RPG).
- 1.2.30 The overall area of the RPG is 78 hectares (78,000 m²).
- 1.2.31 The plan area of the permanent body of water within the proposed pond (Pond 5) in the RPG is 4,600m². This is 0.6% of the total area of the RPG.
- 1.2.32 As the pond begins to fill during a storm, the plan area of the temporary water increases quickly due to the benched (that is, nearly level) pond sides. During a 1:1 year event the plan area of the water within Pond 5 is 8,700m² and during a 1:100 year storm the area is 9,860m². These areas are 1.1% and 1.3% of the total area of the RPG respectively.

Action Point 12

- 1.2.33 Action Point 12 requests: *Drawing showing OS Base, Proposal and Parish Council proposal on single drawings.*
- 1.2.34 The Applicant is awaiting further information from the Parish Councils in relation to their proposal which the Applicant understands is being submitted at Deadline 4. The Applicant will respond to this in full at Deadline 5.

Action Point 13

- 1.2.35 Action Point 13 requests: *Provide latest traffic accidents records.*
- 1.2.36 The observation period for accident data was 2010-2014. Five years is the maximum observation period that can be used for COBALT and the period selected covers the 5-whole-year period prior to the time of the base model.
- 1.2.37 It is noted that although in the period used for data in the accident analysis there were only two slight accidents at West Camel crossroads, there have been more accidents recorded in recent years (7 in the 5-year period 2014-2018 according to <https://www.crashmap.co.uk/> which is used in lieu of Somerset County Council STATS-19 data), meaning that the crossroads is now a cluster point. Therefore, the safety at the junction could already be considered as an issue and it is the responsibility of the local highway authority, Somerset County Council, to determine whether any action should be taken to remedy this.

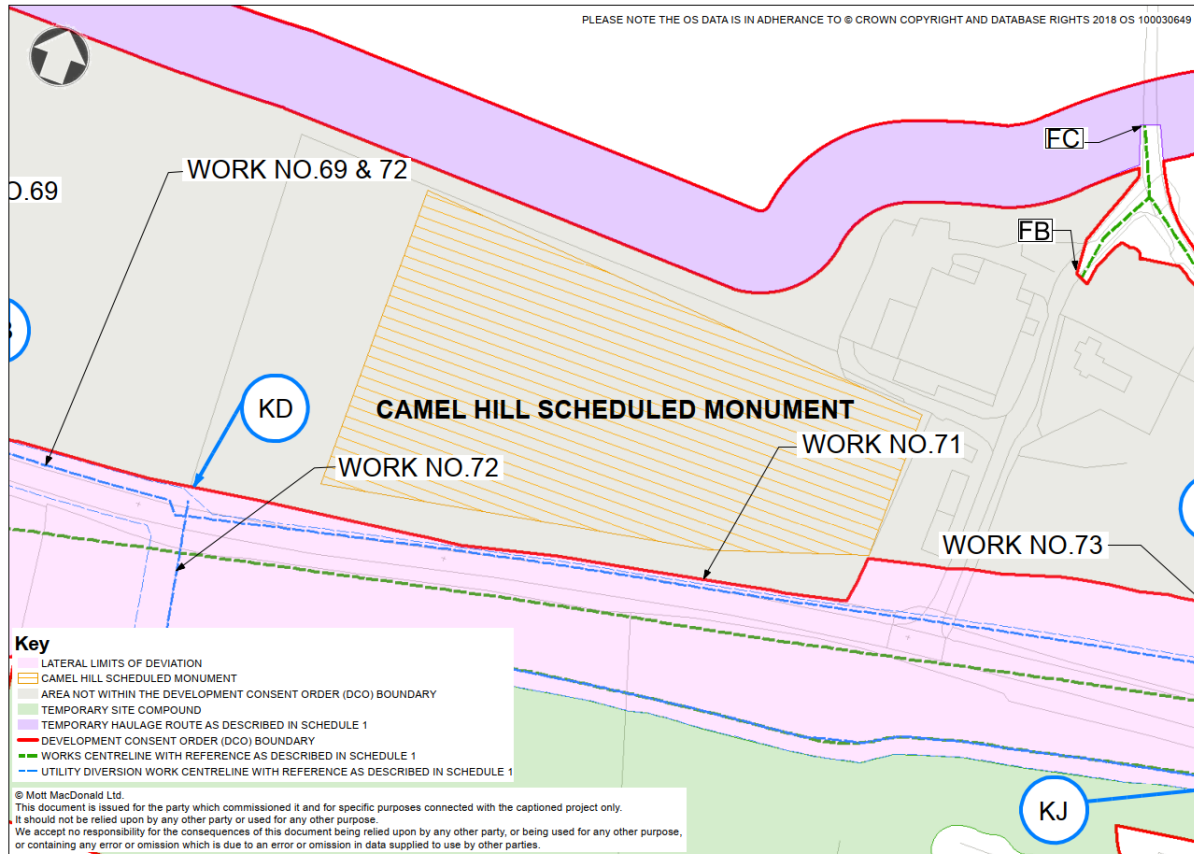
Action Point 14

- 1.2.38 Action Point 14 requests: *Agree base position for Camel Hill SAM wirepoint drawing and larger scale drawing for clarity on Limits of Deviation including relevant written dimension.*

1.2.39 The base position for the Camel Hill Scheduled Monument (SM) wireframe drawing has been agreed with Historic England. The wireframe drawing is contained within Appendix A of this report.

1.2.40 Figure 1.1 below shows the Camel Hill SM in relation to the proposed red line boundary and the scheme Limits of Deviation.

Figure 1.1: Camel Hill SM in relation to the red line boundary and lateral limits of deviation



Action Point 15

1.2.41 Action Point 15 requests: *Route map for list of mitigations set out in ES to be included in OEMP.*

1.2.42 The Applicant will submit a route map for mitigation set out in the Environmental Statement to be included in the OEMP as part of the Deadline 5 submission.

Action Point 16

1.2.43 Action Point 16 requests: *Potential to avoid loss of veteran tree for school access route.*

1.2.44 The Applicant will provide a response to Action Point 16 as part of the Deadline 5 submission.

Action Point 17

1.2.45 Action Point 17 requests: *Statement of Intent on further action, if any, in relation to listed milestone.*

1.2.46 The Applicant notes that a response to Action Point 17 is required by South Somerset District Council.

Action Point 18

1.2.47 Action Point 18 requests: *Applicant to provide statement on how ecological information obtained from road operations unit disseminated.*

1.2.48 This Action Point relates to roadkill. Highways England's operations team will log the removal of any animal carcasses from the live carriageway. In addition, the operations team will notify the Environment Agency of any other casualties on the network and send the carcasses to the University of Cardiff for analysis. Any ringed birds found are reported to Euring. All other data is available on request.

Action Point 19

1.2.49 Action Point 19 requests: *Applicant to provide clarity on note on infographic on rainfall from UK Climate Projections 2018.*

1.2.50 With regards to the Flood Risk Assessment (APP-059) and the drainage design (detailed within the Drainage Strategy Report, APP-060) a 40% allowance has been considered in line with the upper end value total potential change anticipated for the '2080s' (2070 to 2115) based on the current Environment Agency guidance.

Action Point 20

1.2.51 Action Point 20 requests: *Provide calculations for traffic figures for summer peak and weekend together with implications for noise levels.*

1.2.52 The Applicant will provide a response to Action Point 20 as part of the Deadline 5 submission.

Action Point 21

1.2.53 Action Point 21 requests: *Provide plan showing new housing developments which could be potential noise receptors.*

1.2.54 The Applicant notes that a response to Action Point 21 is required by South Somerset District Council.

Action Point 22

1.2.55 Action Point 22 requests: *Provide plan showing which noise receptors were taken into account.*

1.2.56 Table 2.1 of 9.8 Noise Levels at all Modelled Receptors and Modelling Assumptions (REP2-005) provides a list of all the noise receptors taken into account as part of the assessment contained within Chapter 11 Noise and Vibration (APP-048) of the Environmental Statement.

Action Point 23

- 1.2.57 Action Point 23 requests: *Provide details of maintenance of new low road noise surface and note of mechanism for securing this in the long term in dDCO.*
- 1.2.58 Maintenance of all road surfaces, including quieter surfacing, is undertaken in accordance with the Design Manual for Roads and Bridges, with the frequency and type of maintenance intervention derived from results of condition surveys. Quieter surfacing does not have any additional maintenance requirements such as sweeping, or cleaning in order to maintain its noise properties and will typically require resurfacing every 12 years, depending on a number of factors such as traffic levels and HGV percentages. The required maintenance is carried out by Highways England operations as part of its regular maintenance regime for the whole strategic road network.

Action Point 24

- 1.2.59 Action Point 24 requests: *Provide broad indication of night time use during construction of local roads.*
- 1.2.60 In the response to first written question 1.10.26 (REP2-004) the Applicant advised that the diversion of existing utilities, traffic management changes and tie ins with existing carriageways may be undertaken at times of low traffic flows (that is, overnight or at weekends). These works may also require the closure of carriageways in order to ensure road user and construction worker safety. In such cases it may be necessary for small works vehicles that are servicing the utility diversions, traffic management changes and tie in construction to access the works via local roads.
- 1.2.61 It is highly unlikely that large construction plant such as excavators or pavement laying machines will need to access the works from local roads. It is much more likely that these vehicles will access the works from the A303.
- 1.2.62 In REP2-004 the Applicant also advised that deliveries of abnormally large or indivisible loads are also likely to be delivered to site during times of low traffic flows (that is, overnight or at weekends). Although these deliveries may take place during night times it is highly unlikely that they will be brought to site via local roads.
- 1.2.63 Ultimately it is intended that the use of local roads by construction vehicles and plant will be determined by detailed arrangements in the final Traffic Management Plan (TMP). The local highway authority (SCC) will be consulted on the preparation of the TMP under Requirement 11 of the Development Consent Order.

Action Point 25

- 1.2.64 Action Point 25 requests: *Provide joint note setting out CRTN approach as to the effect of wind direction and speed on noise affects.*
- 1.2.65 A joint note (document reference 9.18, Volume 9, Revision A) has been submitted as part of Deadline 4.

Action Point 26

- 1.2.66 Action Point 26 requests: *Statement of Common Ground between Applicant and Long Hazel Park covering points in Annexe A to Rule 8 letter.*
- 1.2.67 An updated Statement of Common Ground between Long Hazel Park and the Applicant has been submitted as part of Deadline 4, and covers the points listed in Annex A to the Rule 8 Letter.
- 1.2.68 It should be noted that at the time of submission of this document, a written report in response to the Statement of Common Ground has been received from Long Hazel Park. The content of this report will be taken into consideration and an updated Statement of Common Ground will be submitted at Deadline 5.

Action Point 27

- 1.2.69 Action Point 27 requests: *Provide update on current position and progress with CA.*
- 1.2.70 An update on the current position and progress with individual landowners associated with compulsory acquisition is provided within Appendix B of this report.

Action Point 28

- 1.2.71 Action Point 28 requests: *Clarify definition of “street” to include PRow in Article 2 of dDCO.*
- 1.2.72 As stated in the Applicant’s written summary of its oral submissions of ISH 4, the Applicant will add “highway” (to ensure that PRow’s are included) into the appropriate “street” provisions within the next revision of the draft DCO, which is due to be submitted at Deadline 5.

Action Point 29

- 1.2.73 Action Point 29: *Provide updated statement re: PSED.*
- 1.2.74 The Applicant will submit an updated statement regarding Public Sector Equality Duty (PSED), including an updated Equality Impact Assessment, as part of the Deadline 8 submission.

Action Point 30

- 1.2.75 Action Point 30 requests: *Submit a schedule of where approvals are required to be sought from SCC (in consultation with SSDC) and where they are required from SoS.*
- 1.2.76 The Applicant notes that a response to Action Point 30 is required by Somerset County Council.

Action Point 31

1.2.77 Action Point 31 requests: *Article 5(2) - Provide information, including plan, about areas of concern which are 'adjacent' to redline boundary.*

1.2.78 The Applicant notes that a response to Action Point 31 is required by Somerset County Council and Somerset County Council.

Action Point 32

1.2.79 Action Point 32 requests: *Confirmation that all references are to "ancillary matters" rather than "ancillary works".*

1.2.80 As stated in the Applicant's written summary of its oral submissions of ISH 4, the Applicant confirms that there are not any "ancillary works" in the draft DCO, only "ancillary matters". There should be no references to "ancillary works" in the DCO although the Applicant will double check this and ensure that, if there are any references to "ancillary works", these will be corrected in the next revision of the draft DCO to be submitted at Deadline 5.

Action Point 33

1.2.81 Action Point 33 requests: *Submit a joint note confirming latest position regarding definition of start of scheme.*

1.2.82 The Applicant will provide a response to Action Point 33 as part of the Deadline 5 submission.

Action Point 34

1.2.83 Action Point 34 requests: *Examples of DCOs where payment has been made to authority for undertaking approvals and/or monitoring.*

1.2.84 The Applicant notes that a response to Action Point 34 is required by Somerset County Council and Somerset County Council.

Action Point 35

1.2.85 Action Point 35 requests: *Update of discussions on Article 12 of dDCO Application of New Roads and Street Works Act 1991.*

1.2.86 The Applicant will provide a response to Action Point 35 as part of the Deadline 5 submission.

Action Point 36

1.2.87 Action Point 36 requests: *Clarification of maintenance of access tracks to ponds under Article 13 of dDCO.*

1.2.88 The Applicant will provide a response to Action Point 36 as part of the Deadline 5 submission.

Action Point 37

1.2.89 Action Point 37 requests: *Confirmation that Article 15 of dDCO would refer to "highway".*

1.2.90 The Applicant will provide a response to Action Point 37 as part of the Deadline 5 submission.

Action Point 38

1.2.91 Action Point 38 requests: *Confirmation that no beds or banks of watercourses would be affected by the proposal.*

1.2.92 The scheme, by virtue of its alignment / location / topography, does not cross any existing ordinary watercourses or main rivers. Any impact from the scheme will be where we are constructing new outfalls into ditches/rhynes. This will be managed in accordance with Land Drainage Consent on receipt of construction details from the main contractor.

Action Point 39

1.2.93 Action Point 39 requests: *Clarification of mechanism for protective works in the event a listed building is affected.*

1.2.94 As stated in the Applicant's written summary of its oral submissions of ISH 4, the Applicant is considering the mechanism for protective works to any affected listed buildings and will propose an amendment to the next revision of the draft DCO to be submitted at Deadline 5.

Action Point 40

1.2.95 Action Point 40 requests: Provision of a schedule and plan setting out locations where permanent rights for maintenance of mitigation are required.

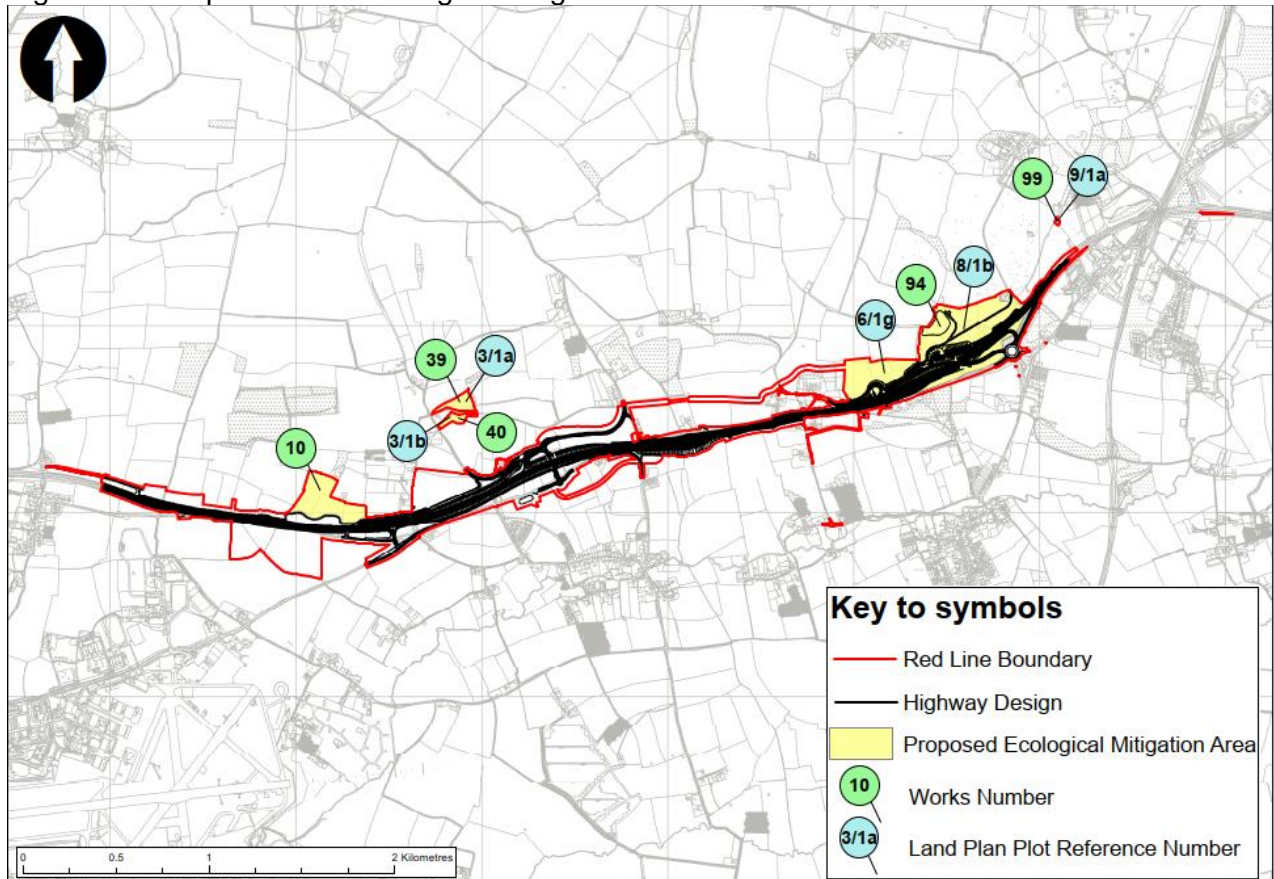
1.2.96 A schedule and plan setting out the locations where permanent acquisition of rights for maintenance of the main ecological mitigation areas are required is detailed in Table 1.1 and corresponding Figure 2.1 below.

Table 1.1: Schedule of ecological mitigation

Works No. (AS-004)	Plot reference number (AS-021)	Description of land within the Book of Reference (AS-011)	Description of ecological mitigation	Proposed Yearly Plan (to be further developed within the Landscape and Ecological Mitigation Plan (LEMP))
39	3/1a	All interests and rights of land to be used temporarily and rights to be acquired permanently of approximately 12223.86 square metres of grazing land to the north of Slate Lane and Downhead Manor Farm and to the south east of Mead Farm, West Camel, Yeovil.	As detailed in paragraph 5.3.12 of the Reptile Technical Report (APP-080), a large amount of the receptor site is sheep grazed or mown and is currently unsuitable for reptiles. To increase the current reptile carrying capacity, the receptor site would need to be made more suitable for reptiles prior to translocation. This would be achieved by enhancing both the northern and southern sections of the receptor sites: As detailed in paragraph 5.3.13 of the Reptile Technical Report (APP-080), enhancement methods include: <ul style="list-style-type: none"> - Installation of 2 hibernacula, one to the north and one to the south. - Fencing off (electric fence) the northern area from sheep to decrease disturbance and grazing pressure and allowing the grass structure to develop. - Maintaining an area to the south where mowing will be sensitive to reptiles and cut on a rotation. 	Detailed in Row B6 of Table 3.1 Register of Environmental Actions and Commitments within the Outline Environmental Management Plan (APP-149).
40	3/1b	All interests and rights of land to be used temporarily and rights to be acquired permanently of approximately 7226.47 square metres of agricultural land to the south of Slate Lane and to north east of Downhead Manor Farm and to the south east of Mead Farm, West Camel, Yeovil.	As detailed in paragraph 5.3.13 of the Reptile Technical Report (APP-080), enhancement methods include: <ul style="list-style-type: none"> - Installation of 2 hibernacula, one to the north and one to the south. - Fencing off (electric fence) the northern area from sheep to decrease disturbance and grazing pressure and allowing the grass structure to develop. - Maintaining an area to the south where mowing will be sensitive to reptiles and cut on a rotation. 	
N/A	6/1g	All interests and rights of land to be acquired and used permanently of approximately 90925.22 square metres of agricultural land to the east of Camel Hill Farm, Queen Camel, Yeovil.	As detailed in paragraph 8.9.29 of Chapter 8 Biodiversity (APP-045), woodland planting is proposed adjacent to Pepper Hill Copse principally to mitigate loss of broadleaved woodland within the Registered Park and Garden.	To be confirmed within the LEMP.
94	8/1b	All interests and rights of land to be acquired and used permanently of approximately 188352.23 square metres of agricultural lands and woodland known as Veterans Wood including	A balancing pond will be created surrounded by an area of marsh and wet grassland. Surrounding this, an area of wildflower / species rich grassland and scattered trees will be created. This habitat creation planting	To be confirmed within the LEMP.

Works No. (AS-004)	Plot reference number (AS-021)	Description of land within the Book of Reference (AS-011)	Description of ecological mitigation	Proposed Yearly Plan (to be further developed within the Landscape and Ecological Mitigation Plan (LEMP))
		public rights of way to the north east of Camel Hill Farm, Queen Camel.	is detailed within paragraph 8.9.3 of Chapter 8 Biodiversity (APP-045).	
N/A	8/1b	All interests and rights of land to be acquired and used permanently of approximately 188352.23 square metres of agricultural lands and woodland known as Veterans Wood including public rights of way to the north east of Camel Hill Farm, Queen Camel.	A wildlife pond will be created at ST597261 at the edge of proposed scrub and linear planting. an area of wildflower/ species rich grassland and scattered trees will be created. This mitigation is detailed within paragraph 8.9.21 of Chapter 8 Biodiversity (APP-045).	Detailed in Row B8 of Table 3.1 Register of Environmental Actions and Commitments within the Outline Environmental Management Plan (APP-149).
99	9/1a	All interests and rights of land to be acquired and used permanently of approximately 708.78 square metres of land and pond to the south east of Hazlegrove Preparatory School, Sparkford, Yeovil.	As detailed within Section 5.2 of the Great Crested Newt Technical Report (APP-082), hibernacula will be located in close proximity to pond 54 at grid reference ST600265.	Detailed in Row B8 of Table 3.1 Register of Environmental Actions and Commitments within the Outline Environmental Management Plan (APP-149).
10	4/5a	All interests and rights of land to be used temporarily of approximately 494.73 square metres of agricultural land and overhead electricity cables at Downhead Manor Farm and to the west of dwelling known as The Spinney, West Camel, Yeovil.	<p>As detailed within Sections 5.2 and 5.5 of the Great Crested Newt Technical Report (APP-082), a hibernacula and a new wildlife pond will be created within this land parcel.</p> <p>The hibernacula will be used as a receptor area for GCN during the translocation.</p> <p>Population monitoring will be undertaken at the ponds of the Downhead population, including the newly created pond for 4 years post translocation.</p>	Detailed in Row B8 of Table 3.1 Register of Environmental Actions and Commitments within the Outline Environmental Management Plan (APP-149).

Figure 2.1: Proposed main ecological mitigation areas



Action Point 41

- 1.2.97 Action Point 41 requests: *Confirmation of Manual of Contract Documents for Highway Works and its relationship to DRMB with respect to fencing.*
- 1.2.98 The Design Manual for Roads and Bridges (DMRB) is a suite of documents that has been prepared by Highways England which contain standards for the design and assessment of works on trunk roads. The DMRB embodies the collective experience of highway authorities, their agents and designers. It provides requirements and advice resulting from research, practical experience of constructing and operating motorway and all-purpose trunk roads, and from delivering compliance to legislative requirements.
- 1.2.99 The Manual of Contract Documents for Highway Works (MCHW) is a suite of documents that has been prepared by Highways England which contains the primary documents required for the preparation of contracts for Trunk Road Works. The MCHW contains generic forms of works specification, methods of measurement and typical construction details and generic contract documents for specialist activities. The documents and drawings within the MCHW ensure that contracts are prepared and interpreted in a consistent format across Highways England's programme of works.
- 1.2.100 In summary, designs are prepared and assessed in accordance with the DMRB, and the resulting construction contracts are prepared in accordance with the MCHW.

Action Point 42

1.2.101 Action Point 42 requests: *Clarification of where temporary work elements, such as the various construction compounds, Bailey bridge, temporary soil stockpiles, etc., as shown in Figure 2.9 of the ES [APP-108] are included in the proposed works?*

1.2.102 As stated in the Applicant's written summary of its oral submissions of ISH 4, the Applicant would ask the Examining Authority to provide further clarification on its question relating to Figure 2.9 (APP-108) of the Environmental Statement, as Figure 2.9 relates to temporary closures of public rights of way. The works listed as temporary works within the ES are temporary works required to construct the permanent works. They are therefore not listed in the list of permanent works at Schedule 1 of the draft DCO. It is unnecessary to list within the scope of permanent works the temporary elements required simply to construct them.

Action Point 43

1.2.103 Action Point 43 requests: *Confirmation of how Signage Strategy is to be delivered under the dDCO.*

1.2.104 As set out in the Applicant's written summary of its oral submissions of ISH 1 a signage strategy will be implemented for the scheme, which has been discussed with the County Council. A note explaining how the signage strategy will be secured within the DCO will be submitted at Deadline 5.

1.3 Additional deliverables for Deadline 4

Queue lengths stated in LIR T11

1.3.1 In the Joint Council Local Impact Report (REP2-049) issue T11, Somerset County Council state the following figures regarding the final queue lengths at Podimore roundabout in the summer model based on the results provided to them for the model review:

Roundabout entry arm	2023		2031		2038	
	DoS	Queue length (m)	DoS	Queue length (m)	DoS	Queue length (m)
A303 EB	97%	467	106.6%	960	110.4%	1232
A372	94.8%	148	100.7%	379	109.2%	509
A37	89.5%	65	119.3%	840	103.7%	364

Extract from the Joint Council LIR (REP2-049)

1.3.2 The Applicant does not agree with the final queue lengths stated above for 2023 or 2031 but does agree with the 2038 calculations. The statement quoted in T11 "*When a Lane is oversaturated the Maximum Queue within each cycle will grow progressively over the modelled time period. This means that the Mean Maximum Queue will be approximately half the final queue at the end of the modelled time period*", should only be applied where the

Degree of Saturation (DoS) of the arm is over theoretical capacity (100%), rather than over the desirable capacity (90%, please note this was incorrectly stated as 85% during the hearing). In 2023, the junction is within the maximum capacity of 100%, so the final queue length statement above does not apply. In this case, LinSig assumes that the queue built up in each red phase of the lights is cleared during the green phase, therefore not increasing the queue length overall during the time period. Therefore, the calculations do not apply in 2023. The mean maximum queue in 2023 would apply and would be 40 metres for A303 EB, 12 metres for A372 and 11 metres for A37. In 2031, the Applicant broadly agrees the figures but due to the Council's rounding errors, thinks the final queue lengths should be 970 metres, 379 metres and 842 metres.

- 1.3.3 As stated in the Applicant's previous response to T11 (REP3-003), it is acknowledged that higher traffic flows occur on the A303 corridor during summer peak periods due to higher levels of strategic traffic movement. These peak levels of traffic would not usually be considered in design on the grounds of disproportionate cost and impact that catering for the very highest peak traffic levels would require. However, it is expected that the higher traffic levels would be mitigated by adjusting the traffic signal timings at Podimore Roundabout as far as is practicable to cater for the higher summer traffic flows. Any adjustments to the signals would not be undertaken as part of this DCO and would be undertaken by Highways England's operations team as required.

Construction working days

- 1.3.4 During ISH 3, the Applicant stated that according to British Standard (BS) 5228 Part 1 the construction noise can be exceeded for a maximum of 40 days over the 6 month period. The Applicant agreed to confirm what % this would equate to.
- 1.3.5 Row G1 of Table 3.1 Register of Environmental Actions and Commitments (REAC) of the OEMP (APP-148) states that 'construction work will take place between 07.00 and 18.00 on weekdays and from 07.30 to 13.00 on Saturdays, with no working on Sundays, Bank and Public Holidays'.
- 1.3.6 The Applicant has assumed that, based on a 6-day working week, there are 154 working days in a 6 month period. According to BS5228 Part 1, construction noise can be exceeded for a maximum of 40 days over a 6 month period which equates to approximately 26% of the working days in a 6 month period.

Road Safety Audit

- 1.3.7 A Stage 1 Road Safety Audit (RSA) was undertaken on the scheme in March 2018. A Design Team Response, outlining how the design was amended in response to recommendations made in the RSA, was also prepared. Both these documents are provided as Part 7.7 of the DCO application (APP-152). Further Road Safety Audits will be undertaken as the scheme progresses through detailed design and into construction.

Hazlegrove School Photomontage

1.3.8 A photomontage from the front of Hazlegrove School, requested by Historic England and South West Heritage Trust, is contained within Appendix C of this report.

Landscape Cross-Sections

1.3.9 Landscape cross-sections have been prepared for Bunds 1, 6 and 7, are presented in Appendix D of this report.

Review of visual receptors

1.3.10 A review of visual receptors 14, 17, 25, 27, 28 and 38 has been undertaken and is presented within Appendix E of this report.

Biodiversity Offsetting Report

1.3.11 A Biodiversity Offsetting Report (document reference 9.16, Volume 9, Revision A) and has been submitted as a separate document as part of this Deadline 4 submission.

Updated Book of Reference

1.3.12 Two versions of the Book of Reference (Revision C and Revision C1) (have been submitted as separate documents as part of this Deadline 4 submission. Revision C of the Book of Reference includes the clarifications of permanent acquisition of rights and temporary possession, and Revision C1 also includes additional amendments as a result of the proposed non-material change.

Engineering Cross Sections through Bunds

1.3.13 In the Applicant's response to 1.1.12(a) of the Examining Authority's First Written Questions (REP2-004), it was noted that engineering cross sections through all of the proposed bunds would be provided at Deadline 4. These cross sections are shown on drawings HE551507-MMSJV-LSI-000-DR-UU-2185, HE551507-MMSJV-LSI-000-DR-UU-2186, HE551507-MMSJV-LSI-000-DR-UU-2187, HE551507-MMSJV-LSI-000-DR-UU-2188 and HE551507-MMSJV-LSI-000-DR-UU-2189 (all revision C01) of the Engineering Section Drawings (2.17, Volume 2) included as part of this Deadline 4 submission.

Appendix A – Camel Hill Scheduled Monument Wireframe Photograph



EXISTING VIEW LOOKING SOUTHEAST TOWARDS EXISTING A303 REPRESENTATIVE OF CAMEL HILL FARM SCHEDULED MONUMENT, APPROXIMATELY 80m FROM SCHEME.

Project Title
A303 SPARKFORD TO ILCHESTER DUALLING

Drawing Title
PHOTOGRAPH FROM CAMEL HILL FARM SCHEDULED MONUMENT

Drawing Status
Published - DEFINITION

Suitability
A3

Scale	Designed	Drawn	Checked	Approved
NTS	PC	PC	DL	ER

Original Size	Date	Date	Date	Date
A1	01/03/19	04/03/19	04/03/19	04/03/19

Drawing Number	Originator	Volume	Project Ref. No.
HE PIN	HE551507 - MMSJV	- ELS -	389107

Revision	Location	Type	Role	Number
C01	000	- DR - LL -	0157	C01

REV.	DATE	AMENDMENT DETAILS	ORIG	CHK'D	APP'D
C01	04/03/19	DEADLINE 4 SUBMISSION	PC	DL	ER

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Appendix B – Schedule of landowner negotiations

Reference Number	Landowner	Land Requirement for scheme with Plot Number	Position Statement as at March 2019 - DVO
1	A R Purnell Limited	<u>5/12a Haulage Route</u> <ul style="list-style-type: none"> (To be used Temporarily) - 2657.24 sq 	Alteration of the four quarry extraction phases is being discussed. If agreed, a non-material planning amendment may be submitted to Somerset County Council.
2	Ann Marsh	<u>5/4c Utility Wayleaves</u> <ul style="list-style-type: none"> (To be used Temporarily and Rights to be Acquired) - 673.85 sq metres <u>4/8a, 4/8d, 5/4d Engineering Footprint</u> <ul style="list-style-type: none"> (To be Acquired) - 15358.89 sq metres <u>4/8c, 4/8e Temp Road Diversion</u> <ul style="list-style-type: none"> (To be used Temporarily) - 4132.56 sq metres <u>4/8e, 5/4a, 5/4b Haulage Route</u> <ul style="list-style-type: none"> (To be used Temporarily) - 9242.64 sq metres <u>4/8b Drainage Works</u> <ul style="list-style-type: none"> (To be used Temporarily and Rights to be Acquired) - 98.54 sq metres 	Matter of compensation to be addressed once the DCO has been confirmed and Notice to Treat served (as requested by agent Mr Bell). Schedule of indicative accommodation works sent to agent. The Applicant has now received feedback.
3	Barry John Raymont & Stephen Christopher Raymont	<u>2/1a Engineering Footprint</u> <ul style="list-style-type: none"> (To be Acquired) - 1273.57 sq metres <u>1/5a Accommodation Works</u> <ul style="list-style-type: none"> (To be used Temporarily and Rights to be Acquired) - 935.40 sq metres 	Offer letter to purchase land identified for the scheme sent by the Valuation Office (VO) on the 14/01/2019 for acquisition of plots 1/5a and 2/1a. No response from the agent received.
4 5	Brian Wyndham Hewlett & Daniel William Hewlett and Barbara Lorraine Hewlett	Brian Wyndham Hewlett <u>5/13a, 7/1a Engineering Footprint</u> <ul style="list-style-type: none"> (To be Acquired) - 12425.01 sq metres <u>NEW - 5/13b, 7/1b Top Soil Area</u> <ul style="list-style-type: none"> (To be used Temporarily) - 6032.15 sq metres 	Compensation to be addressed once the DCO has been confirmed and Notice to Treat served (as requested by agent).

Reference Number	Landowner	Land Requirement for scheme with Plot Number	Position Statement as at March 2019 - DVO
		<p><u>7/1c</u> <u>Accommodation Works</u></p> <ul style="list-style-type: none"> (To be used Temporarily and Rights to be Acquired) – 308.85 sq metres (NEW) <p><u>NEW - 7/1d, 7/1e</u> <u>Accommodation Works</u></p> <ul style="list-style-type: none"> (To be Acquired) – 537.90 sq metres <p>Daniel William Hewlett and Barbara Lorraine Hewlett</p> <p><u>7/7d</u> <u>Accommodation Works</u></p> <ul style="list-style-type: none"> (To be used Temporarily and Rights to be Acquired) - 971.12 sq metres <p><u>NEW – 7/7e Accommodation Works</u></p> <ul style="list-style-type: none"> (To be acquired) – 17.60 sq metres <p><u>7/7a, 7/7c</u> <u>PROW Diversion</u></p> <ul style="list-style-type: none"> (To be used Temporarily and Rights to be Acquired) - 2169.03 sq metres 	
6	The Church Commissioners For England	<p><u>1/4b, 2/5a, 2/5c, 2/5d</u> <u>Engineering Footprint</u></p> <ul style="list-style-type: none"> (To be Acquired) - 48970.51 sq metres <p><u>1/4c Top Soil Area</u></p> <ul style="list-style-type: none"> (To be used Temporarily) - 14083.56 sq metres <p><u>2/5d</u> <u>Landscape Planting Area</u></p> <ul style="list-style-type: none"> (To be Acquired) - 2787.57 sq Metres <p><u>1/4a</u> <u>Drainage Works</u></p> <ul style="list-style-type: none"> (To be used Temporarily and Rights to be Acquired) - 313.34 sq metres <p>1/3c, 1/3d</p>	<p>Indications from the agents imply they will treat with full vacant possession. Mr M Scott to confirm in writing. VO have proposed they enter into a lease for the land identified outside of the current DCO boundary (2/5e contractors' compound). Agent is seeking landowners' instructions.</p>

Reference Number	Landowner	Land Requirement for scheme with Plot Number	Position Statement as at March 2019 - DVO
		<u>Mines and Minerals Interest - Engineering Footprint</u> <ul style="list-style-type: none"> (To be Acquired) - 9718.66 sq metres <u>1/3e Mines and Minerals Interest - Top Soil Area</u> <ul style="list-style-type: none"> (To be used Temporarily) - 6951.01 sq metres 	
7	Paul Richard George Crang (Leaseholder)	<u>2/5a, 2/5c, 2/5d Engineering Footprint</u> <ul style="list-style-type: none"> (To be Acquired) - 42846.23 sq metres <u>2/5d Landscape Planting Area</u> <ul style="list-style-type: none"> (To be Acquired) - 2787.57 sq metres <u>NEW - 2/5e Possible Compound</u> (To be used Temporarily) - 100230.93 sq metres	All indications from the Church Commissioners agents imply that they will treat with full vacant possession. Agent to confirm in writing.
8	David Hemingway & Jane Hemingway	<u>5/9a Engineering Footprint</u> <ul style="list-style-type: none"> (To be Acquired) - 20619.56 sq metres <u>5/9c Haulage Route</u> <ul style="list-style-type: none"> (To be used Temporarily) - 2165.26 sq metres <u>5/9b Utility Wayleaves</u> (To be used Temporarily and Rights to be Acquired) - 1670.65 sq metres	The Valuation Office asked for the terms upon which Mr and Mrs Hemingway would sell their land by private treaty. The agent confirmed Mr and Mrs Hemingway do not wish to sell their land at this stage, as they believe the scheme may not proceed. On the 06/03/19 the VO asked they reconsider the sale by private treaty and are awaiting a response.
9	Dawn Monica Fowler	<u>5/8a Engineering Footprint</u> <ul style="list-style-type: none"> (To be Acquired) - 223.90 sq metres <u>5/8c Accommodation Works</u> <ul style="list-style-type: none"> (To be used Temporarily) - 9.29 sq metres 	Details on submitting a Blight notice has been issued to the landholder upon request from the agent. Awaiting a response from landowner and agent. VO has invited the landholder to submit Heads of Terms.

Reference Number	Landowner	Land Requirement for scheme with Plot Number	Position Statement as at March 2019 - DVO
		<u>5/8b</u> <u>Accommodation Works</u> <ul style="list-style-type: none"> (To be used Temporarily and Rights to be Acquired) - 161.01 sq metres 	
10	Diane Marie Sharp & Wayne Frederick Sharp	<u>4/6a, 2/6a</u> <u>Engineering Footprint</u> <ul style="list-style-type: none"> (To be Acquired) - 161.98 sq metres 	Blight Notice received, dated 06/02/19 and is currently being considered.
11	Geoffrey Gordon Davies & Helena Emilie Davies	<u>5/6a</u> <u>Engineering Footprint</u> (To be Acquired) - 43.02 sq metres	VO under discussion.
12	Graham Arthur Holland & Susan Jane Holland	<u>1/3a, 1/3b, 1/3c, 1/3c, 1/3d, 2/7a, 4/2b</u> <u>Engineering Footprint</u> <ul style="list-style-type: none"> (To be Acquired) - 21675.96 sq metres <u>1/3e</u> <u>Top Soil Area</u> <ul style="list-style-type: none"> (To be used Temporarily) - 6951.01 sq metres <u>4/2a</u> <u>PROW Diversion</u> <ul style="list-style-type: none"> (To be used Temporarily and Rights to be Acquired) - 215.64 sq metres 	Offer letter for the purchase of identified plots has been sent to the agent (Mr Rideout) for consideration. No response yet. Reminder sent on the 11/02/19.
13	Hopkins Developments Limited	<u>3/2b, 5/1c</u> <u>Engineering Footprint</u> <ul style="list-style-type: none"> (To be Acquired) - 76587.64 sq metres 	Agent to discuss compensation for land take once the outcome of the DCO application is known. Accommodation works schedule has been sent to the agent. The Applicant is considering the feedback. .

Reference Number	Landowner	Land Requirement for scheme with Plot Number	Position Statement as at March 2019 - DVO
		<p><u>3/2c, 5/1a</u> <u>Top Soil Area</u></p> <ul style="list-style-type: none"> (To be used Temporarily) - 11514.37sq metres <p><u>3/2b, 5/1c</u> <u>Landscape Planting Area</u></p> <ul style="list-style-type: none"> (To be Acquired) - 37122.33 sq metres <p><u>3/2a, 4/7a, 5/1b</u> <u>PROW Diversion</u></p> <ul style="list-style-type: none"> (To be used Temporarily and Rights to be Acquired) - 2440.68 sq metres <p><u>3/2b, 5/1c</u> <u>PROW Diversion</u></p> <ul style="list-style-type: none"> (To be Acquired) - 502.32 sq metres 	
14	<p>James Andrew Lindsay-Clark & Susan Jane Lindsay-Clark</p> <p>----- Timothy John Lindsay-Clark</p>	<p><u>4/5c, 4/5d</u> <u>Engineering Footprint Area</u></p> <ul style="list-style-type: none"> (To be Acquired) – 684.16 sq metres <p><u>3/1a, 3/1b</u> <u>Environmental Mitigation Area</u></p> <ul style="list-style-type: none"> (To be used Temporarily and Rights to be Acquired) - 19450.34 sq metres <p><u>4/5a, 4/5b</u> <u>Utility Wayleaves</u></p> <ul style="list-style-type: none"> (To be used Temporarily) - 5802.03 sq metres <p>----- <u>2/2a</u> <u>Engineering Footprint</u></p> <ul style="list-style-type: none"> (To be Acquired) - 10871.21 sq metres <p><u>2/2e</u> <u>Engineering Footprint</u></p> <ul style="list-style-type: none"> (To be used Temporarily and Rights 	<p>Agent to discuss compensation for land take once the outcome of the DCO application is known. Licence agreement being sought for mitigation.</p>

Reference Number	Landowner	Land Requirement for scheme with Plot Number	Position Statement as at March 2019 - DVO
		<p>to be Acquired) - 76.41 sq metres</p> <p><u>2/2b, 2/2d</u> <u>Top Soil Area</u></p> <ul style="list-style-type: none"> (To be used Temporarily) - 5699.46 sq metres <p><u>2/2c</u> <u>Utility Wayleaves</u> (To be used Temporarily) - 1376.43 sq metres</p>	
15	Jennifer Rosalind Clothier	<p><u>5/11a</u> <u>Engineering Footprint</u></p> <ul style="list-style-type: none"> (To be Acquired) - 22403.99 sq metres 	Intention of sale of land via private treaty. Offer letter received from the agent - 05/03/19. VO to respond.
16	John Gregory Turner & Benjamin John Turner Camel Hill Partnership	<p><u>6/1f, 6/1g, 7/2a</u> <u>Engineering Footprint</u></p> <ul style="list-style-type: none"> (To be Acquired) - 54009.12 sq metres <p><u>8/2a</u> <u>Drainage Works</u></p> <ul style="list-style-type: none"> (To be used Temporarily and Rights to be Acquired) - 152.89 sq metres <p><u>5/12a, 5/12b, 6/1a, 6/1b, 6/1g</u> <u>Haulage Route</u></p> <ul style="list-style-type: none"> (To be used Temporarily) - 24459.66 sq metres <p><u>6/1e</u> <u>Utility Wayleaves</u></p> <ul style="list-style-type: none"> (To be used Temporarily and Rights to be Acquired) - 1251.10 sq metres <p><u>6/1g</u> <u>PROW Diversion</u></p> <ul style="list-style-type: none"> (To be Acquired) - 901.44 sq metres <p><u>6/1g</u> <u>Landscape Planting Area</u></p> <ul style="list-style-type: none"> (To be Acquired) - 31460.01 sq metres – NEW) <p><u>6/1c, 6/1d</u> <u>Accommodation Works</u></p> <ul style="list-style-type: none"> (To be used 	Land holders do not wish to discuss matters of compensation until the DCO is confirmed. For plots associated with environmental mitigation: A Section 253 agreement has been sent to landholders. Management agreement to follow.

Reference Number	Landowner	Land Requirement for scheme with Plot Number	Position Statement as at March 2019 - DVO
		<p>Temporarily) - 1409.93 sq metres</p> <p><u>6/1g NEW - Vegetation to be Retained</u></p> <ul style="list-style-type: none"> (To be Acquired) - 9037.99 sq metres – NEW) 	
17	John Leonard Plested & Carol Plested	<p><u>4/4a, 4/4e, 4/4f, Engineering Footprint</u></p> <ul style="list-style-type: none"> (To be Acquired) - 48445.70 sq metres <p><u>4/4c, 4/4d Top Soil Area</u></p> <ul style="list-style-type: none"> (To be used Temporarily) - 33480.73 sq metres <p><u>4/4g PROW Diversion</u></p> <ul style="list-style-type: none"> (To be used Temporarily and Rights to be Acquired) - 289.14 sq metres <p><u>4/4b Utility Wayleaves</u></p> <ul style="list-style-type: none"> (To be used Temporarily and Rights to be Acquired) - 9129.80 sq metres <p><u>4/4a, 4/4f Landscape Planting Area</u> (To be Acquired) – 4741.54 sq metres</p>	Agent to discuss compensation for land take once the outcome of the DCO application is known and the road is in situ.
18	King's School Bruton	<p><u>9/1a Environmental Mitigation Area</u></p> <ul style="list-style-type: none"> (To be Acquired) - 708.78 sq metres 	Draft licence sent on 19/02/19 for land required on a temporary basis for the relocation of newts. HE to look into maintenance of existing access road.
19	Motor Fuel Limited (exchange contracts with SGN Retail Limited – 3 rd April)	<p><u>7/8a Engineering Footprint</u></p> <ul style="list-style-type: none"> (To be Acquired) - 1113.72 sq metres <p><u>A303 De-Trunked</u></p> <ul style="list-style-type: none"> (Not Subject to Compulsory Acquisition) - 119.89 	Motor Fuel Limited has sold its freehold interest, including the PFS business, to SGN Retail Limited. Sale to be completed on 04/04/19. The VO will follow up with SGN Retail.

Reference Number	Landowner	Land Requirement for scheme with Plot Number	Position Statement as at March 2019 - DVO
		<p>sq metres</p> <p><u>7/8b</u> <u>PROW Diversion</u></p> <ul style="list-style-type: none"> (To be used Temporarily and Rights to be Acquired) - 208.62 sq metres - NEW <p><u>7/8c</u> <u>Accommodation Works</u></p> <ul style="list-style-type: none"> (To be used Temporarily and Rights to be Acquired) - 593.82 sq metres 	
20	Peter Spence	<p><u>5/10a</u> <u>Haulage Route</u> (To be used Temporarily) - 1292.33 sq metres</p>	Discussions have taken place regarding the haul road and adjustments made to minimise the impact. VO continuing discussions.
21	Sheila Doreen Parker	<p><u>5/5a</u> <u>Engineering Footprint</u></p> <ul style="list-style-type: none"> (To be Acquired) - 2098.90 sq metres <p><u>5/5c</u> <u>Utility Wayleaves</u></p> <ul style="list-style-type: none"> (To be used Temporarily and Rights to be Acquired) - 366.23 sq metres <p><u>5/5b</u> <u>Accommodation Works</u> (To be used Temporarily) - 77.10 sq metres</p>	There have been numerous attempts to start discussions with the landholders. Dialogue over accommodation works or compensation has been possible. No meaningful contact made.
22	The Secretary of State for Defence & Defence Infrastructure Organisation	<p><u>7/6a</u> <u>PROW Diversion</u></p> <ul style="list-style-type: none"> (To be used Temporarily and Rights to be Acquired) - 2052.30 sq metres 	Public path creation agreement is being progressed. Discussions at advanced stage. HE to seek letter from MOD to note there is no objection for inclusion of their land in the DCO.
23	Winifred Peggy Scriven	<p><u>5/7b</u> <u>Engineering Footprint</u></p> <ul style="list-style-type: none"> (To be used Temporarily) - 260.21 sq metres <p><u>5/7a</u> <u>Haulage Route</u></p>	Agent and owner wish to discuss the sale of the land if and when the DCO is confirmed. Require confirmation of temporary access to haul road and accommodation works.

Reference Number	Landowner	Land Requirement for scheme with Plot Number	Position Statement as at March 2019 - DVO
		<ul style="list-style-type: none"> • (To be used Temporarily) - 5788.24 sq metres <p><u>5/7c</u> <u>Utility Wayleaves</u></p> <ul style="list-style-type: none"> • (To be used Temporarily) - 226.52 sq metres 	
24	Chartman Limited	<p><u>8/3a</u></p> <ul style="list-style-type: none"> • (To be used Temporarily and Rights to be Acquired) - 38.51 sq metres 	No contact yet. VO to establish terms of engagement.

Appendix C – Hazlegrove School Photomontage



EXISTING VIEW LOOKING SOUTHWEST TOWARDS EXISTING A303 AND FILLING STATION FROM HAZLEGROVE HOUSE, APPROXIMATELY 560m FROM SCHEME.

OS REFERENCE: 359813.23 E 126755.17 N
 EYE LEVEL: 51.5517 m AOD
 DIRECTION OF VIEW: 153.567°
 FIELD OF VIEW: 120°x38°
 VIRTUAL FOCAL LENGTH: 57.296mm
 CORRECT PRINTED IMAGE SIZE: 811mm x 256.817mm
 CAMERA: SONY A7rII
 LENS: LEICA ELMARIT 35mm F2.8
 CAMERA HEIGHT: 1.7 m AGL
 DATE AND TIME: 21/02/19 10:45 GMT
 VIEWING DISTANCE: 360mm

Project Title				
A303 SPARKFORD TO ILCHESTER DUALLING				
Drawing Title				
HAZLEGROVE HOUSE VIEW: EXISTING SHEET 1 OF 3				
Drawing Status				Suitability
Published - DEFINITION				A3
Scale	Designed	Drawn	Checked	Approved
NTS	PC	PC	JB	ER
Original Size	Date	Date	Date	Date
A1	04/02/19	08/03/19	08/03/19	08/03/19
Drawing Number				Project Ref. No.
HE PIN Originator Volume				389107
000 - DR - LL - 0158				Revision
C01				C01
REV.	DATE	AMENDMENT DETAILS	ORIG	CHKD
			APP'D	

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YEAR 1: PROPOSED VIEW LOOKING SOUTHWEST TOWARDS EXISTING A303 AND FILLING STATION FROM HAZLEGROVE HOUSE, APPROXIMATELY 560m FROM SCHEME.

OS REFERENCE: 359813.23 E 126755.17 N
 EYE LEVEL: 51.5517 m AOD
 DIRECTION OF VIEW: 153.567°
 FIELD OF VIEW: 120°x38°
 VIRTUAL FOCAL LENGTH: 57.296mm
 CORRECT PRINTED IMAGE SIZE: 811mm x 256.817mm
 CAMERA: SONY A7rII
 LENS: LEICA ELMARIT 35mm F2.8
 CAMERA HEIGHT: 1.7 m AGL
 DATE AND TIME: 21/02/19 10:45 GMT
 VIEWING DISTANCE: 360mm

Project Title				
A303 SPARKFORD TO ILCHESTER DUALLING				
Drawing Title				
HAZLEGROVE HOUSE VIEW YEAR 1 PHOTOMONTAGE SHEET 2 OF 3				
Drawing Status				Suitability
Published - DEFINITION				A3
Scale	Designed	Drawn	Checked	Approved
NTS	PC	PC	JB	ER
Original Size	Date	Date	Date	Date
A1	07/03/19	08/03/19	08/03/19	08/03/19
Drawing Number				Project Ref. No.
HE PIN Originator Volume HE551507 - MMSJV - ELS -				389107
000 - DR - LL - 0159				Revision
C01				C01
REV.	DATE	AMENDMENT DETAILS	ORIG	CHKD
			APP'D	

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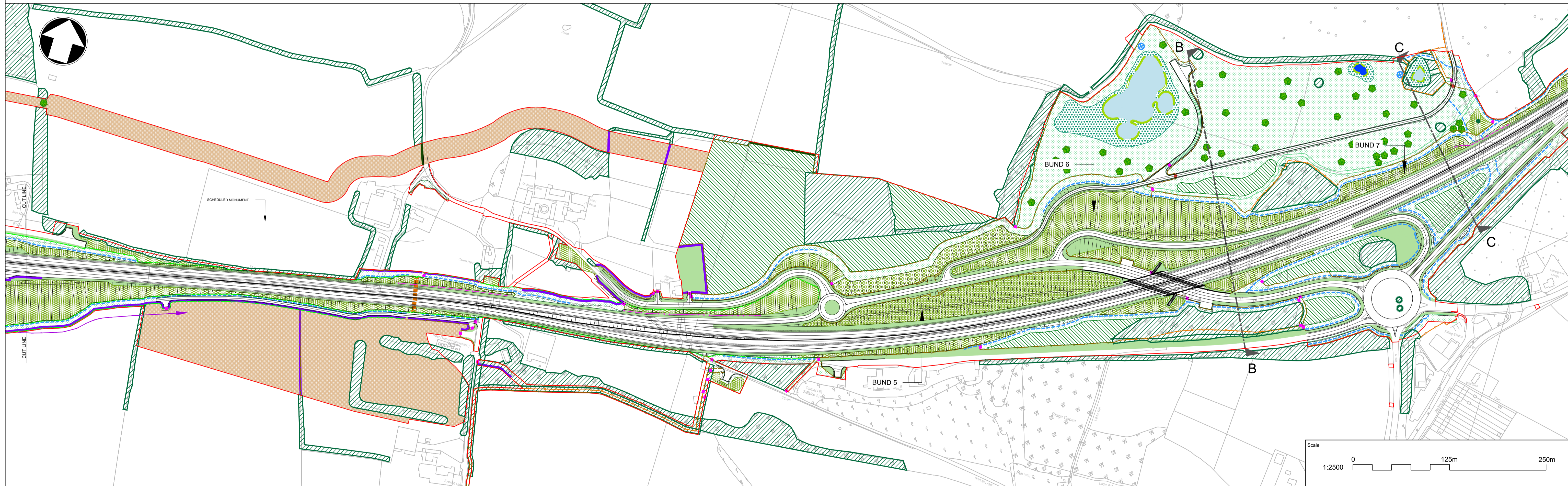
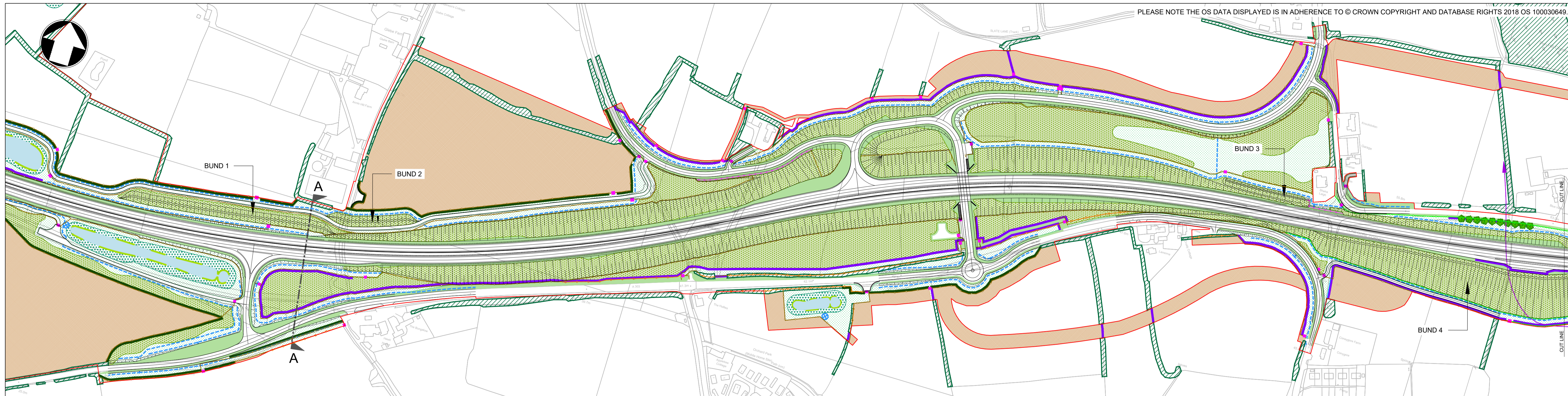
YEAR 15: PROPOSED VIEW LOOKING SOUTHWEST TOWARDS EXISTING A303 AND FILLING STATION FROM HAZLEGROVE HOUSE, APPROXIMATELY 560m FROM SCHEME.

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 EYE LEVEL: 51.5517 m AOD
 DIRECTION OF VIEW: 153.567°
 FIELD OF VIEW: 120°x38°
 VIRTUAL FOCAL LENGTH: 57.296mm
 CORRECT PRINTED IMAGE SIZE: 811mm x 256.817mm
 CAMERA: SONY A7rII
 LENS: LEICA ELMARIT 35mm F2.8
 CAMERA HEIGHT: 1.7 m AGL
 DATE AND TIME: 21/02/19 10:45 GMT
 VIEWING DISTANCE: 360mm

Project Title				
A303 SPARKFORD TO ILCHESTER DUALLING				
Drawing Title				
HAZLEGROVE HOUSE VIEW YEAR 15 PHOTOMONTAGE SHEET 3 OF 3				
Drawing Status				Suitability
Published - DEFINITION				A3
Scale	Designed	Drawn	Checked	Approved
NTS	PC	PC	JB	ER
Original Size	Date	Date	Date	Date
A1	07/03/19	08/03/19	08/03/19	08/03/19
Drawing Number				Project Ref. No.
HE PIN Originator Volume HE551507 - MMSJV - ELS -				389107
000 - DR - LL - 0160				Revision
C01				C01
REV.	DATE	AMENDMENT DETAILS	ORIG	CHKD
			APP'D	

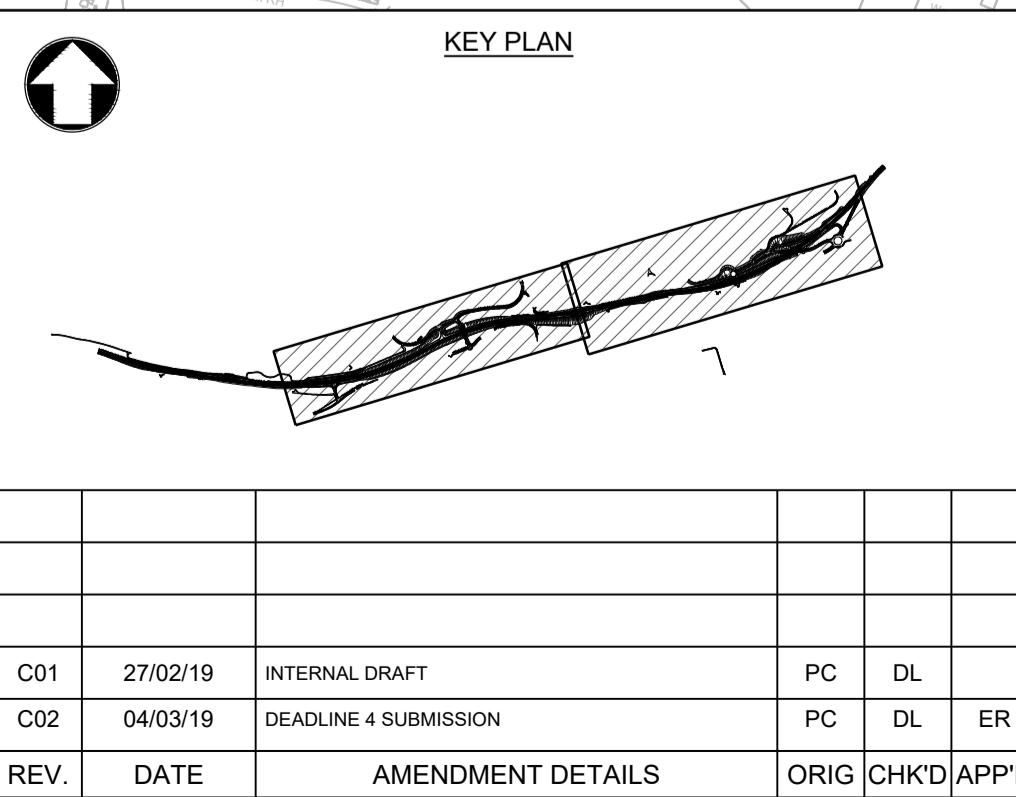
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Appendix D – Landscape Cross-Sections



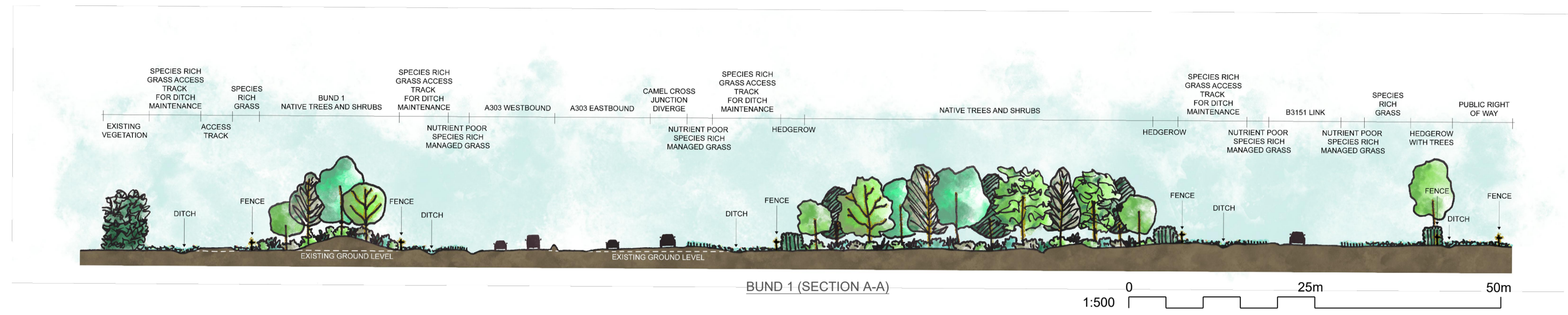
NOTES
 1. DO NOT SCALE FROM THIS DRAWING.
 2. TO BE READ IN CONJUNCTION WITH DRAWING NUMBER HE551507-MMSJV-ELS-000-DR-LL-0152.

KEY TO SYMBOLS		PROPOSED ATTENUATION POND E 2.1		PROPOSED DRAINAGE DITCH LE 6.2	
[Red line]	REDLINE BOUNDARY	[Blue box]	PROPOSED WILDLIFE POND LE 6.1	[Blue dashed line]	PROPOSED SURFACE WATER OUTFALLS E 2.2
[Green hatched box]	PROPOSED WOODLAND LE 2.1	[Green tree symbol]	PROPOSED INDIVIDUAL TREE LE 5.1	[Orange line]	EXISTING FENCE
[Green dotted box]	PROPOSED LINEAR BELTS OF TREES AND SHRUBS LE 2.4	[Green circle]	EXISTING VEGETATION TO BE RETAINED	[Orange dashed line]	PROPOSED FENCE
[Brown hatched box]	REINSTATE TO PREVIOUS CONDITIONS	[Orange square]	PROPOSED BADGER TUNNEL E 3.2	[Green line]	PROPOSED BADGER FENCE
[Green box]	PROPOSED MARGINAL PLANTING LE 6.1	[Purple arrow]	BAT FLIGHT PATH	[Blue line]	PROPOSED WALL
[Light green box]	PROPOSED NUTRIENT POOR WILDFLOWER AND SPECIES RICH GRASSLAND LE 1.3	[Pink line]	PROPOSED ENVIRONMENTAL BARRIER (2m HEIGHT) E 1.2	[Pink box]	PROPOSED GATE
[Light green dotted box]	PROPOSED WILDFLOWER AND SPECIES RICH GRASSLAND LE 1.3	[Orange circle]	PROPOSED HIBERNACULA E 3.2	[Pink box]	PROPOSED CATTLE GRID
[Light green dotted box]	PROPOSED WET GRASSLAND LE 6.4	[White box]	NOISE REDUCING EARTHWORKS E 1.3		
[Green hatched box]	PROPOSED NATIVE HEDGEROW WITH INTERMITTENT TREES LE 4.4				
[Purple hatched box]	PROPOSED NATIVE HEDGEROW LE 4.2				

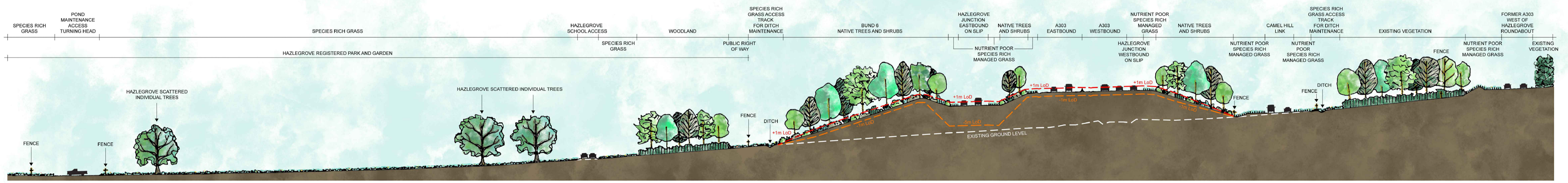
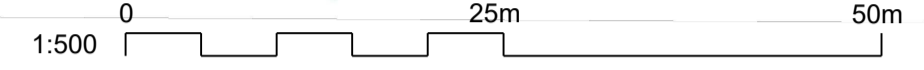


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Drawing Title: CROSS SECTIONS LOCATION PLAN SHEET 1 OF 2					
Drawing Status: Published - DEFINITION					Suitability: A3
Scale: 1:2500	Designed: PC	Drawn: PC	Checked: DL	Approved: ER	
Original Size: A1	Date: 11/02/19	Date: 04/03/19	Date: 04/03/19	Date: 04/03/19	
Drawing Number: HE PIN 000	Originator: MMSJV	Volume: - ELS -	Project Ref. No: 389107		
REV: C01	DATE: 27/02/19	AMENDMENT DETAILS: INTERNAL DRAFT	ORIG: PC	CHKD: DL	APPD: ER
REV: C02	DATE: 04/03/19	AMENDMENT DETAILS: DEADLINE 4 SUBMISSION	ORIG: PC	CHKD: DL	APPD: ER
REV: 000	DATE: -	AMENDMENT DETAILS: -	ORIG: -	CHKD: -	APPD: -

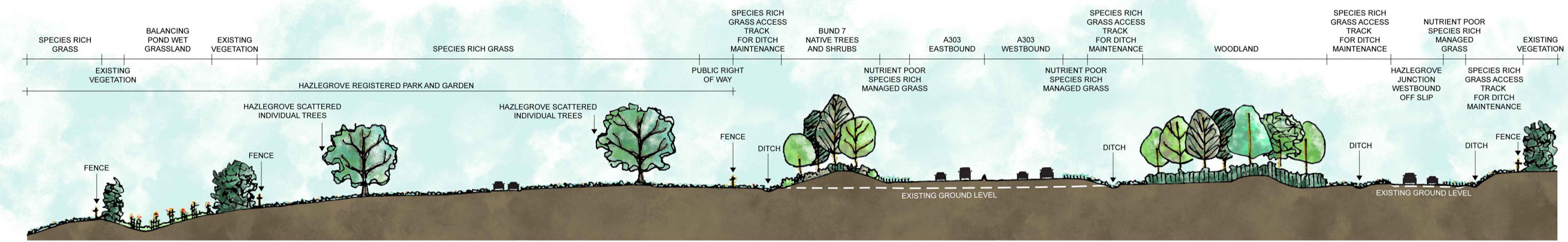
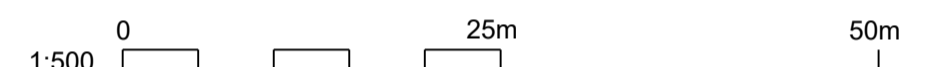
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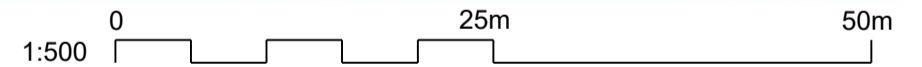
BUND 1 (SECTION A-A)



BUND 6 (SECTION B-B)



BUND 7 (SECTION C-C)



- NOTES**
- DO NOT SCALE FROM THIS DRAWING.
 - TO BE READ IN CONJUNCTION WITH DRAWING NUMBER HE551507-MMSJV-ELS-000-DR-LL-0151.
 - CROSS SECTIONS ILLUSTRATIVE OF PLANTING AT SUMMER YEAR 15.
 - LoD - LIMITS OF DEVIATION.
 - THE LIMITS OF DEVIATION ON THIS DRAWING ARE INDICATIVE AND ARE SHOWN FOR ILLUSTRATIVE PURPOSES. THEY MUST NOT BE RELIED UPON FOR ANY OTHER PURPOSE OR SCALED FROM.

KEY TO SYMBOLS

Scale 1:500 0 25m 50m					
Project Title A303 SPARKFORD TO ILCHESTER DUALLING					
Drawing Title CROSS SECTIONS SHEET 2 OF 2					
Drawing Status Published - DEFINITION					Suitability A3
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Original Size A1	Date 11/02/19	Date 08/03/19	Date 08/03/19	Date 08/03/19	
Drawing Number HE PIN	Originator HE551507 - MMSJV	Volume - ELS -		Project Ref. No. 389107	
000	- DR - LL -	0152		Revision C04	
REV.	DATE	AMENDMENT DETAILS		ORIG	CHKD APPD

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Appendix E – Review of Visual Receptors Technical Note

Introduction

- 1.3.14 As part of the Joint Council Local Impact Report (REP2-019) South Somerset District Council's Landscape and Heritage Officer raised concerns regarding the assessment of visual receptors 14, 17, 25, 27, 28 and 38 detailed within Chapter 7 Landscape (APP-044) and shown on Figure 7.5 Visual Receptor Plan (APP-121) of the Environmental Statement.
- 1.3.15 This technical note summarises the additional assessment work undertaken to review these visual receptors as part of the Application during the Examination.

Review of visual receptors

- 1.3.16 Table A.1 is based on Table 1.1 in Appendix 7.4 Visual Baseline and Impact Schedules (APP-072); the table details the original assessment completed in July 2018, with an additional row added below each of the visual receptors documenting the additional assessment completed in March 2019.
- 1.3.17 The visual receptors were visited during a site visit undertaken by the Applicant's Landscape Architect on 5 March 2019.

Table A.1: Assessment of visual receptors - July 2018 and March 2019

Visual receptor no.	Date of Assessment	Visual receptor	Existing View	Proposed view during construction	Proposed view during operations	Effects on visual receptor
14	July 2018 (Environmental Statement)	View looking south from Slate Lane PROW Y 27/20 (High sensitivity)	This receptor affords long distance open views across falling arable farmland. In the middle distance well-established hedgerows and several individual trees delineate field boundaries and provide intermittent screening of the existing A303. Where vegetation is low or missing, open views down onto traffic are available. Undulating ground and established hedges to the left of the view provide screening of the majority of traffic, with the exception of HGVs. In the middle distance of the view, Orchard Park Residential Park is partially visible to the south with the rooftops of residences in West Camel visible to the southeast. From this high vantage point Royal Naval Air Station Yeovilton is visible in the long distance. Long distance views comprise gently undulating farmland with mature hedgerows and trees delineating field boundaries. A vast undulating landscape forms the background to the view.	During construction, short distance open views would be available across falling ground where the construction of Downhead Junction, Steart Hill Link and the A303 mainline. The scheme would traverse the entirety of the view and form a prominent feature in the foreground. Although the A303 mainline would appear in cutting, the elevated position of the view point would afford middle distance views of the mainline earthworks, construction plant and machinery required for earthworks and the construction of the Downhead bridge structure. Views from this elevated position would also likely include the presence of a crane used to construct the new Downhead overbridge crossing the A303. Material stores no higher than 2m would be visible in the short distance view along the northern edge of the Steart Hill Link Road, at times these would obscure middle and long distance views. Night time views would include lit construction of the proposed Downhead Junction overbridge and the linking works to the existing A303 corridor. However, it is considered that this receptor is not well used at night time. Long distance views across the vast undulating landscape form the background of the view. Given the presence of short distance open views of construction of the new road and erection of the Downhead overbridge the magnitude of change from this location is considered to be Major resulting in a Large Adverse effect.	During Operation the foreground of the view would return to arable farmland after completion of the works. The proposed Downhead Junction would be in cutting surrounded by a native hedgerow on the top of the embankment would filter views of the road along with a linear belt of native trees and shrubs on the embankment slopes. The proposed Downhead overbridge is not expected to appear as a large vertical mass within the view due to its low profile, however this would appear as a discordant feature in the rural setting. The vast, long distance view beyond the proposed scheme would remain in line with the baseline view. Whilst the new planting regime would not provide an impact in Year 1, views of the A303 and Downhead Junction would be reduced by the road being in cutting limiting the visual intrusion. However, glimpsed and open views of new signs will be available where there is no intervening vegetation or land form. The magnitude of change is considered to be Moderate, resulting in Moderate Adverse effect. By Year 15 the planting would have established to form a mature vegetated boundary, aiding the enclosure of the route corridor and the Downhead Junction. This would result in a Minor magnitude of change and a Slight Adverse effect in Year 15 of Operation.	Construction: Large Adverse Operation: Year 1: Moderate Adverse Year 15: Slight Adverse
14	March 2019 (during the DCO examination)	Winter View looking south from Slate Lane PROW Y 27/20 (High sensitivity)	In winter, despite the lack of leaf cover to deciduous vegetation, there is little change in this view, including visibility of traffic on the existing A303.	The winter view would not substantially change this assessment.	In reviewing this view point in winter, it is considered that arable land would remain in the immediate foreground of the view. Mitigation planting will then be visible in the middle ground of the view. In Year 1, this would provide limited screening of the road. By Year 15, while the planting would provide visual screening of the road and moving traffic, given its relatively close proximity to the view point, and the scale of the planting, it is expected that the long views to the distant ridgeline would become obscured. This is likely to be the case in both summer and winter views. However, it is noted that for the majority of the length of PROW Y 27/20 in this part of Slate Lane, including in winter, the view is enclosed by the lane-side vegetation, and a receptor can only gain panoramic views as represented by the photographs where gaps are created to enable access to the fields. The impacts assessed therefore apply principally to these gaps, and not necessarily to the whole experience for receptors using this PROW.	Effects on visual receptors would remain as stated above.
17	July 2018 (Environmental Statement)	View from PROW Y 27/20 looking south (High sensitivity)	A wide, open view across an arable field which falls away into the middle distance. The field is bounded to the left by a hedgerow and as land falls away the middle distance is not visible, however residential properties along the A303 however can be seen. The background of the view comprises long distance open views of gently undulating farmland with pockets of built form. The A303 and traffic are not visible in this view.	During construction wide, open, short distance views would be available of construction activity for the Steart Hill Link road in the foreground and middle distance. Soil storage bund up to 2m high in the short distance would be traverse the view and limit long distance views to the right. Glimpsed views of the construction of Downhead Junction may be possible to the left [right / southwest] and may include a crane. Vegetation removed the left of the view would open up views of Steart Hill road and residential properties. During construction it is considered that there would be Major magnitude of impact resulting in a Large Adverse effect.	During operation the Steart Hill Link road would traverse the road from the right and into the foreground. Native tree planting would be visible in the foreground along the south side of Steart Hill Link road and would restrict views of buildings in the land in the middle distance. However, in Year 1 vegetation would be immature and would not offer a screening function. No views would be available of the A303 due to undulating land form and the proposed planting scheme. In Year 1 it is predicted that there would be a Moderate magnitude of impact in the view resulting in a Moderate Adverse effect. In Year 15 when vegetation has matured it is predicted that there would be a Minor magnitude of impact in the view resulting in a Slight Adverse effect.	Construction: Large Adverse Operation: Year 1: Moderate Adverse Year 15: Slight Adverse
17	March 2019 (during the DCO examination)	Winter View from PROW Y 27/20 looking south (High sensitivity)	In winter, despite the lack of leaf cover to deciduous vegetation, there is little change in this view, including glimpses of the upper part of high-sided vehicles on the existing A303, approximately between Sheira Leigh and The Bakery.	The winter view would not substantially change this assessment.	In reviewing this view point in winter, the link road would still be visible in the immediate foreground and middle distance area of the view. Mitigation planting would be seen alongside and to the south of the link road. The latter would include swathes of mixed tree and shrub planting. In Year 1, this would provide limited screening of the link	Effects on visual receptors would remain as stated above.

Visual receptor no.	Date of Assessment	Visual receptor	Existing View	Proposed view during construction	Proposed view during operations	Effects on visual receptor
					road and A303. By Year 15, this planting would provide visual screening of the A303, although glimpses of vehicles may be available on the link road beyond the hedge, particularly in winter. Given the relatively close proximity of the tree and shrub planting to the view point, and the scale of the planting, it is expected that the long views to the distant ridgeline would become obscured in the long term. This is likely to be the case in both summer and winter views. Although the view point would be shifted slightly to the west due to the scheme changes, this would not substantially change this assessment. It is noted that for the majority of the length of PROW Y 27/20 in this part of Slate Lane, the view is enclosed by the lane-side vegetation, even in winter, and a receptor can only gain panoramic views as represented by the photographs where gaps are created to enable access to the fields. The impacts assessed therefore apply principally to these gaps, and not necessarily to the whole experience for receptors using this PROW.	
25	July 2018 (Environmental Statement)	Representative of view from Blackwell Road residential receptors just after crossing Wales Bridge Grade II Listed Building (High sensitivity)	Short to medium distance view across rising mixed farmland bounded by hedgerows. Some mature trees are visible in the right of the view in an otherwise flat landscape. There are no views available of the A303 due to intervening rising landform.	Due to the rising farmland in the foreground of the view it is not predicted that there would be a direct effect on this view from the scheme. This would result in No Change to the magnitude of impact and a Neutral effect.	It is not expected that there would be a change in this view during operation due to the rising farmland in the foreground. It is expected that there would be No Change in the magnitude of impact in and a Neutral effect in Year 1 and Year 15	Construction: Neutral Operation: Year 1: Neutral Year 15: Neutral
25	March 2019 (during the DCO examination)	Winter view representative of view from Blackwell Road residential receptors just after crossing Wales Bridge Grade II Listed Building (High sensitivity)	In winter, the lack of leaf cover allows glimpses of high-sided moving vehicles on the A303, seen on the horizon to the northeast.	In winter, with lack of leaf cover, it is predicted that there would be glimpses of the construction compound, large plant and potentially of any night-time lighting used during construction. This would result in a Slight Adverse effect.	In Year 1 in winter, it is expected that the glimpses of traffic on the horizon to the northeast would remain, albeit the new road would be slightly raised from its current elevation. By Year 15 however, the proposed mitigation planting – hedgerow and trees with shrubs on the embankment – is expected to provide further screening of the moving traffic, when compared with the existing view. Therefore, the effect is considered to be at best 'Slight beneficial' (summer view) and at worst, Neutral.	Construction: Slight Adverse Operation: Year 1: Neutral during winter and summer, Year 15: Neutral during winter, Slight Beneficial during summer
27	July 2018 (Environmental Statement)	View from PROW WN 23/32 representative of view from Camel Hill Farm House residential receptor (High sensitivity)	This short distance view of comprises large evergreen and deciduous trees along the Camel Hill access road. An arable field appears in the left and the front garden of Camel Hill Farm House are in the right of the view. Long distance views are not available and there are no views of the A303 available.	During construction there may be glimpsed views of construction machinery over the top of existing mature vegetation or where some distance vegetation is being removed. It is expected that there would be a Negligible magnitude of impact resulting in a Slight Adverse effect.	During operation it is expected that any reinstatement or mitigation vegetation would reduce any effects from the scheme, however in Year 1 this would be too immature to have any screening effect. In both Year 1 and Year 15 there would be no noticeable change in the view and a No Change magnitude of impact, this would result in a Neutral effect.	Construction: Slight Adverse Operation: Year 1: Neutral Year 15: Neutral
27	March 2019 (during the DCO examination)	Winter View from PROW WN 23/32 representative of view from Camel Hill Farm House residential receptor (High sensitivity)	In winter, despite the lack of leaf cover to deciduous vegetation, there is no change in this view.	The assessment would not be different in winter.	The winter view does not reveal additional visibility towards the existing road, and the assessment would not be changed for views to the proposed road. Nevertheless, to provide additional certainty that the barrier would be visually screened, feathered or standard trees could be included within the hedge planting that is already proposed along the north side of the barrier.	Effects on visual receptors would remain as stated above.
28	July 2018 (Environmental Statement)	View looking south representative of residential receptors on views from Camel Hill Farm (High Sensitivity)	Short to middle distance view over rising land with linear vegetation in a chicken pen and field boundaries screening short distance views to the left of the view and at the top of the embankment. In the foreground of the view the unnamed residential road can be seen and is surrounded by a post and timber fence. The Queen Camel Radio Station mast can be seen over mature native tree and shrub vegetation.	During construction heavily filtered views of construction plant and machinery would be available through intervening tree vegetation to the left of the view. Screening vegetation on the brow of the hill would be removed as part of the works which would open views towards the proposed embankment, dualled A303. Partially obstructed views of construction machinery and traffic would be available during construction machinery to the right of the view where existing screening vegetation would be removed. A 2m environmental barrier would be installed along the proposed road and would screen views of traffic to the right of the view. Due to the short to medium distance views of the construction activity it is judged that there would be a Moderate magnitude of impact resulting	During operation a native hedge and a linear belt of shrubs and trees would be introduced along the edge of the highway boundary, to help screen views of the road. However, in Year 1 vegetation would have a limited screening effect due to the immature nature of the planting introduced along the scheme affording views of traffic. Short distance screening and filtering vegetation to the left of the view would continue to have a visually mitigating effect on traffic and when vegetation has matured in Year 15 this effect would be bolstered. To the right of the view the 2m high environmental barrier would provide instant screening of traffic, however glimpsed views of HGVs may still be possible. It is expected in Year 1 that there would	Construction: Moderate Adverse Operation: Year 1: Slight Adverse Year 15: Slight Adverse

Visual receptor no.	Date of Assessment	Visual receptor	Existing View	Proposed view during construction	Proposed view during operations	Effects on visual receptor
				in a Moderate Adverse effect.	be a Minor magnitude of impact from the scheme resulting in a Slight Adverse effect. By year 15 it is expected that there would be a Negligible magnitude of impact due to the scheme resulting in a Slight Adverse effect.	
28	March 2019 (during the DCO examination)	Winter view looking south representative of residential receptors on views from Camel Hill Farm (High Sensitivity)	While in winter there are additional glimpses through the lane-side vegetation to neighbouring fields, there are no further notable differences in the view.	The assessment would not be different in winter.	While a small part of the environmental barrier at its eastern end is expected to be visible, mitigation planting comprising of trees and shrubs are proposed to the north side of the barrier. Whilst this would have limited screening effect in Year 1, by Year 15, when combined with retained vegetation in the locality, there are predicted to be no notable long term views of the barrier. Furthermore, the beneficial effect that the barrier would provide in screening moving traffic in this view, is considered to outweigh any potential limited effects of short to medium term views to a small part of the barrier. Nevertheless, to provide additional certainty that the barrier would be visually screened, feathered or standard trees could be included within the hedge planting that is already proposed along the north side of the barrier.	Effects on visual receptors would remain as stated above.
38	July 2018 (Environmental Statement)	Representative of PROW WN 23/38 and Hazlegrove Registered Park and Garden (High sensitivity)	This view looks southwest from the PROW towards the A303 and is characterised by gently undulating landform and the open parkland in Hazlegrove Registered Park. In the foreground the school access road traverses the grassland field. Individual veteran oak trees are a notable feature in this view as is the mature deciduous woodland in the middle distance that form the background of the view. Currently there are no direct views of the A303 or traffic, however glimpsed views of existing lighting columns are available over mature vegetation.	During construction in the short to middle distance open views of construction activity including haulage routes, major embankment works, 2m high material storage and construction of the new road would be available. The northern section of the Hazlegrove woodland to the right of the view would remain untouched. However, the majority of the woodland along with the entire boundary vegetation to the south would be removed to accommodate the Hazlegrove Junction. A crane and heavy construction machinery would be visible during the construction of the proposed Hazlegrove Junction. The proposed dualling would traverse the view across the open pasture and rise up towards the proposed Hazlegrove Junction. Open views would also be opened up towards the existing Hazlegrove roundabout and the A303 and replacement lighting columns. Overall it is considered that there would be a Major magnitude of impact resulting in a Very Large Adverse effect.	During operation, linear areas of planted native trees and shrubs, and woodland and retained vegetation along the A303 and Hazlegrove Junction would screen and filter views of the scheme. Although in Year 1 this planting would not be mature enough to provide effective screening, there would be screening from the outset created by the proposed 2m embankments alongside junction creating a false cutting, from the retained woodland vegetation and from proposed specimen trees that would screen the scheme in the centre of the view. Where a false cutting was not able to be constructed a 2m high timber fence is integrated into the bund to screen views towards the road to the left of the view. It is expected that there would be glimpsed views of traffic and HGVs over the proposed bunds and timber fence. The visibility of proposed replacement lighting columns would be available over the proposed 2m bund and immature proposed planting. A proposed sign on the proposed A303 will be partially visible over the proposed timber fence, as will passing HGVs in the left of the view. The proposed Hazlegrove Link road would form the centre of the view extending into the middle distance over undulating land to link with the Camel Link Road. In Year 1 it is expected that there would be a Moderate magnitude of impact resulting in Moderate Adverse effect. By Year 15 it is predicted that there would be a Negligible magnitude of impact resulting in a Slight Adverse effect.	Construction: Very Large Adverse Operation: Year 1: Moderate Adverse Year 15: Slight Adverse.
38	March 2019 (during the DCO examination)	Winter View representative of PROW WN 23/38 and Hazlegrove Registered Park and Garden (High sensitivity)	In winter, in the left side of the photo (looking south) there are very limited glimpsed views of vehicles approaching Hazlegrove Roundabout. However, existing roadside vegetation provides a considerable visual screen to both traffic and the lower part of the lighting columns at the roundabout. To the right side of the photo (looking southwest) as the existing A303 runs along a more elevated section of ground, there are glimpses of moving vehicles beyond the existing roadside vegetation.	The assessment would not be substantially different in winter due to the need for vegetation removal to construct the new road and Hazlegrove Roundabout.	It is considered that the barrier would be beneficial in screening views of moving traffic from the Park, from the date of scheme opening. Nevertheless, it is acknowledged that in the short to medium term, the environmental barrier would itself be visible from the Park in both summer and winter views. Therefore, in order to provide early-years visual screening of the barrier itself, it is proposed to provide additional planting of feathered and standard trees as well as instant hedging as close to the barrier as possible, taking into account the position of highway elements such as drainage features.	Effects on visual receptors would remain as stated above.

Conclusions

- 1.3.18 In summary, the assessment conclusions for visual receptors 14, 17, 27, 28 and 38 remain the same. For visual receptor 25, amendments have been made to both the construction and operational effects, with effects during construction anticipated to be Slight Adverse, and during operation Neutral during winter months, and Slight Beneficial during the summer months.
- 1.3.19 Recommendations for additional planting have been made for viewpoints 27, 28 to provide greater certainty of visual screening of the environmental barrier; and for viewpoint 38 to provide early-years visual screening of the environmental barrier.