

# A303 Sparkford to Ilchester Dualling Scheme TR010036

## 9.20 Responses to Action Points for Deadline 5

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**A303 Sparkford to Ilchester Dualling  
Scheme**

Development Consent Order 201[X]

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**Responses to Action Points for Deadline 5**

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# 1 Introduction

- 1.1.1 This report provides the Applicant's responses to the Hearing Actions Points associated with Deadline 5 of the Development Consent Order (DCO) Examination for the A303 Sparkford to Ilchester Dualling Scheme ('the scheme').
- 1.1.2 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 Chapter 2 of this report. The numbering adopted in Chapter 3 corresponds to the numbering in the Action Points issued by the Examining Authority.

## 2 Action Points

### Action Point 6

2.1.1 Action Point 6 requests: *Mitigation of impact on “higher” rights on PRow network where requests current with SCC on assumption such rights exist.*

#### Introduction

2.1.2 There are currently 4 applications to modify the Definitive Map and Statement registered on Somerset County Council’s Rights of Way portal (<https://roam.somerset.gov.uk/roam/map>) in the vicinity of the scheme. These are:

- MOD 863: An application to upgrade public right of way ref Y30/31 (otherwise known as Higher Farm Lane) from public footpath to Byway Open to All Traffic (BOAT).
- MOD 861: An application to upgrade public right of way ref Y30/28 (otherwise known as Eastmead Lane) from bridleway to Restricted Byway.
- MOD 851: An application to upgrade public rights of way refs WN27/4 and WN23/11 from public footpath to bridleway.
- MOD 859: An application to upgrade public rights of way refs WN23/12 and WN23/28 from public footpath to bridleway.

2.1.3 The Applicant responded at D4 on the discussion regarding legal mechanisms available to amend the classes of users of highways (REP4-020 at 2.4). It is not practical in the DCO to include multiple contingent status for these rights of way and any determination of higher rights after grant of the DCO should be addressed in the normal process. This response accordingly only addresses the physical aspects of the ways.

2.1.4 An assessment of the potential impact on each of these orders is given below. In making this assessment, the following desirable widths for newly created rights of way have been used:

- 1.5 metres for public footpaths.
- 2.5 metres for bridleways.
- 3 metres for restricted byways.
- 5 metres for byways open to all traffic.

#### MOD 863

2.1.5 This proposed modification was registered on 14 November 2018. Higher Farm Lane follows a north-south direction from Podimore village, crossing the existing A303 dual carriageway on an existing overbridge. Public Right of Way (PRow) reference Y30/31 is shown on sheet 1 of the Rights of Way and Access Plans (REP3-002). Public right of way reference Y30/31 is situated to the west of the scheme limits and no work is proposed to it as part of the scheme. **The proposed modification reference 863 would have no impact on the physical proposals within the DCO application.**

## MOD 861

- 2.1.6 This proposed modification was registered on the 29 October 2018. Eastmead Lane runs in a north-south direction between the A303 and Cary Fitzpaine. The southern end of Eastmead Lane, at its junction with the A303, will be severed by the proposed dual carriageway and it is not proposed to reconnect this RoW to the new A303 verge. The scheme proposals are therefore for the southern end of Eastmead Lane to be connected to proposed Tracks 3 and 2 which lead eastwards to the proposed Downhead Lane. The existing PRoW and new route along Tracks 3 and 2 are shown on Sheets 1 and 2 of the Rights of Way and Access Plans (HE551507-MMSJV-LSI-000-DR-UU-2042, Revision C03 and HE551507-MMSJV-LSI-000-DR-UU-2042, Revision C03, submitted as part of Deadline 5). The proposed status of the new PRoW along Tracks 3 and 2 is bridleway. However, these tracks are also proposed for vehicular use by adjacent land-owners and are therefore 4 metres wide – more than is necessary for bridleway status.
- 2.1.7 The gradients of Tracks 3 and 2 is relatively flat, and generally less than 3%. The maximum gradient reaches 5.8% for approximately 100 metres, reflecting the local topography. The surface of the tracks will be level and suitable for occasional vehicular use and would therefore be accessible for equestrians and carriages.
- 2.1.8 If Eastmead Lane is upgraded to Restricted Byway status then Tracks 3 and 2 would need the same designation in order to ensure the Restricted Byway status continues beyond the southern limit of Eastmead Lane and onwards to Downhead Lane. This would require Tracks 3 and 2 to be at least 3 metres wide. Draft proposals for gates, gaps and stiles have been prepared. These may need to be amended to reflect dedication as a restricted byway rather than bridleway. However, these details are not scheduled in the draft DCO.
- 2.1.9 The tracks, as proposed, are wide enough and so **the proposed modification reference 861 would have no impact on the physical proposals within the DCO application.**

## MOD 851

- 2.1.10 This proposed modification was registered on the 9 May 2017. The 2 footpaths in question pass over Sparkford Hill, between the A359 and the A303, and are shown on Sheet 4 of the Rights of Way and Access Plans (HE551507-MMSJV-LSI-000-DR-UU-2045, Revision C02, submitted as part of Deadline 5). The A303 and A359 are being retained as public highways at the point where they connect to the 2 PRoW, and the DCO scheme does not include any work to the rights of way. **As such the proposed modification 851 would have no impact on the physical proposals within the DCO application.**

## MOD 859

- 2.1.11 This proposed application was registered on the 6 April 2018. The 2 footpaths in question cross Hazlegrove House Registered Park and Garden. WN23/12 is severed by the proposed scheme and as such a diversion is proposed in Schedule 4 of the draft DCO and the Rights of Way and Access Plans (REP3-002). WN23/38 is physically unaffected by the scheme proposals. These 2 existing RoW are shown on Sheet 4 of the Rights of Way and Access Plans

(REP3-002). The extent over which WN23/12 is affected and the proposed diversion route is also shown on Sheet 4 of the Rights of Way and Access Plans (REP3-002) and is in Schedule 4 of the draft DCO.

- 2.1.12 The proposed diversion for WN23/12 is scheduled along the route indicated in Table 2.1 below. The width provided in the DCO scheme is also scheduled below. The proposed widths are equal to or greater than the desirable widths for bridleways. The gradient of this route is undulating and generally greater than 6%. The maximum gradient reaches 13% at one section through the Registered Park and Gardens, reflecting the local topography. These gradients are considered appropriate for equestrian use. The surface of the route will be level and an appropriate surface could be applied at detail design stage depending on whether equestrian use is anticipated.
- 2.1.13 Draft proposals for gates, gaps and stiles have been prepared. These may need to be amended to reflect equestrian use if the route is dedicated as a bridleway rather than footpath. However, these details are not scheduled in the draft DCO. **The proposed modification 859 would have no impact on the physical proposals within the DCO application.**
- 2.1.14 The Applicant notes that while it has provided the information requested it does not accept in principle that it is appropriate for this scheme to be required to address claims of higher rights where these have and may not ever be found to exist. In this case the Applicant is being treated differently from all other landowners who are not required to manage their land in order to cater for rights which are not established. Given that these rights are not currently established, may take some years to be determined and may ultimately be found not to exist at all it is disproportionate to seek to require the Applicant to cater for these should these be found now rather than responding as any other landowner would have to in the future.

Table 2.1: Proposed diversion for WN/23/12

| Link  | Width allowed for in the DCO  |
|-------|---|
| BJ-BI | 4m allowed for in the verge of Former A303 (West of Hazlegrove Roundabout).                     |
| BI-BH | 3.5m allowed for between adjacent retained vegetation.  |
| BH-BG | 4m allowed for in the verge of Camel Hill Link.   |
| BG-BF | Not applicable – road crossing.   |
| BF-BM | 4m allowed for in the verge of Camel Hill Link.   |
| BM-BN | 2.5m allowed for in the verge of the Hazlegrove School Access.                                  |
| BN-BO | 3.5m allowed for between adjacent retained vegetation and proposed vegetation / drainage ditch. |
| BO-BP | 3.5m allowed for between adjacent retained vegetation and proposed vegetation / drainage ditch. |

## Action Point 8

- 2.1.15 Action Point 8 requests: *Report discussions between parties on potential design changes on road passing Camel Hill Services and other proposed cul-de-sacs.*
- 2.1.16 There have been ongoing discussions with Somerset County Council regarding the potential design changes on the road passing Camel Hill Services and other proposed cul-de-sacs. The Applicant is considering proposals which could reduce the likelihood of the road being used at

excessive speeds. The County Council has not made any suggestions of design measures to address any other concern. To date, no proposals have been agreed.

## Action Point 10

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

2.1.18 An update to the Outline Environmental Management Plan (OEMP) has been submitted as part of the Deadline 5 submission (document reference 6.7, Volume 6, Revision A).

## Action Point 12

2.1.19 Action Point 12 requests: *Drawing showing OS Base, Proposal and Parish Council proposal on single drawings.*

2.1.20 As noted by the Applicant in the hearing sessions in February 2019, the Applicant objects to the Parish Councils' layout sketch for Hazlegrove junction being referred to as an "alternative" design. It is a cursory sketch, nothing more.

2.1.21 It does not account for topography, it does not take account of the need for mitigation, it does not take account of the land take required to deliver landscaping, mitigation, drainage and ancillary features and it has not been subjected to any engineering, traffic or environmental assessment. In contrast, the proposal before the Examining Authority has been subject to an iterative design, site investigation, extensive consultation and assessment.

2.1.22 The sketch layout:

- is 2D, so has no earthworks, and will inevitably therefore look smaller in plan.
- is 2D and is therefore entirely untested from an engineering point of view. The levels in this area require careful design to be undertaken. Due to the layout, it is possible retaining solutions may be required. If retaining solutions were required, costs would increase and the visual effect on the RPG could be worse.
- even when taken at face value, has more of the junction element within the more sensitive part of the RPG.
- has not been assessed environmentally, and may in particular require lighting, particularly due to the tight radii used which would result in further impact on the RPG; this would have particular impacts on the landscape character and visual setting.
- proposes 2 underpasses, compared to one in the Application scheme.
- has not been assessed through traffic modelling, making any claims relating to traffic issues entirely speculative.

2.1.23 The Parish Councils' proposal is not an alternative within the meaning of that term set out in the case law.

2.1.24 The Applicant is concerned not only at the Examining Authority's continuing use of the term, but that the requests to the Applicant to address it give undue



weight and credence to this layout sketch to the detriment of the proposal actually before the Examination.

- 2.1.25 The Applicant is the strategic highway authority. It has carefully assessed the options for design in this location over a number of years. It has arrived at the Hazlegrove junction design through an iterative process of consideration of the various and competing constraints. That process is set out in detail in the Hazlegrove Junction topic paper (REP2-005).
- 2.1.26 As has been previously noted by the Applicant, the Parish Councils' submission ultimately amounts, even if unintentionally, only to an objection to the scheme setting out that they consider it should be refused on the basis of design. If the Parish Councils' wish to challenge the iterative design process set out in the topic paper they are entitled to do so, but simply putting forward a sketch plan provides no meaningful critique at all.
- 2.1.27 Accordingly, in addition to the fully set out explanation of how the Applicant reached the proposed design and why it responds to the various constraints on this location (as set out in the Hazlegrove Junction topic paper, REP2-005), the Applicant again submits that the Parish Council's sketch layout is simply not a matter before the Examining Authority.
- 2.1.28 In the light of these points, the Applicant declines to provide the overlay drawing requested by the Examining Authority at Action point 12.
- 2.1.29 The Applicant considers that such an overlay would be fundamentally misleading and would not assist in the determination of the proposal currently before the Examining Authority. A meaningful comparison could only be made if substantial design and assessment work, taking many months, were carried out by the Applicant. The Applicant has no obligation to design alternatives to its scheme during an Examination at the request of an Examining Authority.

## **Action Point 15**

- 2.1.30 Action Point 15 requests: *Route map for list of mitigations set out in ES to be included in OEMP.*
- 2.1.31 A route map has been submitted as part of the Deadline 5 submission (document reference 9.21, Volume 9, Revision A).

## **Action Point 16**

- 2.1.32 Action Point 16 requests: *Potential to avoid loss of veteran tree for school access route.*
- 2.1.33 Discussions with Historic England and South Somerset District Council regarding the potential to avoid the loss of one veteran tree currently lost as a result of the proposed school access track are ongoing, and an updated position will be provided as part of Deadline 6.

## **Action Point 17**

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

2.1.35 The Applicant notes that a response to Action Point 17 is required by South Somerset District Council by Deadline 5.

## Action Point 20

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

2.1.37 A noise model has been constructed using traffic data for summer peak weekends. Table 2.2 below shows all receptors that are subject to a moderate or major impact in the short-term based on  $L_{A10,18hr}$ . It is also noted that the short-term noise increase for receptors on Sparkford High Street ranges from 2.0 to 2.2 dB (classified as minor in DMRB).

Table 2.2: Summer peak traffic impact for receptors with ST moderate or major impact

| Receptor   | Summer Peak ST Day Impact [dB] |
|--|--------------------------------|
| 1 Eyewell Cottages, Blackwell Road, Queen Camel, Yeovil, BA22 7PD                  | 3.4 mod                        |
| 1 Manor Farm Cottage, Downhead Road, West Camel, Yeovil, BA22 7RG                  | 3.0 mod                        |
| 1 Steart Hill, West Camel, Yeovil, BA22 7RF  | 3.6 mod                        |
| 1 Vale Farm Cottages, Vale Lane, Queen Camel, Yeovil, BA22 7PL                     | 3.0 mod                        |
| 2 Eyewell Cottages, Blackwell Road, Queen Camel, Yeovil, BA22 7PD                  | 3.4 mod                        |
| 2 Manor Farm Cottage, Downhead Road, West Camel, Yeovil, BA22 7RG                  | 3.0 mod                        |
| 2 Steart Hill, West Camel, Yeovil, BA22 7RF  | 4.7 mod                        |
| 2 Vale Farm Cottages, Vale Lane, Queen Camel, Yeovil, BA22 7PL                     | 3.0 mod                        |
| 3 Steart Hill, West Camel, Yeovil, BA22 7RF  | 3.9 mod                        |
| 4 Steart Hill, West Camel, Yeovil, BA22 7RF  | 4.1 mod                        |
| 5 Steart Hill, West Camel, Yeovil, BA22 7RF  | 4.4 mod                        |
| 6 Steart Hill, West Camel, Yeovil, BA22 7RF  | 4.5 mod                        |
| Annis Hill Farm, Downhead Road, West Camel, Yeovil, BA22 7RG                       | 3.7 mod                        |
| Applecroft, Blackwell Road, Queen Camel, Yeovil, BA22 7PB                          | 3.6 mod                        |
| Camel Hill House, Vale Lane, Queen Camel, Yeovil, BA22 7PL                         | 3.1 mod                        |
| Downhead Manor Farm, Downhead Road, West Camel, Yeovil, BA22 7RG                   | 3.0 mod                        |
| Eyewell House, Traits Lane, Queen Camel, Yeovil, BA22 7PJ                          | 3.7 mod                        |
| Fairfield Fairfield, Howell Hill, West Camel, Yeovil, BA22 7QX                     | 3.2 mod                        |
| Glebe Barn, Downhead Road, West Camel, Yeovil, BA22 7RG                            | 3.3 mod                        |
| Glebe Farm Cottage, Downhead Road, Yeovil, BA22 7RG                                | 3.3 mod                        |
| Glebe Farm, Downhead Road, West Camel, Yeovil, BA22 7RG                            | 4.5 mod                        |
| Hayloft Camel Hill Farm, Conegar Corner, Gason Lane, Queen Camel, Yeovil, BA22 7PL | 3.3 mod                        |
| Hendersons Cottage, Downhead Road, West Camel, Yeovil, BA22 7RG                    | 4.3 mod                        |
| Parsons Steeple, Steart Hill, West Camel, Yeovil, BA22 7RF                         | 4.1 mod                        |
| Steeple Cottage, Steart Hill, West Camel, Yeovil, BA22 7RF                         | 4.3 mod                        |
| The Eyewell Bungalow, Blackwell Road, Queen Camel, Yeovil, BA22 7PB                | 3.5 mod                        |
| The Nook, Blackwell Road, Queen Camel, Yeovil, BA22 7PD                            | 3.0 mod                        |
| The Spinney, Plowage Lane, West Camel, Yeovil, BA22 7RH                            | 7.2 maj                        |
| Ulover, Downhead Road, West Camel, Yeovil, BA22 7RG                                | 3.9 mod                        |
| Wales Dairy, Blackwell Road, Queen Camel, Yeovil, BA22 7PB                         | 3.5 mod                        |

| Receptor   | Summer Peak ST Day Impact [dB] |
|--|--------------------------------|
| Windhover, Howell Hill, West Camel, Yeovil, BA22 7QX | 3.0 mod                        |

2.1.38 The criteria used for significance of noise impacts and for the specification of LOAEL and SOAEL in Chapter 11 Noise and Vibration of the Environmental Statement (APP-048) are not directly applicable to summer peak traffic noise because they correspond to annual averages when considering the effects on health and quality of life.

2.1.39 However, consideration may still be given to the implications of these summer peak noise increases. Some 11 of the receptors listed in the table above were also subject to moderate or major increases based on AAWT traffic as set out in Table 11.39 of Chapter 11 Noise and Vibration of the Environmental Statement (APP-048). The summer peak short-term traffic increase for all other receptors in Table 2.2 above is in the lower half of the moderate band and considered not to be significant due to the relative frequency of summer peak days compared with annual averages. Table 2.3 below shows the short-term impact based on AAWT for the receptors in Table 11.39 of Chapter 11 Noise and Vibration of the Environmental Statement (APP-048) and then shows the summer peak short-term impact as a change in noise level and classification as mod for moderate or maj for major, together with the daytime summer peak level as a façade level dB  $L_{Aeq,16hr}$ . This is compared with the AAWT LOAEL, which although not strictly applicable to summer peak levels as it is based on annual average values, provides context to the noise levels. Negative values imply that the summer peak level with the scheme is below the annual average LOAEL. Finally, Table 2.3 shows the noise impact in the long-term as a change in level and a classification where mod is moderate and min is minor.

Table2.3: Summer peak traffic impact for receptors listed in Table 11.39 of APP-048

| Receptor  | AAWT ST Day Impact [dB] | Summer Peak ST Day Impact [dB] | Summer Peak DS level [dB] | Summer peak exceedance of AAWT LOAEL [dB] | Summer Peak LT Day Impact [dB] |
|---|-------------------------|--------------------------------|---------------------------|---|--------------------------------|
| 2 Steart Hill, West Camel, Yeovil, BA22 7RF                     | 3.6 mod                 | 4.7 mod                        | 52.1                      | -0.4                                      | 5.2 mod                        |
| 4 Steart Hill, West Camel, Yeovil, BA22 7RF                     | 3.2 mod                 | 4.1 mod                        | 50.6                      | -1.9                                      | 4.6 min                        |
| 5 Steart Hill, West Camel, Yeovil, BA22 7RF                     | 3.4 mod                 | 4.4 mod                        | 50.9                      | -1.6                                      | 4.9 min                        |
| 6 Steart Hill, West Camel, Yeovil, BA22 7RF                     | 3.4 mod                 | 4.5 mod                        | 50.2                      | -2.3                                      | 5.0 mod                        |
| Annis Hill Farm, Downhead Road, West Camel, Yeovil, BA22 7RG    | 3.0 mod                 | 3.7 mod                        | 56.6                      | 4.1                                       | 4.2 min                        |
| Glebe Farm, Downhead Road, West Camel, Yeovil, BA22 7RG         | 3.6 mod                 | 4.5 mod                        | 51.8                      | -0.7                                      | 4.9 min                        |
| Hendersons Cottage, Downhead Road, West Camel, Yeovil, BA22 7RG | 3.4 mod                 | 4.3 mod                        | 51.5                      | -1.0                                      | 4.7 min                        |
| Parsons Steeple, Steart Hill, West Camel, Yeovil, BA22 7RF      | 3.0 mod                 | 4.1 mod                        | 48.5                      | -4.0                                      | 4.6 min                        |
| Steeple Cottage, Steart Hill, West Camel, Yeovil, BA22 7RF      | 3.3 mod                 | 4.3 mod                        | 49.7                      | -2.8                                      | 4.8 min                        |

| Receptor  | AAWT ST Day Impact [dB] | Summer Peak ST Day Impact [dB] | Summer Peak DS level [dB] | Summer peak exceedance of AAWT LOAEL [dB] | Summer Peak LT Day Impact [dB] |
|---|-------------------------|--------------------------------|---------------------------|---|--------------------------------|
| The Spinney, Plowage Lane, West Camel, Yeovil, BA22 7RH | 6.6 maj                 | 7.2 maj                        | 61.6                      | 9.1                                       | 7.7 mod                        |
| Uover, Downhead Road, West Camel, Yeovil, BA22 7RG      | 3.1 mod                 | 3.9 mod                        | 49.8                      | -2.7                                      | 4.4 min                        |

2.1.40 It will be noted that The Spinney is the only receptor subject to a major impact and this has already been described in paragraph 11.10.67 of Chapter 11 Noise and Vibration of the Environmental Statement (APP-048) as subject to significant adverse effect for which secondary glazing and acoustics trickle vents has been offered.

2.1.41 Annis Hill Farm discussed in paragraph 11.10.66 of Chapter 11 Noise and Vibration of the Environmental Statement (APP-048) is the only other receptor in the table where the summer peak traffic exceeds the annual average LOAEL. As for the Spinney, the impact is considered to be significant and secondary glazing and acoustics trickle events has been offered to offset the noise increases.

2.1.42 As the summer peak impact, with the exception of the Spinney and Annis Hill Farm is negligible, minor or in the lower half of moderate classification band, or when in the upper half of moderate classification band the predicted noise level is below the annual average LOAEL, all summer peak impacts are considered not to be significant.

## Action Point 26

2.1.43 Action Point 26 requests: *Statement of Common Ground between Applicant and Long Hazel Park covering points in Annexe A to Rule 8 letter.*

2.1.44 An updated Statement of Common Ground between Long Hazel Park and the Applicant was submitted as part of Deadline 4 (REP4-016).

2.1.45 An updated version of this Statement of Common Ground between Long Hazel Park and the Applicant (document reference 8.18, Volume 8, Revision 2) has been submitted as part of the Deadline 5 submission.

## Action Point 33

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

2.1.47 The Applicant awaits comments from the Councils on the responses to their comments and revisions to the DCO which have been proposed. In particular, the District Council noted that part of its concern related to the need for supervision of ecological effects of some of the items excluded from commencement. The Applicant has confirmed that it is intended to have such supervision and has proposed an amendment to Requirement 10 to clarify that. Comments on that proposal are awaited.

### **Action Point 35**

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

2.1.49 A revised version of the dDCO to address this action point has been submitted as part of the Deadline 5 submission (revision 0.4, 3.1, Volume 3).

### **Action Point 36**

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

2.1.51 A revised version of the dDCO to address this action point has been submitted as part of the Deadline 5 submission (revision 0.4, 3.1, Volume 3).

### **Action Point 37**

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

2.1.53 A revised version of the dDCO to address this action point has been submitted as part of the Deadline 5 submission (revision 0.4, 3.1, Volume 3).

### **Action Point 39**

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

2.1.55 The Applicant notes that by virtue of section 33 of the Planning Act 2008 no listed building consent is required for works undertaken under a DCO. In order to specify such works and to allow an opportunity for appropriate consultation, the Applicant has proposed an addition to Requirement 12 so that where works would permanently affect any listed feature, those works would require consultation with Historic England before they could be approved by the Secretary of State.

2.1.56 A revised version of the dDCO to address this action point has been submitted as part of the Deadline 5 submission (revision 0.4, 3.1, Volume 3).

### **Action Point 43**

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

2.1.58 The signage strategy is outlined as a note included within Appendix A of this report and supporting drawings are contained within Appendix B of this report.

## **Appendix A – Signage Strategy Note**

### **Scheme description – in the context of signage**

The A303 Sparkford to Ilchester Dualling Scheme (hereafter referred to as ‘the scheme’) involves the upgrade of a short section of A303 from single to dual carriageway. The new dual carriageway follows the line of the existing carriageway very closely.

Although there are a small number of exceptions, the scheme involves the modification of the local road network on a very local level only. Journeys between points outside of the scheme limits will generally still enter and leave the scheme limits along the same roads after completion of the scheme as they currently do, although the exact journey within the scheme limits may be altered. The signage strategy that has been developed reflects this.

### **Signage Principles**

The following key principles will be applied to all signage on the scheme.

- All signage must comply with the Traffic Signs Regulations and General Directions and the Traffic Signs Manual (available on the Department for Transport’s publications website).
- The signage strategy will seek to avoid unnecessary visual clutter and distractions to drivers.
- Primary route destinations as listed in Chapter 2 of the Traffic Signs Manual (available on the Department for Transport’s publications website) will be signed.
- Non-primary and local destination signage will be rationalised on the A303 however signage on local roads will be maintained.
- Authorised tourist signage will be replaced as appropriate to direct drivers to use the most appropriate route to attractions.
- Informal signs (i.e. those for which no highway authority consent has been given) erected by landowners or business owners in the highway verge will not be replaced.
- Signs on private land which do not form part of the formal highway signage will not be replaced as part of the scheme.

### **Existing signage**

Existing destination signage at the Hazlegrove, Camel Hill, Canegore Corner, Plowage and Camel Cross junctions is shown in Figures A.1 to A.3 of this note. This also includes some details of the eastbound A303 signage at the Podimore Roundabout which lies just to the west of the scheme limits.

## Proposed signage<sup>1</sup>

The proposed signage strategy described in this note is indicatively illustrated in the following 4 drawings contained within Appendix B of this report:

- HE551507-MMSJV-000-HGN-DR-CH-0206: Tourist Signage Strategy
- HE551507-MMSJV-000-HGN-DR-CH-0212: Primary Route Signage Strategy
- HE551507-MMSJV-000-HGN-DR-CH-0213: Non-Primary Route Signage Strategy
- HE551507-MMSJV-000-HGN-DR-CH-0214: Local Destination Signage Strategy

These drawings trace the course of each signed destination as it passes through the scheme.

It may be necessary to rationalise this strategy during the detail design of sign face layouts. Where rationalisation is necessary or desirable, the local highway authority will be consulted on the proposals.

### Primary route destinations

Drawing HE551507-MMSJV-000-HGN-DR-CH-0212 (Appendix B of this report) contains details of the signage strategy for primary route destinations.

The primary route destinations that are currently signed along the existing A303 in the vicinity of the scheme are London, Andover, Exeter, Honiton, Yeovil, Taunton and Frome.

London and Andover are currently signed as eastbound 'through' destinations, and Honiton, Exeter and Yeovil are signed as westbound 'through' destinations. This is maintained in the proposed strategy.

In addition Frome is currently sign-posted from the A359 northbound approach to the Hazlegrove Roundabout and so this has been incorporated into the proposed signage strategy from that approach only.

Taunton is signed from the westbound approach to the Podimore Roundabout. Technically therefore this is outside the limits of the works although the current signage strategy shows this being signed at the proposed Camel Cross junction. This may be subject to design rationalisation.

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<sup>1</sup> It should be noted that existing signage that currently refers incorrectly to 'Hazelgrove' will be amended by Highways England's operations team separate from the scheme during routine maintenance checks. Proposed signage as part of the scheme will refer to the correct spelling of 'Hazlegrove'.

## **Non-Primary and Local destinations**

The non-primary and local destination signage strategy is shown in drawings HE551507-MMSJV-000-HGN-DR-CH-0213 and 0214 (Appendix B of this report).

The existing signage at the Hazlegrove and Camel Hill junctions is assimilated into the proposed strategy for the Hazlegrove junction, and the existing signage at the Canegore Corner, Plowage and Camel Cross junctions is assimilated into the proposed strategy for the Downhead (eastbound) and Camel Cross (westbound) junctions.

### ***Hazlegrove junction***

In general, destinations that are currently signed at the existing roundabout are assimilated into the signage strategy for the proposed junction. However, due to the fact that this junction will be grade separated, the signage has been rationalised such that not all destinations will be included on signage at the diverges from the main A303 carriageway. Some local destinations will therefore only be signed on the immediate approach to the retained Hazlegrove roundabout.

### ***Camel Cross and Downhead Junction***

In general, destinations that are currently signed at the existing Camel Cross, Plowage and Canegore Corner junctions are assimilated into the signage strategy for the proposed Camel Cross (westbound) and Downhead (eastbound) junctions.

Podimore will be introduced as a 'through' destination for westbound traffic approaching the Camel Cross junction in order to intercept traffic that may otherwise be expecting to diverge at the westbound exit slip road which is being stopped up as part of the scheme.

## **Tourist signage**

The tourist signage strategy is shown in drawing HE551507-MMSJV-000-HGN-DR-CH-0206 (Appendix B of this report). The destinations included in the strategy are the Fleet Air Arm Museum, Motor Museum and Long Hazel Camp Ground.

### ***Fleet Air Arm Museum***

The Fleet Air Arm Museum is currently signed along the A303 eastbound from as far as Junction 25 of the M5. The museum is also signed westbound from the existing Hazlegrove junction, including the A359 northbound approach to the roundabout. The signage strategy reflects this, providing signage from the A303 eastbound at Downhead and the A303 westbound at Camel Cross. The signage from the A359 northbound approach to Hazlegrove is also maintained, although in order to rationalise signage at the westbound approach the museum is not signed on the A303 westbound approach to Hazlegrove.



### ***Motor Museum (Haynes International Motor Museum)***

Haynes International Motor Museum (signed as 'Motor Museum') is currently signed from the B3151 approach to Camel Cross and the A359 northbound approach to Hazlegrove. This is maintained in the proposed strategy.

The motor museum is also currently signed on the A303 westbound approach to the Hazlegrove junction. However this has been removed from the proposed strategy in order to rationalise signage on the nearside westbound verge, on reflection of the fact the westbound drivers are actually directed to leave the A303 at the previous junction (South Cadbury).

### ***Long Hazel Campground***

The Long Hazel Campground appears to have an advance sign on the A303 eastbound and westbound approaches to the Hazlegrove Roundabout, and on the A359 exit from the roundabout itself. The signs on the existing A303 approach will not be retained although the campground will be signed from the Hazlegrove roundabout onwards.

### ***Other destinations***

No other local facilities have been accommodated within the proposed signage strategy as they do not currently benefit from authorised signage on the existing network.

Proprietors of nearby facilities are able to apply for signs to be erected, under a Section 278 agreement, on the road network if their facility meets specific criteria which are listed on the UK government website here:

<https://www.gov.uk/guidance/apply-for-brown-tourist-signs-on-roads-the-highways-agency-manage>).

Figure A.1: Existing signage at Podimore and Camel Cross

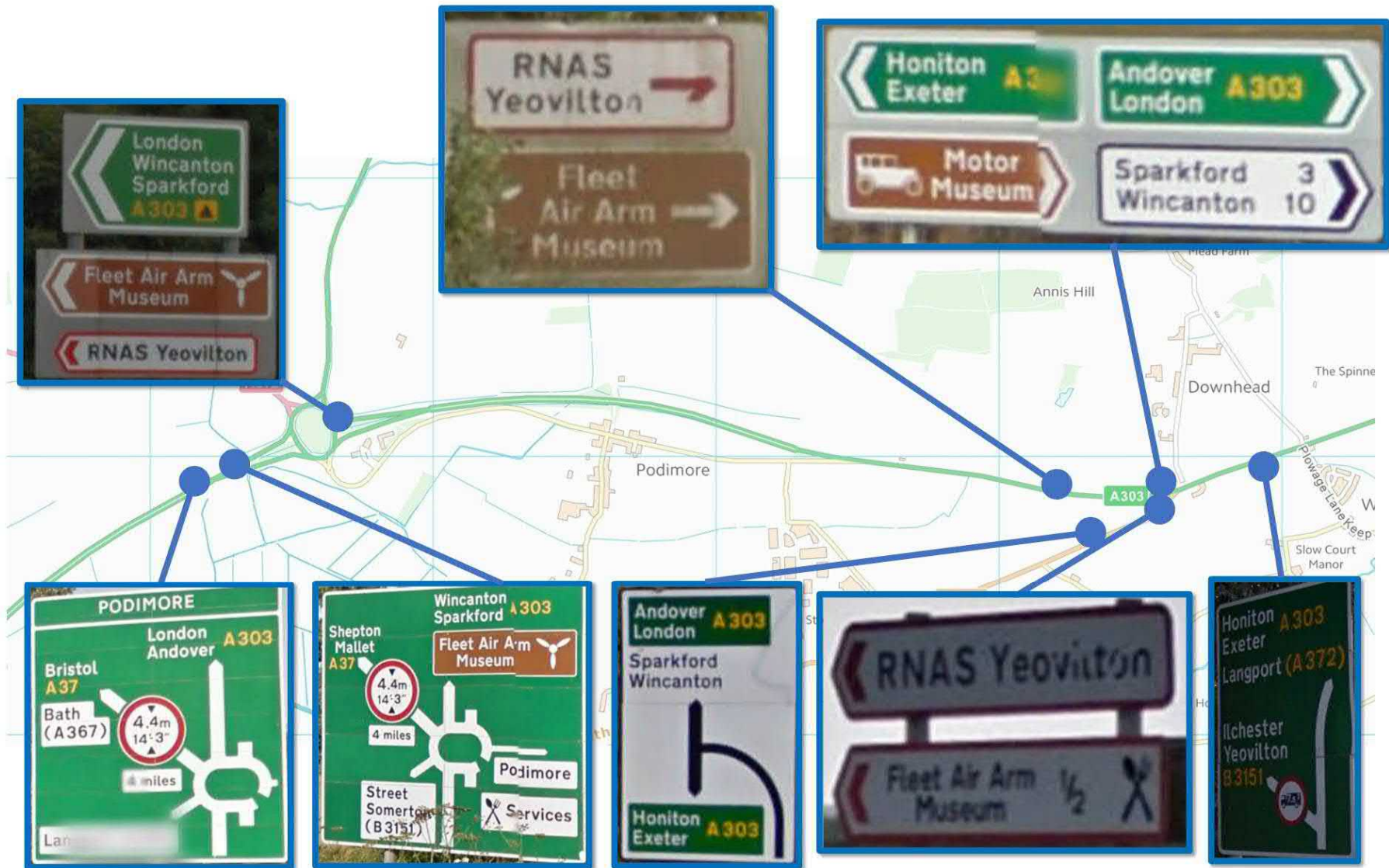
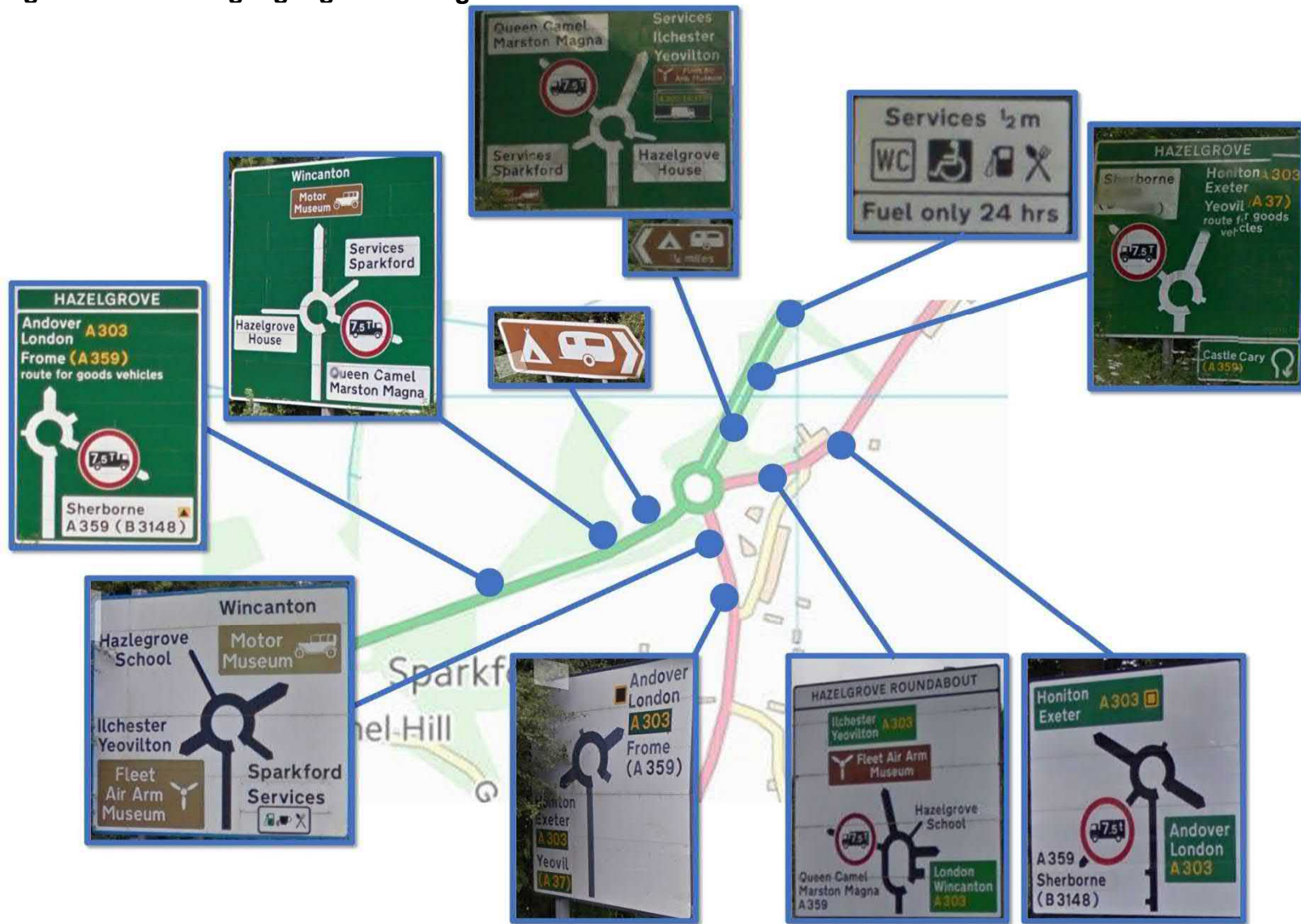


Figure A.2: Existing signage at Plowage, Canegore Corner and Camel Hill<sup>2</sup>

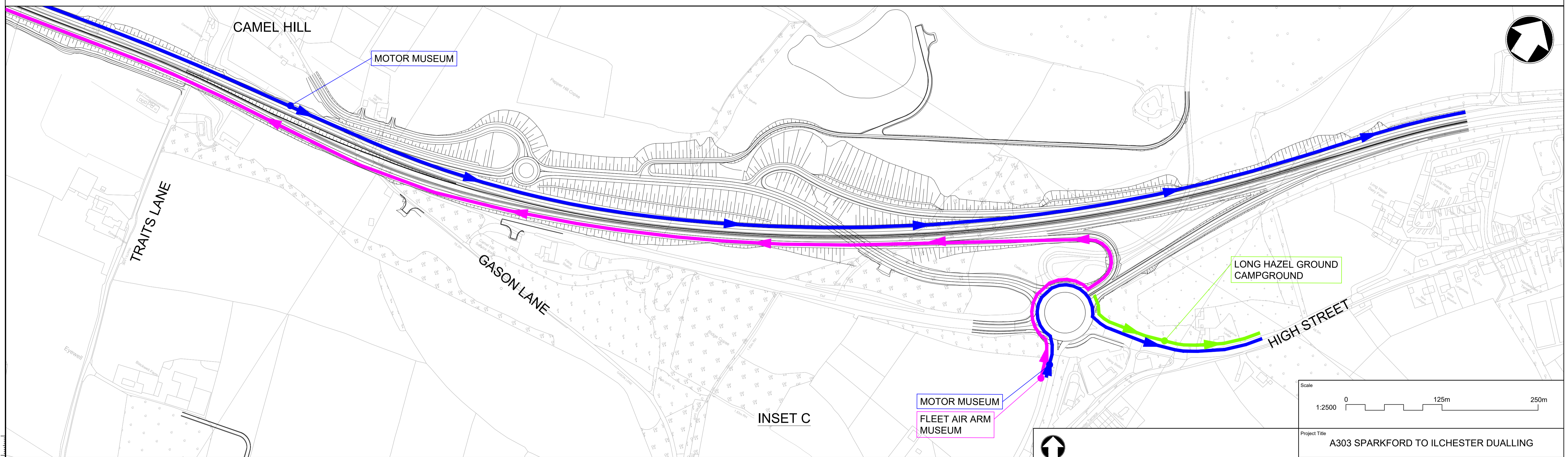
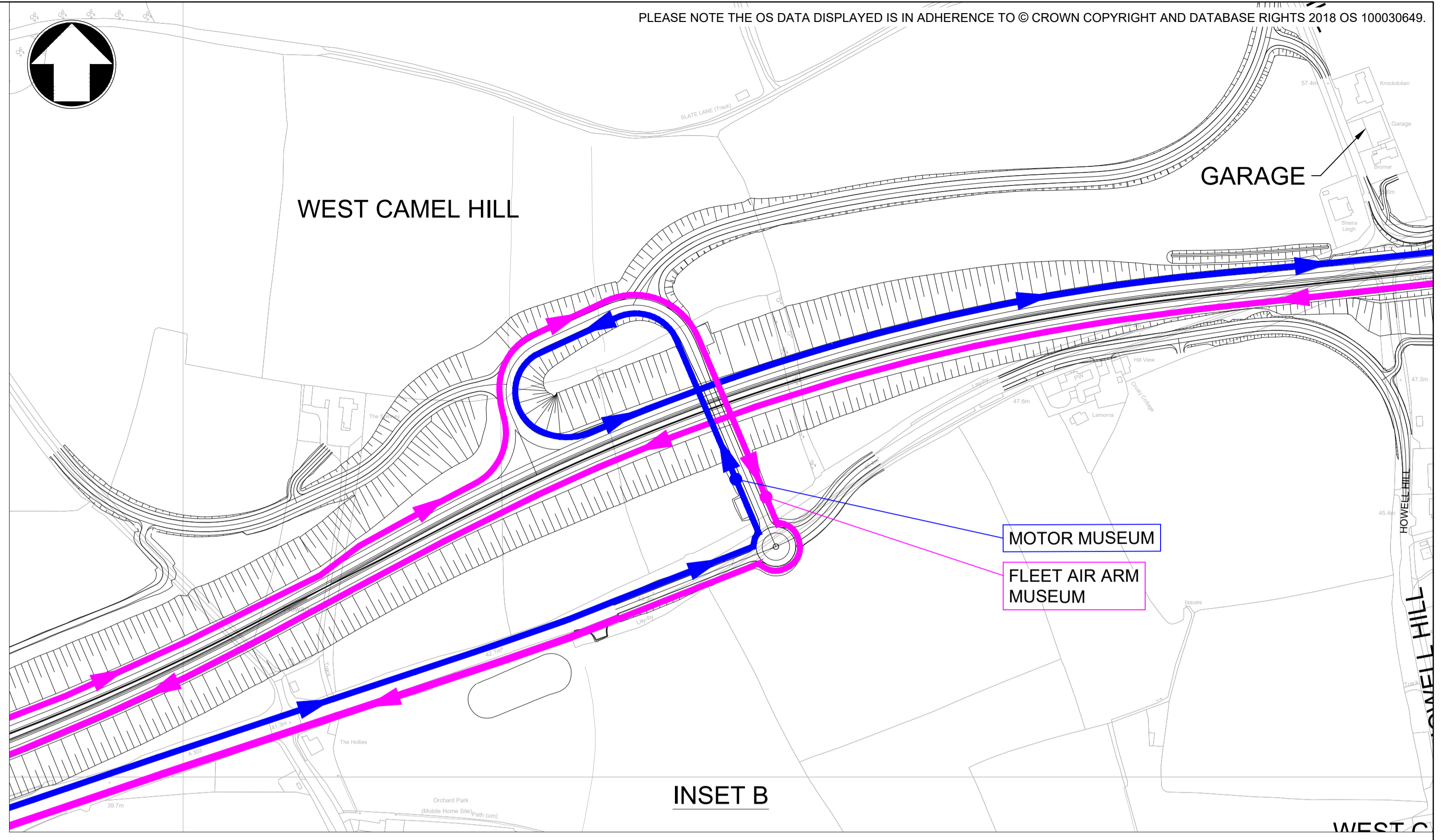
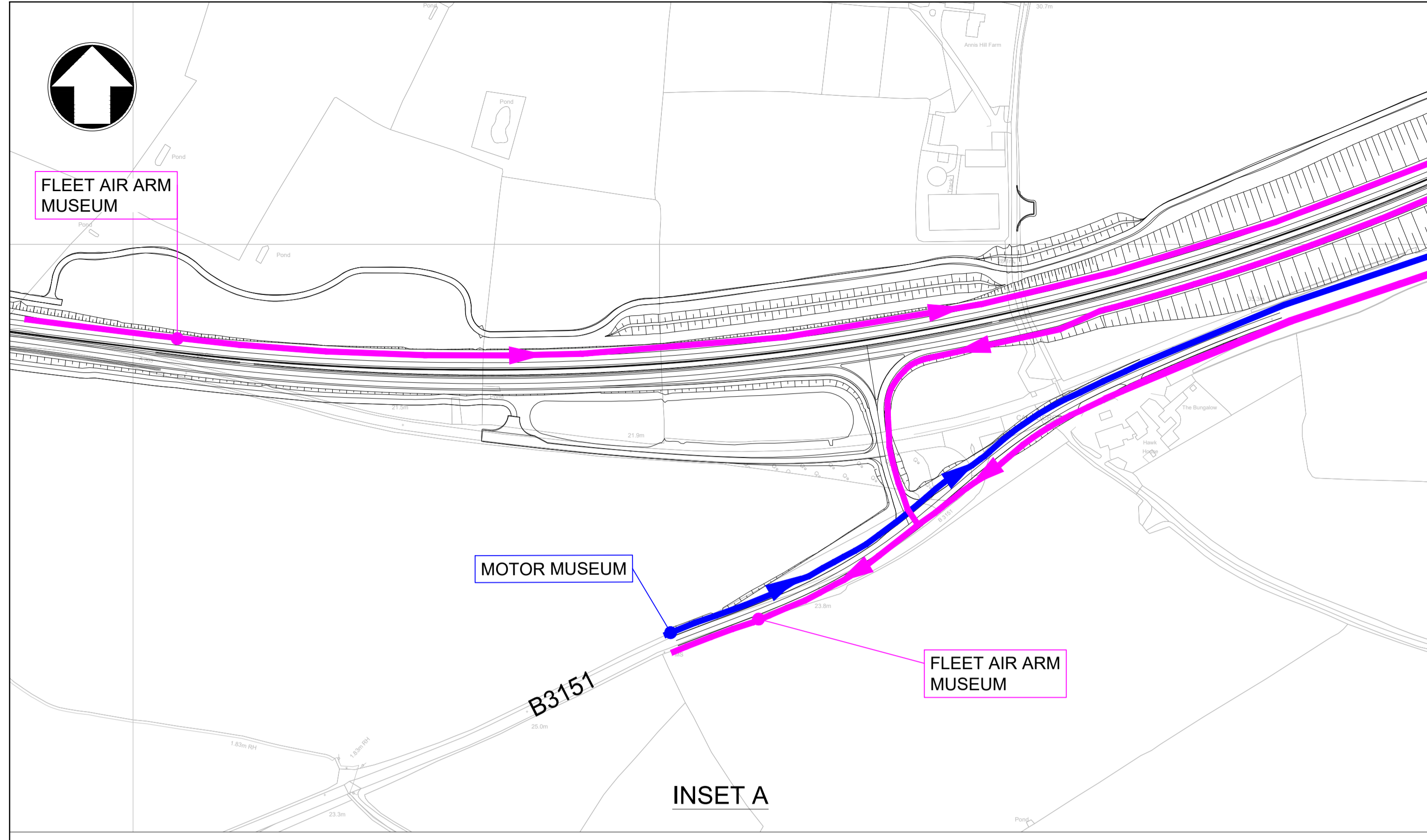


<sup>2</sup> The Applicant notes that the sign for 'The Red Lion' is not an authorised brown sign.

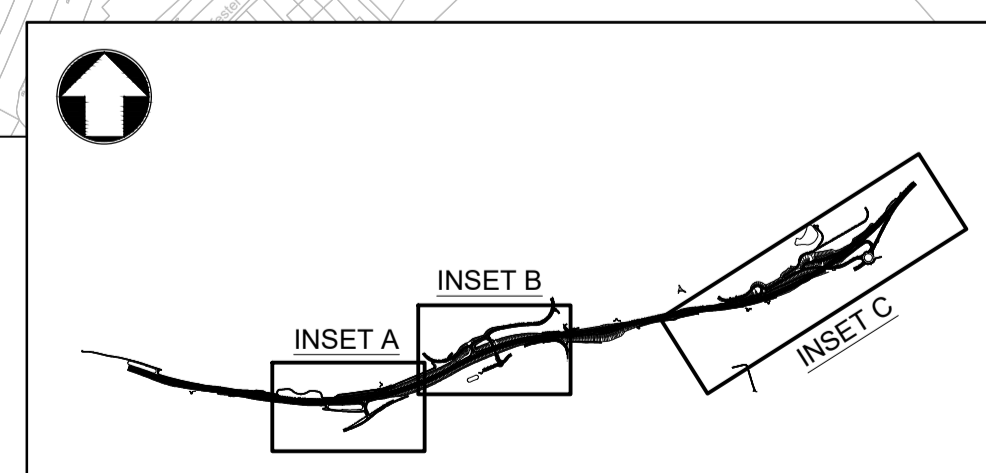
Figure A.3: Existing signage at Hazelgrove



## **Appendix B – Signage Strategy Drawings**

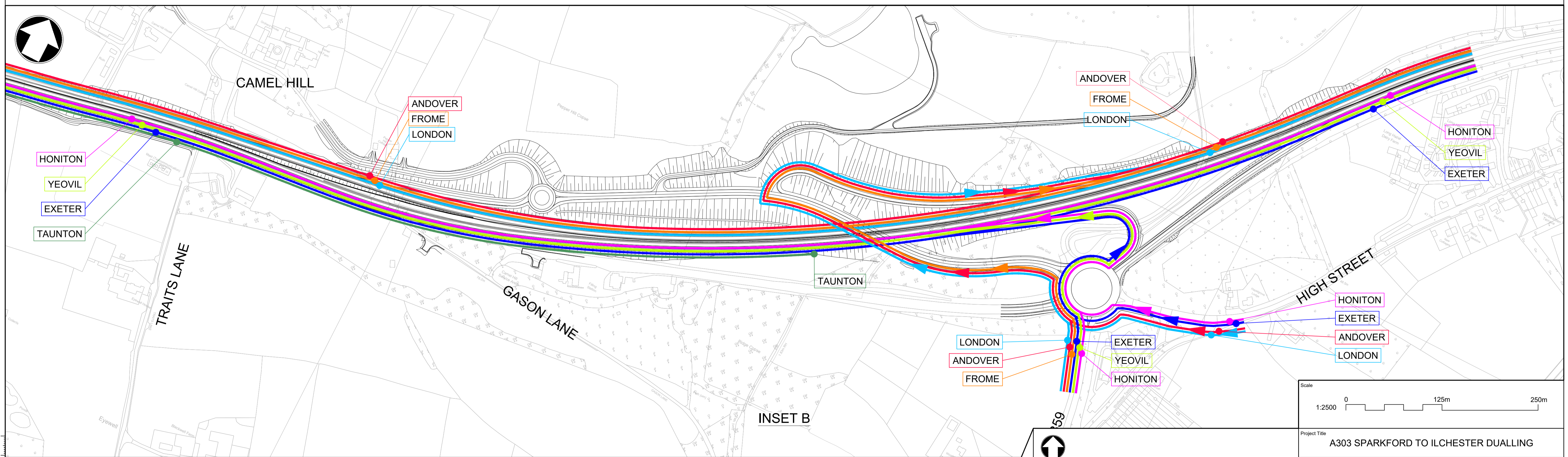
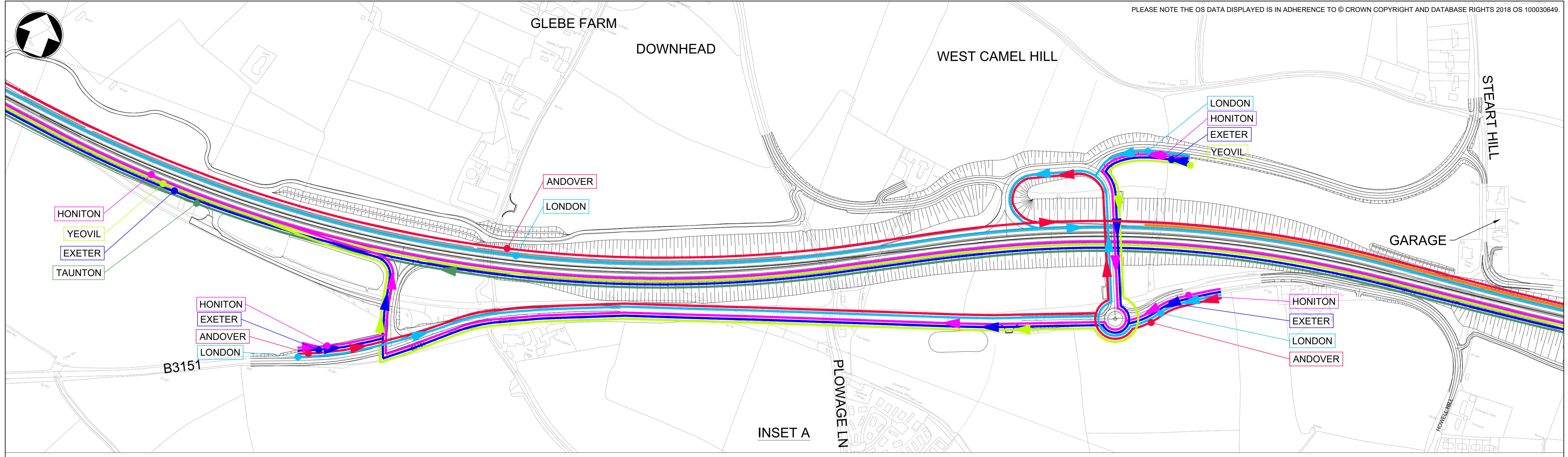


**KEY:**  
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 - MOTOR MUSEUM PROPOSED SIGNAGE ROUTE. ROUTE SIGNAGE PROVIDED IN ACCORDANCE WITH TSRGD 2016. SIGN TO INCLUDE SYMBOL T129, TEXT "MOTOR MUSEUM"  
 - LONG HAZEL PARK CAMPGROUND PROPOSED SIGNAGE ROUTE. ROUTE SIGNAGE PROVIDED IN ACCORDANCE WITH TSRGD 2016. SIGN TO INCLUDE SYMBOLS T6 AND T7

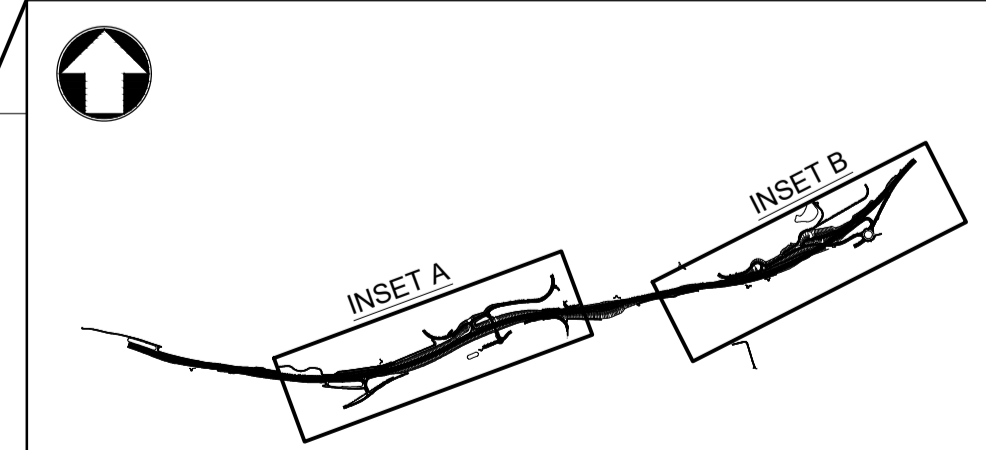


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| Drawing Title<br>TOURIST SIGNAGE STRATEGY             |                                |                   |                            |                  |                   |
| Drawing Status<br>Published - DEFINITION              |                                |                   |                            |                  | Suitability<br>A3 |
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| Original Size<br>A1                                   | Date<br>13/10/17               | Date<br>06/03/19  | Date<br>06/03/19           | Date<br>06/03/19 |                   |
| Drawing Number<br>HE PIN                              | Originator<br>HE551507 - MMSJV | Volume<br>- HGN - | Project Ref. No.<br>370772 |                  |                   |
| 000   |                                |                   | - DR - CH - 0206           |                  | Revision<br>C01   |
| REV.  | DATE                           | AMENDMENT DETAILS | ORIG                       | CHKD             | APPD              |

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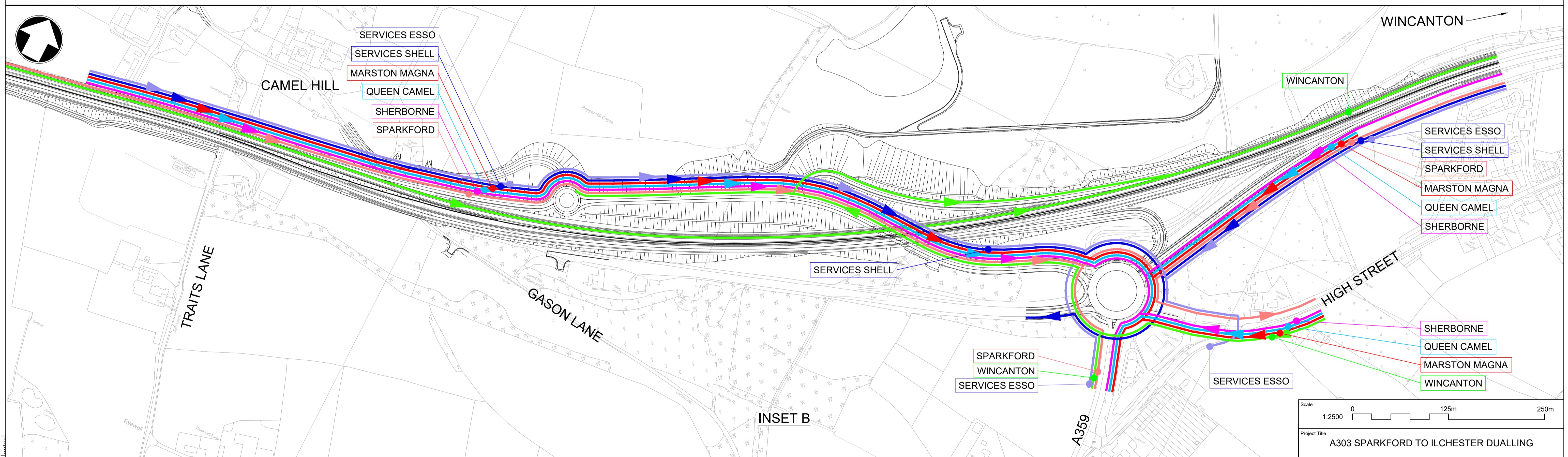
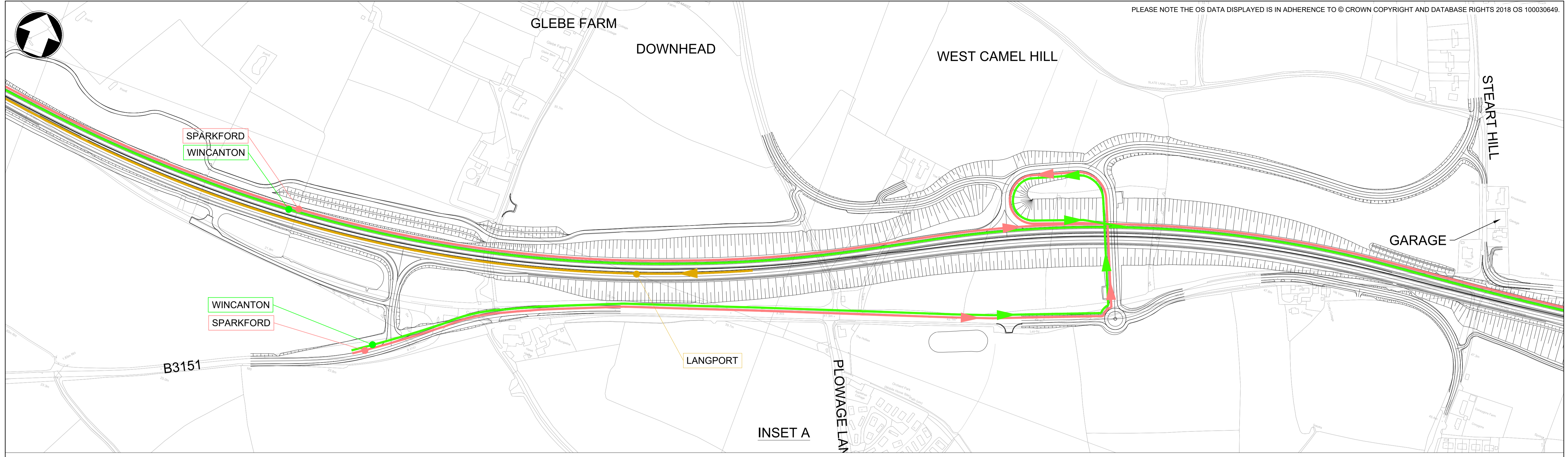


- KEY:**
- ANDOVER PROPOSED SIGNAGE ROUTE
  - HONITON PROPOSED SIGNAGE ROUTE
  - YEOVIL PROPOSED SIGNAGE ROUTE
  - TAUNTON PROPOSED SIGNAGE ROUTE
  - FROME PROPOSED SIGNAGE ROUTE
  - LONDON PROPOSED SIGNAGE ROUTE
  - EXETER PROPOSED SIGNAGE ROUTE



|   |                  |                   |                   |                  |                            |
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| Drawing Status<br>Published - DEFINITION              |                  |                   |                   |                  | Suitability<br>A3          |
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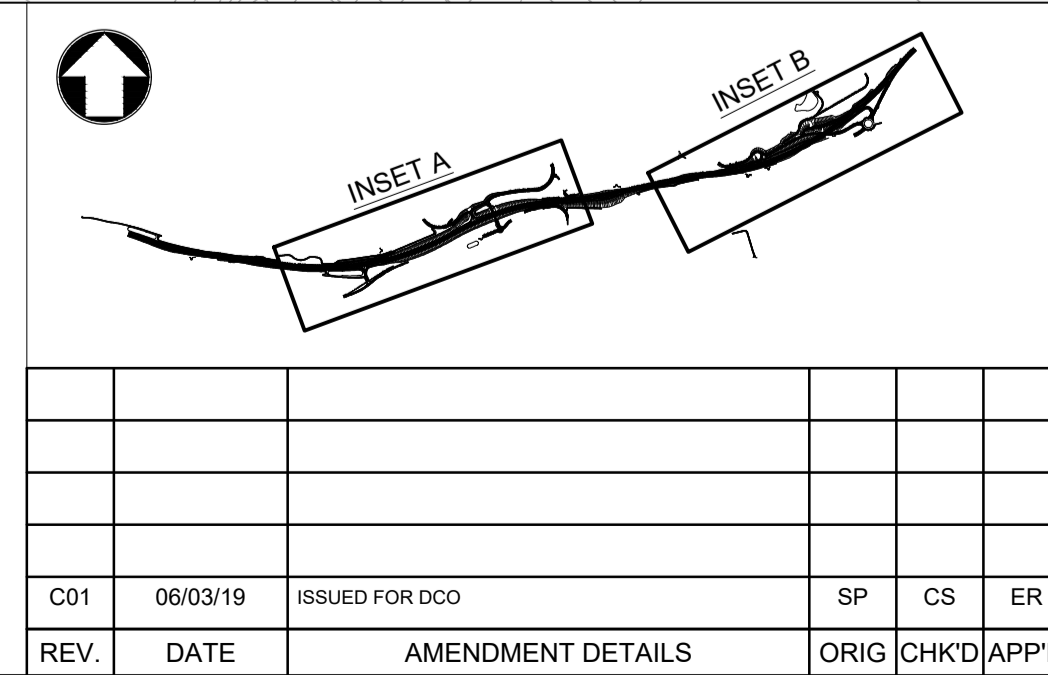
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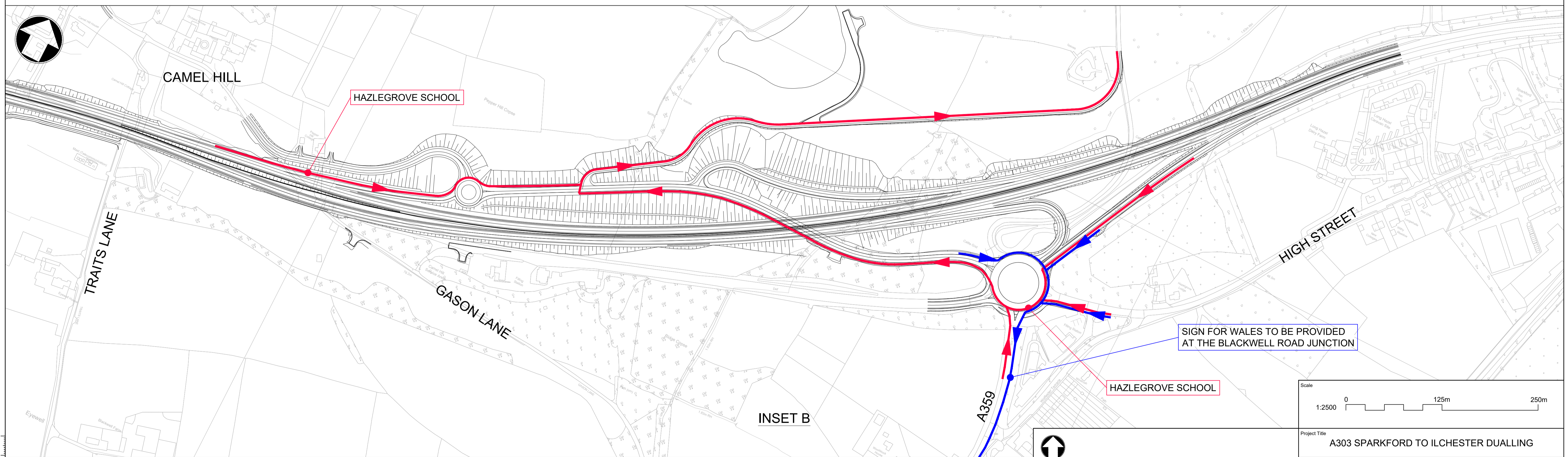
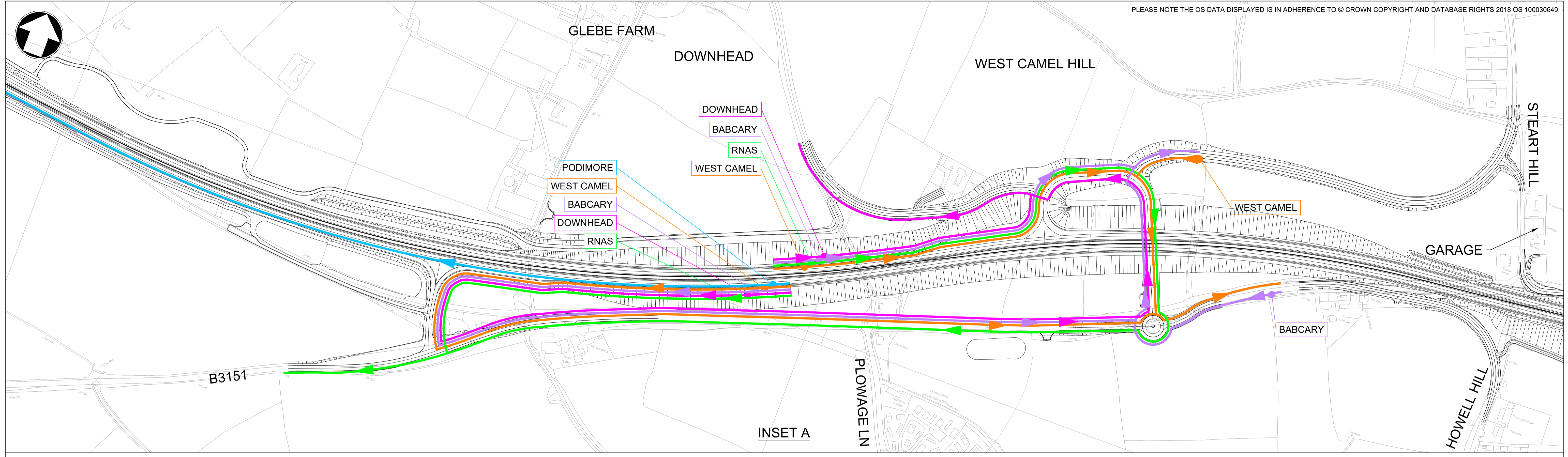
**KEY:**

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- WINCANTON PROPOSED SIGNAGE ROUTE
- SHERBORNE PROPOSED SIGNAGE ROUTE
- QUEEN CAMEL PROPOSED SIGNAGE ROUTE
- MARSTON MAGNA PROPOSED SIGNAGE ROUTE
- SPARKFORD PROPOSED SIGNAGE ROUTE
- SERVICES SHELL
- SERVICES ESSO

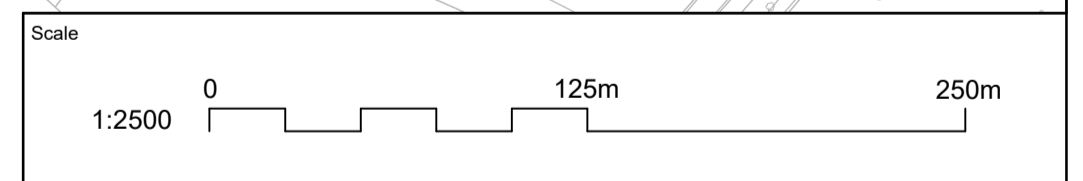
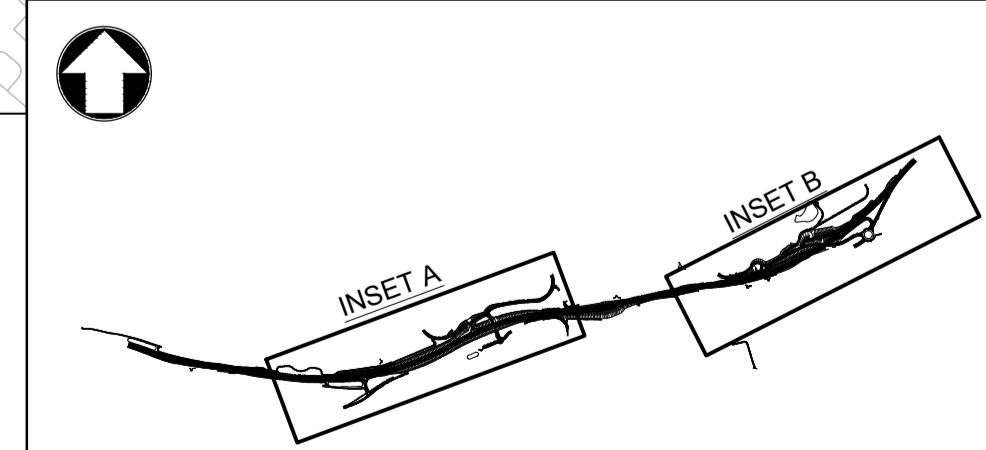


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| Drawing Title                        |             |                   |          |                  |             |
| NON PRIMARY ROUTES SIGNAGE STRATEGY  |             |                   |          |                  |             |
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| Published - DEFINITION               |             |                   |          |                  | A3          |
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| 000                                  | - DR - CH - | 0213              |          | Revision         |             |
| REV.                                 | DATE        | AMENDMENT DETAILS | ORIG     | CHKD             | APPD        |
|                                      |             |                   |          |                  |             |





- KEY:**
- RNAS YEOVILTON PROPOSED SIGNAGE ROUTE
  - PODIMORE PROPOSED SIGNAGE ROUTE
  - DOWNHEAD PROPOSED SIGNAGE ROUTE
  - WEST CAMEL PROPOSED SIGNAGE ROUTE
  - HAZLEGROVE SCHOOL PROPOSED SIGNAGE ROUTE
  - BABCARY PROPOSED SIGNAGE ROUTE
  - WALES PROPOSED SIGNAGE ROUTE



|                |            |                   |                  |                  |      |                                      |  |
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| Project Title  |            |                   |                  |                  |      | A303 SPARKFORD TO ILCHESTER DUALLING |  |
| Drawing Title  |            |                   |                  |                  |      | LOCAL DESTINATION SIGNAGE STRATEGY   |  |
| Drawing Status |            |                   |                  |                  |      | Published - DEFINITION               |  |
| Subsidiary     |            |                   |                  |                  |      | A3                                   |  |
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