

A303 Sparkford to Ilchester Dualling Scheme TR010036

9.25 Responses to the Examining Authority's Second Round of Written Questions

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**The Infrastructure Planning (Applications: Prescribed Forms and Procedure)
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**A303 Sparkford to Ilchester Dualling
Scheme**

Development Consent Order 201[X]

**Responses to the Examining Authority's Second Round
of Written Questions**

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1 Responses to the Examining Authority's Second Round of Written Questions


1.1.1 This report provides the Applicant's responses to the Examining Authority's second round of Written Questions during the Development Consent Order (DCO) Examination for the A303 Sparkford to Ilchester Dualling Scheme ('the scheme').

1.1.2 Responses to these Written Questions are contained within Table 1.1.

Table 1.1: Responses to the Examining Authority's Second Round of Written Questions

ExQ2	Question to	Question	Response
2.0 General and Cross-Topic Questions			
2.0.1	The Applicant	<p>Parish Councils proposal</p> <p>The Applicant acknowledges that the proposal would result in some harm which it seeks to mitigate. The Applicant also accepts that there will still be some residual harm even with the mitigation proposed and seeks to show that the need for the scheme is such that it outweighs the harm.</p> <p>The Parish Councils' scheme is not for consideration at this examination. However, the question of alternatives to proposals and how they should be considered is dealt with in the leading case of Langley Park School for Girls v The London Borough of Bromley & Another [2009] EWCA Civ 734.</p> <p>The Applicant is asked for its views on this case and its materiality, and how the current application should be considered in the circumstances of the case and the proposals put forward on behalf of the Parish Councils.</p>	<p>The Applicant submits that (1) the facts and circumstances of this application are not exceptional within the meaning of the case law so that the requirement to consider alternatives does not arise; and (2) even if the circumstances were exceptional, the Parish Councils' sketch is inchoate, vague and has no realistic possibility of coming about and therefore cannot form a material consideration in this determination.</p> <p>The Langley Park judgement considered when an alternative design can form a material consideration in the determination of a planning application. The starting point for applying this case law is that alternative sites or design schemes are only potentially a material consideration and then only in exceptional circumstances.</p> <p>The Court in R. (on the application of Mount Cook Land Ltd.) v Westminster City Council [2003] EWCA Civ 1346 concluded that "even in exceptional circumstances where alternative proposals might be relevant, inchoate or vague schemes and/or those that are unlikely or have no real possibility of coming about would not be relevant or, if they were, should be given little or no weight".</p> <p>The conclusion set out in Mount Cook was affirmed in 2017 by the Court of Appeal in Lisle-Mainwaring and the Secretary of State for Communities and Local Government v Carroll [2017] EWCA Civ 1315. That Court agreed with the judgement in Mount Cook that proposals which are inchoate or vague schemes and/or those that are unlikely or have no real possibility of coming about, are not material considerations.</p> <p>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. The Applicant has noted several concerns with the Parish Councils' sketch in response to Action Point 12.</p> <p>Even if the Parish Councils' sketch were an alternative, the Applicant does not consider that there are exceptional circumstances in this case which would merit consideration of it. The application before the Examination has been subject to iterative design and public consultation. That there is an objection to the submitted design is not exceptional. The harm which the Applicant acknowledges will be caused to the Registered Park and Garden by the scheme is also not exceptional but driven by the location of the existing highway and only a matter for the planning balance.</p> <p>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. The sketch put forward by the Parish Councils is vague and unrealistic (for example, it takes no account of topography) and has no realistic chance of coming forward as it is not supported by the strategic highway authority. The Parish Councils' proposal is therefore not a material consideration within the meaning of that term set out in the case law.</p> <p>The Parish Councils' sketch has not been demonstrated to result in any less harm to the RPG than the scheme. That sketch layout situates the junction in the most sensitive part of the RPG, has not considered the impact of earthworks required including to address topography as well as for mitigation, screening and landscaping, and has not considered the impacts of that sketch layout on the requirement for road lighting which could have an adverse impact on the RPG. Given that lack of consideration and assessment there is no evidence in the examination to support the Parish Councils assertions that there would be less harm to the RPG with their sketch layout.</p>
2.0.2	The Applicant	<p>The Application</p> <p>Could the Applicant please provide a comprehensive Guide to the Application. This should be in the form of a schedule of all documents which form part of the application, showing changes by version number from the original submission.</p> <p>This schedule should be kept up-to-date and submitted at each further Deadline.</p>	<p>A comprehensive Guide to the Application has been produced and submitted as part of Deadline 5 (document reference 9.23, Volume 9, Revision A).</p>
2.1 Archaeology and cultural heritage			
2.1.1	The Applicant	<p>Archaeology</p> <p>The Environmental Statement: Addendum [OD-010] paragraph 4.9.2 states that additional archaeological trenching surveys were to be undertaken in February 2019 and the results submitted during the DCO examination period to inform the mitigation strategy.</p>	<p>(a) The site work, geophysical survey and trial trenching, has now been completed. The analysis of the findings and preparation of the report is currently being undertaken. The completed reports will be submitted at Deadline 6. These reports will be shared with Historic England and South Somerset District Council (including South West Heritage Trust) for review and comment prior to submission at Deadline 6.</p> <p>(b) The conclusions of the assessment have not been altered as the impact to unknown archaeological remains still remains a significant adverse effect.</p>

ExQ2	Question to	Question	Response
		<p>(a) Could the applicant please provide the results of this survey and confirm if the results have altered the conclusions of the cultural heritage assessment.</p> <p>(b) If so, could the Applicant explain how the conclusions have been altered?</p> <p>(c) Can the Applicant confirm if any, additional mitigation is necessary due to the results?</p>	<p>(c) No additional mitigation is required to that contained in the Outline Environmental Management Plan (OEMP) submitted at Deadline 5 (document reference 6.7, Volume 6, Revision B) and the Outline Heritage Written Scheme of Investigation to be submitted for Deadline 6. This was prepared on completion of the fieldwork and has been informed by that work.</p>
2.1.2	The Applicant	<p>Hazlegrove Park RPG</p> <p>Paragraph 1.7.27 of the Applicant's Responses to Local Impact Report, Written Representations and comments on responses to the Examining Authority's Written Questions [REP3-003] indicates that it considers that the relocation of Pond 5 is not feasible. However, no reasoning for this is given. Could the Applicant please explain why it would not be possible to relocate Pond 5 outside the RPG, whether on the proposed Order Land or elsewhere?</p>	<p>The proposed location of Pond 5 is adjacent to the lowest elevation of the proposed road network in that area in order to intercept runoff from all proposed roads prior to outfalling into the nearest watercourse. As such, if the pond was relocated to another area that is outside the RPG but inside the DCO boundary this would be at an elevation that is higher than the proposed roads and therefore would not intercept all of the runoff from these roads.</p> <p>The location of the pond ensures that it is as close to the proposed road infrastructure as possible so that its impact on the scheme footprint is minimised. If the pond were to be located further north (outside of the RPG) ancillary items such as perimeter fences and access tracks would be more extensive, and Highways England would require access rights across a greater distance of third party land in order to reach it.</p>
2.1.3	The Applicant	<p>Hazlegrove Park RPG</p> <p>In its response to Deadline 4 [REP4-037] SSDC sets out its view that, historically the sense of arrival to the parkland was emerging cleanly from the cluster of trees at Peaked Close and later more grandly through the Triumphal Arch Gateway. It goes on to suggest that under the proposal this could be the Hazlegrove off slip turning, on emerging on one side from the screen planting, or at the junction with the Pond 5 track.</p> <p>Could the Applicant please explain and justify at what location it considers the new sense of arrival would take place?</p>	<p>Discussions with Historic England and South Somerset District Council regarding the design of elements such as Pond 5, the pond access track, and school drive, are currently taking place.</p>
2.1.4	The Applicant	<p>Hazlegrove Park RPG</p> <p>The Applicant has indicated (paragraph 3.1.9 of Oral Case at Hearings [REP4-020]) that it would not be able to confirm where soils stockpiling would take place until the contract for the scheme has been let and thus the criteria for this would be included within the OEMP.</p> <p>However, could the Applicant please provide information as to the approach that would be followed to ensure that any such stockpiling would be minimised within the RPG both generally and specifically for any location in the RPG.</p>	<p>Paragraph 6.9.13 of Chapter 6 of the Environmental Statement, Cultural Heritage (APP-043), details the proposed mitigation for minimising effects associated with soil stockpiling within Hazlegrove Registered Park and Garden. Table 6.4 in Chapter 6 of the Environmental Statement, Cultural Heritage (APP-043), contains the assessment of the effect of the scheme on Hazlegrove House Group (GR05) and Hazlegrove House RPG Group (GR11) following mitigation. This includes an assessment of the soil stockpile area.</p> <p>Row CH10 of Table 3.1 Register of Environmental Actions and Commitments in the OEMP submitted at Deadline 5 (document reference 6.7, Volume 6, Revision B) details the approach to ensuring soil stockpiling minimises the harm to the RPG. The mitigation measures are as follows: <i>The layout of the soil storage area at Hazlegrove House RPG to be designed in such a way to minimise the impact on static views south west from the house and kinetic views moving south west through the parkland. This will include the location of areas and functions of the storage area and screening by way of suitable fencing or timber hoardings. The design of the soil storage area will be prepared in consultation with SSDC, The Gardens Trust and Historic England prior to construction.</i></p>
2.1.5	The Applicant	<p>Hazlegrove Park RPG</p> <p>At the Hearings Historic England asserted that it considered that the ES does not fully acknowledge the impact of Pond 5 and its surrounding basin on that part of the RPG, and the effect on the character of the landscape.</p> <p>(a) Could the Applicant please indicate the location(s) in the ES where the effects of Pond 5 on the landscape and RPG have been assessed including the effects of the fencing and any marginal planting.</p> <p>(b) If not, could the Applicant undertake such an assessment.</p>	<p>The scheme description used for the assessment is included in Chapter 2 The Proposed Scheme of the Environmental Statement (APP-039). This includes the pond and associated features (see paragraph 3.5.155 of Chapter 2 The Proposed Scheme, APP-039). Both the assessments for landscape and cultural heritage are carried out on an asset by asset basis and do not necessarily discuss individual elements of the scheme where they are not considered to have a significant impact on the asset. As such the assessment undertaken in Chapter 6 Cultural Heritage (APP-043) and Chapter 7 Landscape (APP-044) of the Environmental Statement are considered sufficient.</p>
2.1.6	The Applicant	<p>Hazlegrove Park RPG</p> <p>In its Deadline 4 submission SSDC [REP4-037], in discussing GR11: Hazlegrove House RPG Group, indicates what it believes to be the amount of the RPG that would be covered by Pond 5 including its surrounding fencing.</p> <p>(a) Does the Applicant agree with this figure?</p> <p>(b) If not, can the Applicant provide an alternative figure, along with a justification for that figure.</p>	<p>(a) The Applicant agrees with South Somerset District Council's figures detailed within REP4-037. 10.6 hectares equates to the basic engineering footprint of the road works (see the blue shaded area in the image below). This figure is quoted in the Applicant's Topic Paper on the Hazlegrove Junction (REP2-005), submitted as part of Deadline 2. The extra 3.1 hectares detailed by South Somerset District Council is the orange shaded area in the image below. The 9,860 m² figure the Applicant quoted for the pond against Action Point 11 is the basic outline of the pond which lies within the orange shaded area (see the blue dashed shape in the image below).</p> <p>(b) Not applicable as the Applicant agrees with SSDC's figures.</p>

ExQ2	Question to	Question	Response
			
2.1.7	The Applicant	<p>Hazlegrove House & RPG In its Deadline 4 submission [REP4-037] SSDC undertakes an analysis of the Applicant's position. This states that the because the analysis of the effect of the proposal has been undertaken against the whole of the RPG that the Applicant concludes "less than substantial harm" would be created.</p> <p>SSDC goes on to point out that the mitigation would only relate to the southern part of the RPG and considers therefore any analysis of effect should have been undertaken against the southern area alone. This may lead to an assessment of a different level of harm.</p> <p>(a) Could the Applicant please set out its response to this analysis. If this analysis is followed, SSDC considers that it would be appropriate that any conservation management plan should cover the whole RPG.</p> <p>(b) Could the Applicant please respond to the proposition that, notwithstanding any landownership issues, any conservation management plan should cover the whole of the RPG on the basis that the effect on the RPG has been judged against the whole of the RPG.</p>	<p>The Applicant disagrees with the analysis undertaken by South Somerset District Council. The whole asset is assessed as there is potential for both physical and setting impacts. The works in the southern part of the RPG (assumed to be the RPG within the red line boundary) changes the setting of the northern part of the RPG. Therefore, it is the change to the southern part of the park which creates the impact on the northern part of the RPG. It follows that mitigation carried out in the southern part of the park reduces the impacts on the setting of the northern part of the park. The Applicant considers that given the type of impacts identified to the northern parkland area, namely impact to setting and views, these can only be directly addressed through mitigation in the southern part of the park. As such a Conservation Management Plan for the whole RPG as part of the DCO is not required.</p>
2.1.10	The Applicant	<p>Camel Hill SAM In Appendix A of the Applicant's Deadline 4 Supporting Information [REP4-018] the Applicant has provided a Wireframe Photograph.</p> <p>There may have been a misunderstanding as this only shows the existing situation not the situation in the change as at Year 1 or Year 15.</p> <p>While it may not have been possible to provide a full photomontage the ExA was expecting a net on the drawings showing the extent of the proposed works so that the effect could be assessed. Could the Applicant please provide this.</p>	<p>A photomontage to depict the change at Year 1 and Year 15, from Camel Hill Scheduled Monument (SM) has been produced and is included within Appendix A of this report.</p>
2.1.11	The Applicant	<p>Camel Hill SAM The detailed drawing provided [REP4-018] shows the extent of the SAM and the limits of deviation. Can the Applicant annotate this drawing with dimensions to show the distance between the Limit of Deviation and the SAM?</p>	<p>Figure 1.1 contained within the Deadline 4 Supporting Information Report (REP4-018) has been updated to include dimensions to show the distance between the Limit of Deviation and Camel Hill Scheduled Monument (SM). The revised figure is contained within Appendix B of this report.</p>
2.1.14	The Applicant	<p>Downhill Medieval Village SAM At the Hearings the Applicant indicated that some fencing will be needed at this site to be included to secure the ecological mitigation and this will be detailed in the OEMP.</p>	<p>Row CH12 of Table 3.1 Register of Environmental Actions and Commitments in the OEMP submitted at Deadline 5 (document reference 6.7, Volume 6, Revision A) provides information on the approach to ensure effects on archaeological remains associated with Downhead Medieval Village SM are minimised. This mitigation has been discussed and agreed with Historic Buildings and Monuments Commission for England (HBMCE) and has also been included as part of the Statement of Common Ground with HBMCE.</p>

ExQ2	Question to	Question	Response
		However, could the Applicant please provide information as to the approach that would be followed to ensure that any effects on Downhill Medieval Village SAM would be minimised.	
2.2	Air Quality and Emissions		
2.2.1	The Applicant	<p>Air Quality</p> <p>At ISH3 the applicant suggested that congestion during construction would not impact on air quality because it would be averaged out over the entire year. The construction period is due to last about two and a half years.</p> <p>Where has it been assessed that congestion during the construction period would not impact on air quality?</p>	<p>Section 5.10 of Chapter 5 Air Quality (APP-042) sets out the assessment of likely significant effects from construction. This section assesses the effects of the temporary main carriageway closures, the temporary and permanent local road closures and the speed limit reductions on the existing carriageway and their effects on emissions and subsequently ambient air quality.</p> <p>During the construction period the speed limit reductions would likely result in vehicles travelling at a constant speed of 40 miles per hour with fewer speed variations compared to normal. The reduction in speeds would either result in the same emission rates, or lower emission rates along the A303 depending on the existing speed limit.</p> <p>Any short-term congestion during the construction phase related to traffic management including the temporary main carriageway closures is not expected to lead to significant air quality effects. The air quality assessment presented in Chapter 5 Air Quality (APP-042) has demonstrated that existing NO₂ concentrations are well below the annual mean air quality objective of 40 micrograms and any short-term disruption would not have a significant effect on the annual mean concentrations.</p>
2.3 Biodiversity, Ecology and Natural Environment (including HRA)			
2.3.1	The Applicant Natural England	<p>Statement of Common Ground</p> <p>The draft SoCG [APP-157] shows a record of engagement between the Applicant and Natural England. This goes up to 7 July 2018.</p> <p>The Deadline 2 [REP2-015] and Deadline 4 [REP4-007] submission draft SoCGs appear to be the same; the only difference between that and the original submission being Appendix A. This is a letter of no impediment from Natural England dated 7 January 2019 which responds to a letter which was received by Natural England on 15 August 2018.</p> <p>It would therefore appear that the record of engagement is incomplete in that it does not refer to either of items of correspondence referred to above. Could this please be checked, including all recent correspondence and a revised document issued as necessary.</p>	The record of engagement within the draft Statement of Common Ground between Natural England and the Applicant has been updated, and a revised version of the Statement of Common Ground (document reference 8.2, Volume 8, Revision C) has been submitted as part of Deadline 5.
2.3.3	The Applicant	<p>Habitats Regulations Assessment</p> <p>Can the Applicant provide a screening matrix which summarises the screening exercise for LSE of the project on Salisbury Plain SAC and the qualifying features considered?</p>	<p>The Applicant considers that a proportionate and reasonable screening assessment was undertaken in accordance with established guidance within the Design Manual for Roads and Bridges (DMRB), and as such, no assessment was required. The Applicant also took into regard the Natural England guidance on assessing road traffic emissions (http://publications.naturalengland.org.uk/publication/4720542048845824).</p> <p>Natural England have now agreed that there would be no likely significant effect of the project on Salisbury Plain Special Area of Conservation (SAC) and the qualifying features considered. This item within the draft Statement of Common Ground between Natural England and the Applicant has been updated, and a revised version of the Statement of Common Ground (document reference 8.2, Volume 8, Revision C) has been submitted as part of Deadline 5.</p>
2.3.6	The Applicant	<p>RNAS Yeovilton Bird Strike Risk</p> <p>The DIO remain concerned about the risk of bird strike. The Applicant suggests that there are limited records of problem bird species in the area (Draft SoCG [REP4-010]).</p> <p>(a) Which species do you consider to be problem species?</p> <p>(b) What is the extent of the area considered?</p> <p>(c) It is implied that if there is a current absence of "problem species" in the area that the proposed water bodies would be unlikely to attract such species. If this is correct, what evidence is there to support this view?</p> <p>(d) Who carried out the risk assessment within the SoCG?</p> <p>(e) What evidence is there to support its conclusions?</p>	<p>(a) As stated within paragraph 3.2.2 of the Draft SOCG (REP4-010), the main problem bird species are gulls, swans, geese, wading birds, dabbling ducks, herons and starlings. However, data provided by the Somerset Environmental Record Centre (SERC) showed that there are limited records of problem bird species which are within three kilometres (3kilometres) of the red line boundary of the scheme. Records comprised 1x record of British lesser black-backed gull and 1x record herring gull, both from Yeovilton Airfield, approximately 1.7 kilometres south of the scheme. These were historic records dating back to 1991. The 2017 bird surveys identified the following related birds and their location:</p> <ul style="list-style-type: none"> British lesser black-backed gull and 1 herring gull from Yeovilton Airfield, approximately 1.7 kilometre south of the scheme. 1 herring gull territory. 2 mallard territories, and 1 individual starling all to the north of the scheme. <p>Available records and the results of breeding bird surveys indicates that there are limited numbers of problem bird species in the area.</p> <p>(b) Somerset Environment Records Centre (SERC) data was obtained from within 3 kilometres of the scheme. The breeding birds surveys were completed within a 250 metre radius of the scheme.</p> <p>(c) The results of breeding bird surveys are detailed within Appendix 8.6 Breeding Bird Technical Report (APP-079). The SERC data is also summarised in this report.</p>

ExQ2	Question to	Question	Response
			<p>(d) The risk assessment (contained in Table 3 of the Draft SOCG, REP4-010) was completed by the Applicant's Lead Ecologist working on the scheme, in conjunction with the Design Lead and Drainage Lead for the scheme.</p> <p>(e) The conclusions are based on relevant literature¹ supported by data obtained by SERC, existing knowledge of the site and the design proposals associated with each of the ponds. In addition, the conclusions are supported by professional judgement applied by the Lead Ecologist.</p>
2.3.7	The Applicant DIO	<p>RNAS Yeovilton Bird Strike Risk</p> <p>(a) What is the extent of the bird strike protection zone around the airfield?</p> <p>(b) Are there any records of existing problems with birds?</p> <p>(c) Does the DIO's concern relate to specific ponds or all of the proposed ponds?</p> <p>(d) To what extent would the proposed planting be likely to mitigate the risk?</p>	The Applicant considers this question is best answered by the Defence Infrastructure Organisation (DIO).
2.3.8	The Applicant	<p>Bats</p> <p>In the Environmental Statement: Addendum Appendix A [OD-011] paragraph 6.2.1 outlines bat roosts with the potential to be impacted by construction works is to be "amended".</p> <p>(a) Could the Applicant confirm whether this amendment is an addition or a deletion.</p> <p>(b) If it is an amendment, are there any changes which may lead to a significant adverse effect on bat species?</p>	The likely maternity roost of Myotis sp. bats is located within a parcel of land to the west of Traits Lane, originally proposed as a cement bound granular mix (CBGM) auxiliary compound. With the compound in this location, mitigation measures detailed in the original Environmental Statement Chapter 8 Biodiversity (APP-045) included maintaining a buffer of at least 10 metres between the roost and any construction activities. As a result of the accepted material change, the CBGM auxiliary compound has been moved from this location and the bat roost would now be outside the red line boundary. The closest construction activities would now be 28 metres from the roost and therefore potential disturbance impacts to this roost are reduced. Therefore, the changes would not result in a significant adverse effect on bat species.
2.4 Noise and vibration			
2.4.1	The Applicant	<p>Low Noise Road Surface</p> <p>The SoCG with Long Hazel Park [REP4-016] states that the extent of the low noise surface is likely to extend about 500m east of the Hazlegrove roundabout.</p> <p>Could the Applicant please be clear about the precise extent of the low noise surface.</p>	Low noise surfacing is likely to extend approximately 550 metres east from the existing Hazlegrove Roundabout, up to the Order limits.
2.4.2	The Applicant	<p>Low Noise Road Surface</p> <p>In response to Deadline 4 the Applicant stated [REP4-018] that quieter surfacing does not have any additional maintenance requirements such as sweeping, or cleaning in order to maintain its noise properties.</p> <p>This would appear to be inconsistent with paragraph 5.3 of HD213/11 DMRB states that the effectiveness of low-noise surfaces is dependent upon wear to the surface and clogging of the surface, with the noise reducing properties of the surface becoming less due to clogging. It explains that a possible measure to manage the low-noise surface is to clean the surface to avoid clogging.</p> <p>(a) What is the Applicant's comment on this matter?</p> <p>(b) Please explain the measures the Applicant proposes to address any potential clogging of the surface and consequential adverse effect on noise.</p> <p>(c) How can we be satisfied that the any repairs/replacement will utilise a low noise road surface to ensure that the conclusions of the ES remain valid in the long term?</p>	<p>Generally, it can be considered that the clogging of a surface is more of an issue for porous asphalt, which is not proposed in this case. It could technically be argued that a Thin Surface Course System (TSCS) could clog, but this would be dependent on many factors such as rainfall levels and gradient of the road. Heavy rainfall would usually wash away most of any debris that had collected.</p> <p>The Applicant is not aware of any instances where TSCS have been swept or jetted to maintain low noise properties and would not consider it appropriate or proportionate in this case.</p> <p>In terms of resurfacing / patching, it is standard practice that a similarly specified material will be used, which in this case would maintain similar levels of noise reduction.</p>
2.4.3	The Applicant	<p>LOAEL and SOAEL</p> <p>ES Chapter 11, Table 11.5 [APP-048] sets out the threshold for LOAEL and SOAEL used in the Applicant's assessment.</p> <p>The SOAEL is based on the former WHO interim Target Level within WHO <i>Night Noise Guidelines for Europe 2009</i>. The WHO Environmental Noise Guidelines for the European Region, published in October 2018, do not provide Interim Targets. The recommendations within it are health-based and provide guideline values per noise source (for both <i>L</i>_{den} and <i>L</i>_{night}).</p> <p>The guidelines strongly recommend reducing noise levels produced by road traffic below 53 dB <i>L</i>_{den}, as road traffic noise above this level is associated with adverse health effects, and night time noise exposure levels to below 45 dB <i>L</i>_{night}.</p> <p>The noise levels at ES Chapter 11, Table 11.5 are based on dB <i>L</i>_{Aeq, T}. What would be the equivalent dB <i>L</i>_{den} and dB <i>L</i>_{night} level?</p>	<p>There is no direct matching between <i>L</i>_{Aeq, T} values given in Table 11.5 of Chapter 11 Noise and Vibration [App-048] (which refers to construction noise) and <i>L</i>_{den} or <i>L</i>_{night}. The World Health Organisation (WHO) Environmental Noise Guidelines for the European Region (ENG) do not supersede but complement the WHO Night Noise Guidelines (NNG) as set out in 2.6.3 of ENG. However, note that the Lowest Observed Adverse Effect Level (LOAEL) and Significant Observed Adverse Effect Level (SOAEL) values for <i>operational</i> noise are given in Table 11.9 [App-048]. The TRL report: <i>Converting the UK traffic noise index LA10, 18h to EU noise indices for noise mapping by P G Abbott and P M Nelson PR/SE/451/02 [EPG 1/2/37]</i> provides conversion formulae for non-motorway roads. These may be used to obtain equivalent values for LOAEL and SOAEL in terms of <i>L</i>_{den} for the daytime (which are free-field values). <i>L</i>_{night, outside} is the same as <i>L</i>_{night}, the suffix outside was added in the WHO NNG for the avoidance of doubt that it was outside noise levels that were under consideration even though noise at night predominantly affects people who are indoors.</p> <p>The equivalent values are set out in the table below.</p>

¹ Allan, J. (2008) Taking account of aviation hazards in the development of a Wetland Vision for England. www.wetlandvision.org.uk/userfiles/File/Annex3_Airports%20and%20WetlandsOverview.pdf

ExQ2	Question to	Question	Response															
			<table><tr><th>Period and level</th><th>Chapter 11 Table 11.9 (APP-048)</th><th>Approximate equivalent</th></tr><tr><td>Day LOAEL</td><td>50dB LAeq,16hr</td><td>52dB Lden</td></tr><tr><td>Day SOAEL</td><td>68dB L10,18hr façade</td><td>64dB Lden</td></tr><tr><td>Night LOAEL</td><td>40dB Lnight,outside</td><td>40dB Lnight</td></tr><tr><td>Night SOAEL</td><td>55dB Lnight, outside</td><td>55dB Lnight</td></tr></table>	Period and level	Chapter 11 Table 11.9 (APP-048)	Approximate equivalent	Day LOAEL	50dB LAeq,16hr	52dB Lden	Day SOAEL	68dB L10,18hr façade	64dB Lden	Night LOAEL	40dB Lnight,outside	40dB Lnight	Night SOAEL	55dB Lnight, outside	55dB Lnight
Period and level	Chapter 11 Table 11.9 (APP-048)	Approximate equivalent																
Day LOAEL	50dB LAeq,16hr	52dB Lden																
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Night LOAEL	40dB Lnight,outside	40dB Lnight																
Night SOAEL	55dB Lnight, outside	55dB Lnight																
2.4.4	The Applicant	<p>SOAEL Given that the WHO guidance stated that the Interim target was intended for situations where the achievement of the night noise guidelines for Europe (NNG) was not feasible in the short run and emphasized that an interim target is “not a health-based limit value by itself”. It also confirmed that vulnerable groups cannot be protected at this level.</p> <p>(a) How appropriate is it for the Applicant to continue to rely on this figure when assessing the effects of noise on receptors?</p> <p>(b) Can the Applicant justify the continued reliance on the interim target when assessing the effects of noise on receptors, considering the updated WHO (2018) stating these targets are “not health-based” and cannot protect vulnerable groups?</p>	<p>The World Health Organisation (WHO) Environmental Noise Guidelines for the European Region (ENG) do not supersede but complement the WHO Night Noise Guidelines (NNG) as is stated in 2.6.3 of ENG. The new guidelines make <i>recommendations</i> whereas the NNG states “<i>40 dB L_{night,outside} is equivalent to the lowest observed adverse effect level (LOAEL) for night noise. Above 55 dB the cardiovascular effects become the major public health concern, which are likely to be less dependent on the nature of the noise.</i>” That is, the WHO definition of LOAEL was 40dB L_{night,outside}. The level at which cardiovascular effects become a major public health concern is numerically the same as the Interim Target value as has been used in the assessment as the value for SOAEL. It follows that (a) WHO has not changed its advice that 40dB for L_{night,outside} is LOAEL and (b) 55dB is an appropriate value for SOAEL because significant health effects arise at this level according to WHO, although there is scope to replace the justification of the use of this level of 55dB from the Interim Target value to a health effect level. It is noted that the WHO recommendations within the ENG are neither LOAEL nor SOAEL: the current guidelines differ from the older ones in recommending levels of exposure unlike those previously outlined.</p>															
2.4.5	The Applicant	<p>SOAEL ES Chapter 11, tables 11.37 and 11.38 [APP-048] show the number of dwellings affected by noise in the long term and short term by reference to LOAEL and SOAEL.</p> <p>(a) Could the Applicant confirm that the same thresholds for LOEAL and SOEAL as used at table 11.9 are used to assess the short term and long term effect of noise on dwellings.</p> <p>(b) If so, can the Applicant explain why noise is expected to reduce in the longer term what is the basis for the difference between short term and long term in tables 11.37 and 11.38?</p>	<p>(a) The LOAEL and SOAEL values in Table 11.9 [App-048] apply to the to the short-term and long-term annual average noise levels so this is confirmed.</p> <p>(b) Traffic flow in the long-term (in 2038) is higher than in the short-term (in 2023) so noise levels are higher in the long-term than in the short-term. In turn this means that more receptors are exposed to noise above SOAEL in the long-term than in the short-term.</p>															
2.4.6	The Applicant	<p>Long Hazel Park The Applicant's email attached to Mr & Mr Walton's Deadline 2 submission [REP2-042] states that the increase in noise levels at the boundary of Long Hazel Park would be 2.2 dB in the short term and 3.3 dB in the long term, and as such would not give rise to a significant adverse effect.</p> <p>(a) What was date of the reading at the boundary taken?</p> <p>(b) Did it take account of the mitigation provided by the existing 2.4 metre high fence?</p> <p>(c) Is a significant adverse effect the same as SOAEL?</p> <p>(d) To what extent would the summer peak traffic impact the noise levels at Long Hazel Park?</p>	<p>(a) These noise increase values are modelled and not measured and are for the OS AddressBase receptor within Long Hazel Park, not at the boundary. Boundary measurements made in early March 2018 and are reported at LT5 in the Table 11.10 of the ES [App-048].</p> <p>(b) The noise increases are from a model that does not include any noise barriers around the caravan park</p> <p>(c) The criteria for a significant adverse effect for operational noise from the scheme are set out in paragraphs 11.4.34 to 11.4.37 of the ES [App-048]. A significant adverse effect is not the same as SOAEL.</p> <p>(d) Annexe C shows the impact of noise levels for all proposed lodges in the Caravan Park for both annual average values and for summer peak traffic. The largest AAWT increase in L_{A10,18hr} in the short-term for all locations within the caravan park is 2.5dB and the largest increase in the long-term is 3.6dB. The largest summer peak increase is 3.2dB in the short-term and the largest increase in the long-term is 3.7dB. The increases for the summer peak are slightly higher than for annual averages in the short-term but are very similar in the long-term.</p>															
2.4.7	The Applicant	<p>Long Hazel Park NPSNN paragraph 5.193 requires due regard be had to the National Noise Policy Statement for England. Paragraph 5.195 aims to avoid significant adverse impacts on health and quality of life from noise as a result of new development.</p> <p>Can the applicant explain how its approach to noise issues at Long Hazel Park is consistent with the advice within NPSNN and the National Noise Policy Statement for England?</p>	<p>No significant adverse effect arises at Long Hazel Park.</p>															
2.4.8	The Applicant	<p>Long Hazel Park At ISH3 the Applicant explained the various factors considered in the noise model. The A303 runs in a cutting adjacent to Long Hazel Park, however, the elevated section lies a short distance to the east.</p> <p>(a) Can the applicant confirm whether the noise effects of the elevated section were taken into account in its assessment of the noise effects of the scheme on Long Hazel Park?</p> <p>(b) If the elevated section was not taken into account in the noise assessment, can the Applicant provide evidence that the elevated section adjacent to Long Hazel Park will not cause adverse significant effects?</p>	<p>(a) The Applicant can confirm that vertical alignment was taken into account. A full 3D model of the scheme was used in the model together with LIDAR information on ground contours.</p> <p>(b) Not applicable as it was taken into account.</p>															

ExQ2	Question to	Question	Response
2.4.9	The Applicant	<p>Long Hazel Park It is noted that the Statement of Common Ground remains unsigned and that predicted noise levels have not been agreed. Notwithstanding this, the Applicant states that the levels would be lower at ground floor level.</p> <p>(a) Could the applicant please indicate how much lower the noise levels are anticipated to be at ground floor level?</p> <p>(b) Could the Applicant confirm whether its assessment of noise effects on Long Hazel Park used address base data points rather than location of individual properties.</p> <p>(c) If so, what would be the predicted noise level for lodge 2 and the proposed new lodges?</p> <p>(d) What would be the predicted change noise levels in the external amenity areas?</p> <p>The ES Noise assessment [APP-048] states in paragraph 11.4.26 that a noise impact is considered to be potentially significant if a long term 3dB increase occurs at a receptor exposed to noise levels above the SOAEL. The submitted Deadline 4 SoCG between the Applicant and Mr & Mrs Walton [REP4-022], states (on page 7) that the long term increase in noise level is estimated to be 3.5dB and the baseline noise levels are calculated at 59.3dB at the Long Hazel Park receptors, and 63dB next to the Long Hazel boundary. These noise levels are above the SOAEL threshold stated in [APP-048] Table 11.9 and therefore the noise level at Long Hazel Park should be considered significant and mitigation measures should be provided.</p> <p>Can the Applicant provide information on the potential mitigation measure to be implemented at Long Hazel Park to the long term significant effects occurring?</p>	<p>(a) At 'Long Hazel Lodge' the noise level at 1.5 metres is calculated to be 1.4dB less than the noise level at 4 metres.</p> <p>(b) The assessment used AddressBase points. There are 2 AddressBase locations on site.</p> <p>(c) The predicted noise levels $L_{A10,18hr}$ free-field have been calculated using the model and are given in Appendix C of this report together with the short-term and long-term increases for the locations of the lodges within the park. In the table Do-Minimum Opening Year (DMOY) indicates the predicted noise levels in 2023 without the scheme, Do-Something Opening Year (DSOY) indicates the predicted noise levels in 2023 with the scheme and the difference between these two values at each receptor is the annual average weekday traffic (AAWT) short-term increase. DMDY indicates the predicted noise levels in 2038 without the scheme and DSDY indicates the predicted noise levels in 2038 with the scheme. The difference between DSDY and DSOY is the AAWT long-term increase with the scheme. These predictions do not include the noise attenuation produced by noise barriers around the park or the acoustic shadowing that would be provided by the lodges when built. The noise level at Lodge 2 is predicted to be 61.9dB $L_{A10,18hr}$ free-field in 2038. The predictions for all other lodges are given in the table.</p> <p>(d) The levels for external amenity in the vicinity of each lodge would be similar to the values set out in Appendix C except where lodges provide an acoustic shadow behind each lodge so reducing noise levels. Conversely, the noise level for the external amenity in front of each lodge may be slightly higher than in the table due to reflections of noise from the lodge itself. A conversion from $L_{A10,18hr}$ may be required to compare with criteria for external amenity that are expressed in different noise indices such as L_{day}.</p> <p>It is confirmed that the long-term increases in noise at receptor locations within the caravan park are up to 3.6dB based on annual average weekday traffic as shown in the table in Appendix C. However, the noise levels at all lodge locations and at the two address point locations within Long Hazel Park are below SOAEL [façade level 68dB $L_{A10,18hr}$] in the design year (2038) with the scheme (DSDY). As the long-term increases are classified as either negligible or minor, no significant adverse effect arises using the criteria set out in paragraphs 11.4.34 to 11.4.37 of Chapter 11 Noise and Vibration (APP-048). No mitigation is therefore required to prevent long-term significant effects from arising.</p>
2.4.10	The Applicant	<p>Long Hazel Park The ES Noise assessment [APP-048] states in paragraph 11.4.26 that a noise impact is considered to be potentially significant if a long term 3dB increase occurs at a receptor exposed to noise levels above the SOAEL. The submitted Deadline 4 SoCG between the Applicant and Mr & Mrs Walton [REP4-022], states (on page 7) that the long term increase in noise level is estimated to be 3.5dB and the baseline noise levels are calculated at 59.3dB at the Long Hazel Park receptors, and 63dB next to the Long Hazel boundary.</p> <p>These noise levels are above the SOAEL threshold stated in [APP-048] Table 11.9. It would therefore seem that the noise level at Long Hazel Park should be considered significant and mitigation measures should be provided.</p> <p>In the light of this could the Applicant explain why mitigation is not proposed.</p>	<p>Please see the Applicant's response to Written Question 2.4.9 above. As the noise levels are below the Significant Observed Adverse Effect Level (SOAEL) they are not significant and do not require mitigation.</p>
2.4.11	The Applicant	<p>Speed Banding At ISH3, the Applicant explained it was stated that using a higher speed band than existing traffic speeds in its noise model would be likely to over-predict the noise levels at Sparkford High Street. The Applicant explained that the 97kph (60mph) speed band was used in relation to the proposed road since this was the highest speed band available. Is it therefore reasonable to assume that using lower speed band would be likely to under-estimate predicted noise levels?</p>	<p>Speed-banded data was used throughout the modelling exercise. The requirement to use speed-banded data is set out in IAN 185/15: <i>Updated traffic, air quality and noise advice on the assessment of link speeds and generation of vehicle data into 'speed-bands' for users of DMRB Volume 11, Section 3, Part 1 'Air Quality and Volume 11, Section 3, Part 7 Noise</i>. If, hypothetically, a different speed were used then noise values would change in accordance with the Calculation of Road Traffic Noise (CRTN). The noise difference between Do minimum (DM), that is, without the scheme, and do something (DS), that is, with the scheme, would, however, be very similar if the same speed were used in both DM and DS cases and therefore no change in assessment outcome would be expected.</p>
2.4.12	The Applicant	<p>Effect of Traffic Volume on Noise ES Chapter 11, paragraph 11.5.11 [APP-048] states that in general a 25% increase in traffic would be necessary in order to generate a 1dB increase in noise. Could the Applicant please provide details of the evidence underpinning this statement.</p>	<p>The increase in noise is a direct consequence of the formulae in CRTN for the calculation of road traffic noise levels. The increase in dB is given by $10 \cdot \log(q1/q2)$ where $q1$ and $q2$ are the relative flows and logarithms are taken to the base of 10. For an increase of 25% this becomes $10 \cdot \log(1.25)$ which is 0.969 dB which is rounded to 1.0dB when rounded to the nearest 0.1dB (as required by CRTN.)</p>
2.4.13	The Applicant	<p>Accepted Change The proposal includes the cement bound granular material (CBGM) being located at the revised main site compound (See paragraph 1.1.3 of Environmental Statement: Addendum [OD-010]).</p> <p>Could the applicant please direct us to where the noise effects during the construction period of this particular element of plant have been addressed?</p>	<p>The noise effects associated with the cement bound granular material (CBGM) batching plant is assessed within paragraphs 7.10.1 to 7.10.3 of the Environmental Statement Addendum Main Text (OD-010).</p>

ExQ2	Question to	Question	Response
2.5	Landscape and Visual Effects		
2.5.1	The Applicant	<p>Visual Receptors 25, 27, 28 and 38</p> <p>In its response to Deadline 4 [REP4-037] SSDC suggests that due to the limited depth of planting, the gap for a drain, and leaf fall for 6 months of the year the effects of the environmental barrier have not been assessed for Year 15.</p> <p>Could the Applicant please either direct us to the relevant location where this has been assessed or carry out such an assessment.</p>	It is not considered that the presence of a 2 metre high fence will lead to significant effects in its own right, instead it is assessed holistically with other scheme assets. However, further clarification has been provided at Deadline 4 within Appendix E of the Deadline 4 Supporting Information Report (REP4 –018).
2.5.2	The Applicant	<p>Planting schemes</p> <p>Historic England and SSDC have expressed concern over the length of time that the proposed planting screening will take for the plants to mature and provide adequate screening.</p> <p>Could the Applicant please provide information as to the growing rates that it has utilised in making its assessment as to the effectiveness of landscaping as mitigation for the proposal, with specific reference to the planting proposals such as they exist.</p>	The landscape and visual effects assessment has been made on the basis of the proposed planting being at sufficient height to screen heavy goods vehicles (HGVs) by Year 15. A mixture of tree heights have been incorporated into the photomontages during Year 15, with trees being either 2.5 metres, 5 metres or 7 metres in height. The exact height achieved will depend on environmental factors including future weather, as well as individual species and growing conditions, however an assumed average growth rate in the region of 45 centimetres per annum has informed the height at Year 15 of Operation.
2.5.3	The Applicant Historic England	<p>Planting schemes</p> <p>At the Hearings the Applicant and Historic England indicated that discussions were going to take place on the principles and standards applicable to planting. This was not realised in the draft SoCG between the parties submitted at Deadline 4 [REP4-008].</p> <p>Could the parties please each set out those principles and standards that they consider necessary for this proposal.</p>	<p>Notes 2 – 6 detailed within the Environmental Masterplan (APP-107) provide information on the general principles and standards applicable to the proposed planting scheme. These are detailed below:</p> <p>2. <i>Indicative specimen trees will be extra heavy standard, all other vegetation will be whip / transplant planting.</i></p> <p>3. <i>Specimen trees planted within native hedgerows with trees to be standard size specimen trees at 5m spacing and comprise field maple, hornbeam and beech.</i></p> <p>4. <i>All the proposed specimen trees in Hazlegrove Registered Park and Garden (RPG) should be English oak, this type of tree is only to be used in RPG unless otherwise shown on the drawing.</i></p> <p>5. <i>All areas of native trees and shrubs, and woodland will be underseeded with germinal, a4 low maintenance area grass mix.</i></p> <p>6. <i>Plants are to be planted at 2m centres and in Hazlegrove RPG at 1.5m centres.</i></p>
2.5.4	The Applicant Historic England	<p>Planting schemes</p> <p>The Engineering Sections for the Bunds submitted at Deadline 4 [REP4-001] show gradients of 1:3 (vertical:horizontal). No details of the planting regime have been set out.</p> <p>However, could the parties please indicate whether they consider the principles and standards for landscaping they have set out in response to questions 2.5.2 and 2.5.3 would be able to thrive given these gradients.</p>	Planting of trees and shrubs on slopes of 1:3 is considered standard practice for highway works and has not proved detrimental to the successful establishment and growth of tree and shrub stock on similar schemes.
2.5.7	The Applicant SSDC	<p>Accepted Change</p> <p>The proposal includes the cement bound granular material (CBGM) being located at the revised main site compound (See paragraph 1.1.3 of Environmental Statement: Addendum [OD-010]).</p> <p>(a) Could the Applicant direct us to where the height of this is assessed in relation to its landscape and visual effects during the construction phase?</p> <p>(b) Does SSDC agree with the Applicant's assessment of the landscape and visual effects?</p>	<p>(a) The height of the cement bound granular material (CBGM) batching plant is assessed within paragraphs 5.10.1 – 5.10.7 of the Environmental Statement Addendum Main Text (OD-010).</p> <p>(b) This Applicant notes that part (b) of this question is directed to South Somerset District Council.</p>
2.6 Socio-Economic Effects on surrounding communities			
2.6.1	The Applicant	<p>Accepted Change</p> <p>In the Environmental Statement: Addendum Appendix A [OD-011] drawings HE551507-MMSJV-ENM-000-DR-LP-0016 Revision C02, HE551507-MMSJV-ENM-000-DR-LP-0018 Revision C02 and HE551507-MMSJV-ENM-000-DR-LP-0032 Revision C02 all have a key which indicates "New Private Means of Access" and in respect of the third "Private Means of Access to be Stopped".</p> <p>(a) While it is appreciated that the alterations at the junction of Traits Lane with Blackwell Road are to facilitate the access to Blackwell Farm, it is understood that this junction forms part of the public highway network. Therefore, is this notation correct?</p> <p>(b) Also, in relation to the third drawing the main colouration at what is currently the Podimore off-slip is of a New Private Means of Access, while the notation is "Private means of access to be stopped". It is assumed that this relates to the small area opposite the barn on the north side of the A303 that is to be demolished. If so, could the notation be made clearer as to which piece of land the notation refers to.</p>	<p>Drawings HE551507-MMSJV-ENM-000-DR-LP-0016 and 0018 are incorrect. These have been updated will be submitted as part of Deadline 6.</p> <p>HE551507-MMSJV-ENM-000-DR-LP-0032 have been amended to make the annotation clearer. These will be updated and submitted as part of Deadline 6 .</p>

ExQ2	Question to	Question	Response
2.6.2	The Applicant	<p>Economic Benefits</p> <p>At ISH1 the Applicant confirmed that it has not made an assessment of the specific impact on local businesses along the A303. It also stated that the benefits of the scheme should be assessed on the basis of the current scheme only and not the wider network. The COMMA Report Appendix M page 524[APP-151] summarises the economic impacts of the scheme.</p> <p>(a) Could the Applicant confirm that the value attributed to journey time changes is based on the on the journey times at table 12.14 of the COMMA Report for Mere to Ilchester.</p> <p>(b) If not, please clarify the basis of the figure.</p> <p>(c) Is the value attributed to the reliability benefits based on the Sparkford to Ilchester stretch of the A303 only?</p> <p>(d) Can the Applicant provide evidence that underpins the value attributed to the reliability benefit?</p> <p>(e) Can the Applicant provide evidence that underpins the value attributed to the wider economic benefits?</p>	<p>(a) and (b) The economic assessment takes account of all the journey time changes resulting from the implementation of the scheme. This includes changes to journey times between Mere and Ilchester shown in Table 12.14 of the Combined Modelling and Appraisal (ComMA) report (APP-151) which is provided to show primary journey time savings for trips travelling the length of the scheme. However, the economic assessment is not limited to trips travelling on this route and will include all trips on the network affected by the scheme. This could include trips that use part of the scheme or trips on other routes that would be affected by traffic changes as a result of the scheme. The assessment uses journey cost changes (comprising both time and distance-based changes) to represent full travel costs between every trip origin and destination in the traffic model. These tables (called matrices) of cost changes as well as tables of trips are used in the TUBA appraisal that was carried out. This is described in paragraphs 13.3.1-13.3.2 in the ComMA report (APP-151). The Transport Economic Efficiency benefits are set out in Table 14.3 of the ComMA report (APP-151) which shows the travel time benefits for the consumer and business user categories with business users comprising car travellers on employers' business and freight traffic. Business users provide the largest contribution to travel time benefits and this is dependent on the higher values of time for business users which are shown in Table 8.3 of the ComMA report (APP-151). The travel time benefits are also disaggregated by the size of journey time change in the Appraisal Summary Table in Appendix M.</p> <p>(c) The methodology for calculating journey time reliability benefits is set out in the ComMA report (APP-151) in paragraphs 13.3.19 to 13.3.23. As explained it is focussed on how the reliability for the existing single carriageway section of the A303 will be altered by the improvement to a dual carriageway standard.</p> <p>(d) The assessment is based on a comparison and valuation of the standard deviation of journey time measurements which were taken from Traffic Master data. The standard deviation values that underpin the reliability benefits are provided in Table 2.4 of the ComMA report (APP-151) in units of seconds per kilometre. The text in paragraph 2.3.5 explains how the standard deviation for the 5.6 km single carriageway section for both weekday and summer peak traffic would reduce with the dual carriageway improvements and these are the values used to derive the economic benefits for journey time reliability.</p> <p>(e) The method for assessing wider economic impacts is stated in paragraph 13.1.6 of the ComMA report (APP-151). This relies on a simplified method from WebTAG to assess output change in imperfectly competitive markets. In the ComMA report (APP-151) this is referenced as WebTAG 2.1 Section 4.1 but this has changed to the following reference for the latest version of the guidance, WebTAG A2.2 Section 4.3. This sets out a simplified approach of estimating the benefits by applying a 10% uplift factor to business benefits. The monetised costs and benefits for the scheme in Table 14.2 of the ComMA report (APP-151) show that the business benefits were assessed as £121.544 million so the wider economic benefits were assessed as £12.154 million.</p>
2.6.3	The Applicant	<p>The Bakery</p> <p>In her representations at Deadline 4 [REP4-032] Ms Whittington makes the point that the Bakery depends to some extent on passing trade for those travelling on the A303 and this would be affected by the proposal. Could the Applicant please set out its response to this point and what, if anything, the proposal would provide to mitigate the loss of this passing trade.</p>	<p>The proposed junction at Downhead Lane will be an 'all-movement' junction, allowing vehicles to join and leave the A303 in any direction, from either the north or the south side of the road. Although it is noted that The Bakery will no longer be on the abutting the trunk-road, it is likely to become safer and easier for traffic travelling east to access the Bakery because they will be able to use the proposed junction to safely cross the A303. At present, drivers park in a layby on the opposite side of the road and attempt to cross the road on foot, which is dangerous.</p>
2.6.4	The Applicant	<p>Economic Assessment</p> <p>ES Chapter 12, 12.10.57 [APP-049] suggests that there would be likely to be increased indirect employment opportunities related to reduced congestion and improved journey times.</p> <p>Given that the Applicant has not undertaken an assessment of the specific impact on local businesses where is the evidence to support this view?</p> <p>In the absence of such an assessment, how has the Applicant reached the conclusion that the scheme would not have a significant effect on the local economy?</p>	<p>The Applicant has prepared a Local Economic Benefits topic paper (document reference 9.24, Volume 9, Revision A) in response to this question, submitted as part of Deadline 5.</p> <p>This topic paper sets out the local planning framework context in Chapter 2 for the scheme, including the Local Plan and the South Somerset District Council's Employment Land Review and was developed using engagement with local stakeholders including the District and County Councils and the South West Local Enterprise Partnership (LEP).</p> <p>A number of key development sites were identified, shown in Chapter 3, as strategically linked to the scheme including sites in Wincanton, Lufton, Yeovil, and Ilminster. Each of these sites is identified as delivering a combination of B1, B2 and B8 employment uses and are therefore anticipated to deliver employment opportunities in the District (which the People and Communities ES chapter (APP-049) identifies as the Wider Impact Area (WIA) used for the assessment of effects on the local economy). The scheme will deliver improved connectivity and journey time savings along the A303, which would support delivery of employment growth at those sites.</p>

ExQ2	Question to	Question	Response
			It is therefore reasonable to conclude that the scheme will result in increased indirect employment opportunities for people living in the WIA, related to reduced congestion and improved journey times. In the absence of explicit job numbers and Gross value Added (GVA) values associated with the scheme, it is reasonable to conclude that these effects will be beneficial, but not necessarily significant.
2.6.5	The Applicant	<p>Effect on Local Communities</p> <p>It is acknowledged that there would be increases in traffic in Sparkford and West Camel both during construction and during operation.</p> <p>Could the Applicant please set out precisely what measures it is intending to implement to ensure that this additional traffic, particularly through re-routing by individual drivers, will not have an adverse effect on these communities?</p>	<p>The Applicant is not aware they have acknowledged that traffic will increase through the local villages during construction and would like to understand where this acknowledgement has been made.</p> <p>It is however acknowledged that it is necessary to carefully manage the traffic during the construction period, to ensure that any self re-routing of vehicles does not occur. As part of the Applicant's Deadline 5 submission, it has submitted a revised outline Traffic Management Plan. This will continue to be developed as the project progresses, but contains high-level strategies to mitigate against any re-routing of vehicles.</p> <p>It should also be noted that only two full closures of the A303 are planned during the works and that at all other times, two-way traffic will be kept running on the mainline. Diversion routes have been proposed for the closure periods and these will not be through the local villages to the north or south of the A303 Sparkford to Ilchester scheme.</p>
2.6.6	The Applicant	<p>Hazlegrove Underbridge</p> <p>At ISH1 the Applicant stated that the decision not to light the underbridge during hours of darkness was based on a cost/benefit analysis.</p> <p>(a) Can the Applicant provide details of the cost/benefit analysis?</p> <p>(b) Can the Applicant provide evidence that other underbridges that form an integral part of a dedicated NMU route, of a similar length to that proposed, are unlit at night time?</p> <p>(c) It is appreciated that the precise measures for the separation of NMUs and motorists using the underbridge is a matter for detailed design. Is the Applicant aware of other underbridges where such separation has occurred?</p> <p>(d) If so, can the Applicant provide the details of the other underbridge?</p> <p>(e) To what extent would the NMU route be safe, perceived to be safe, comfortable and attractive in accordance with DMRB TA 91/05.</p>	<p>(a) The cost-benefit analysis has been undertaken in accordance with Highways England's document TA49/07 <i>Appraisal of new and replacement lighting on the strategic motorway and all-purpose trunk road network</i>. This provides a methodology for the estimation of the whole life costs of lighting elements of the road network versus the economic benefits that this will bring in terms of accident reduction. TA49/07 provides guidance on how to estimate costs and benefits based on historical observations. The assessment has concluded that the whole life costs (expressed in terms of present value) of providing lighting on the slip roads and local roads associated with the Hazlegrove junction would be £728,000, whereas the accident savings that would be realised as a result of providing this illumination would be £114,000. This equates to a cost-benefit ratio of 0.16 which indicates that the costs of lighting are not offset by the savings that would be realised. The underbridge has not been assessed separately as part of this exercise.</p> <p>(b) Other underbridges are not relevant to the assessment of this scheme, which must be assessed in light of the facts and circumstances applicable to this scheme.</p> <p>(c) Other underbridges are not relevant to the assessment of this scheme, which must be assessed in light of the facts and circumstances applicable to this scheme.</p> <p>(d) Other underbridges are not relevant to the assessment of this scheme, which must be assessed in light of the facts and circumstances applicable to this scheme. The proposed NMU route is almost entirely off carriageway, including a degree of separation over and above a conventional facility in the verge alongside a road. It is located in a rural area where antisocial behaviour is unlikely to occur or be perceived to be a potential problem by users approaching the underbridge. The rights of way leading to and from the underbridge will not be illuminated and as such a small isolated section of lighting at the underpass would not provide any significant improvement in security or safety over the course of an entire journey. It is debatable whether a significant level of use of this NMU route, particularly by equestrians, will take place during the hours of darkness along a route which, as a whole, will be largely unlit. In terms of comfort and attractiveness, the route through Hazlegrove junction is entirely off carriageway other than a crossing of the Camel Hill Link where anticipated traffic flows and associated noise levels will be relatively low compared to the existing A303. The design will be of a high standard. In general 4 metres width has been allowed for along the route which exceeds minimum design standards, and because this will be a new route the surfacing will be well constructed and level, suitable for a range of users. The enclosed nature of the underbridge may introduce a brief reduction in comfort and attractiveness although there will be an otherwise high standard of comfort along the overall route. Similarly, the underbridge itself may not be attractive in itself, although it will fulfil the purpose of opening up new routes which are otherwise attractive and enjoyable for the user.</p>
2.6.7	The Applicant	<p>Hazlegrove Underbridge</p> <p>The Applicant's Written Submissions of Oral Case [REP4-020] states that there are a number of technical and environmental considerations and assessments in relation to lighting the underpass at night, including the effect on ecology, the landscape impact given the sensitive location in relation to Hazlegrove RPG and the absence of an assessment of the on the safety and of motorised users.</p> <p>Please can the Applicant submit an assessment of the effect of providing lighting for NMU within the underbridge at night in relation to these matters, having regard to the use of best practice to minimise light spill from the underbridge.</p>	<p>The applicant would firstly like to clarify that illumination of the underbridge during the daytime has not been provided for security reasons. It is proposed to illuminate the underbridge during the day in order to minimise the contrast between daylight along each approach and relative darkness under the structure that drivers along the local road (Camel Hill Link) might experience.</p> <p>Illumination of an underbridge or underpass during darkness would normally be provided as part of the wider illumination of the NMU or vehicular highway network that leads to it. An underbridge or underpass would not normally be illuminated at night where this is located on an otherwise unlit part of the network. Such a relatively localised section of illumination may introduce an un-necessary change in lighting levels for drivers and may actually attract antisocial behaviour.</p>

ExQ2	Question to	Question	Response
			<p>The Applicant has undertaken a lighting appraisal on the network of roads in the vicinity of Hazlegrove Junction Underbridge. This appraisal has been conducted in accordance with document TA49/07 "Appraisal of new and replacement lighting on the strategic motorway and all purpose trunk road network" which is part of the Design Manual for Roads and Bridges (DMRB). This method, which essentially comprises a cost-benefit analysis of the capital and operational costs of providing lighting versus the monetised accident savings that this would realise, concluded that there was no economic justification for the provision of lighting on the part of the network that the underbridge lies within. TA49/07 also includes for a separate road safety review to be undertaken which may overturn the basic economic conclusions should there be any particular aspects of the proposed network that require lighting regardless of the conclusions of the economic analysis. This review was conducted and no exceptional circumstances were identified that might have require illumination.</p> <p>No specific security assessment of the underbridge and approaches has been undertaken with respect to the provision of lighting for the NMU corridor. However the Applicant would like to reiterate its response to Q1.6.24 (within REP2-004) that, although there appears to be a concentration of low level criminal activity such as theft and anti-social behaviour at the nearby service area at Sparkford, the lack of similar activity on adjacent roads suggests that this activity is confined to the service area site only. It is therefore considered that the risk of crime at the Hazlegrove Underbridge is negligible, and the Applicant's subsequent conclusion is that there is no justification for the provision of night-time lighting at the underbridge for security reasons.</p> <p>Should night-time lighting be provided within the underbridge regardless of the above conclusions, it may be necessary to extend this lighting beyond the limits of the structure in order to provide a suitable approach or transition from an open, dark environment to an enclosed, lit environment. Conventional design codes do not provide any guidance regarding this because, as already stated, it is not normal practice for an underbridge to be illuminated when the network leading to it is not. The decision regarding the 'transition length' therefore, would be subjective and dependant upon the views of the local highway authority. The view of the Applicant's technical advisor (hypothetically assuming the role of highway authority or their advisors) is that it would be prudent to provide a transition on the approach to the underbridge. The length of this transition would again be subjective, although one sensible approach would be to provide lighting along the same approach length as would be provided on the approach to any junction that requires illumination. TD34/07 "Design of road lighting for the strategic motorway and all purpose trunk road network" (part of the DMRB) advises that such a transition length should be 1.5 times the Desirable Minimum Stopping Sight Distance (DMSSD) for that road. The Design Speed for Camel Hill Link is 60kph, the DMSSD for this design speed is 90m and therefore the likely length of approach lighting would be 135m. If lighting were to be provided for 135m along the Camel Hill Link approach to the underbridge this would result in continuous lighting of Camel Hill Link from Hazlegrove Roundabout up to and including the junction between Camel Hill Link and the Hazlegrove Junction Eastbound On-Slip. Because this junction would be illuminated it is also possible that a further 135m of lighting would be required on the eastbound approach to this junction.</p> <p>The Applicant has considered whether it would be appropriate to provide illumination only for the benefit of Non-Motorised Users within the underbridge, and has concluded that any form of lighting within this enclosed environment would 'spill' onto the carriageway sufficiently to have to be considered to be a lighting system for the entire extent of the underbridge and associated road network.</p> <p>As already stated, there is a degree of subjectivity in this approach, and it is the Applicant's view that the possible extensive lighting that may result from this approach would be an un-necessary consequence of deviating from normal practice. However, for the purposes of providing a comprehensive answer to the question, the following environmental commentary assumes that lighting would be provided along Camel Hill Link from a point 135m west of its junction with the Hazlegrove Eastbound On-Slip through to the Hazlegrove Roundabout. It is assumed that columns associated with this lighting system would be 10 metres high, consistent with those already proposed at the Hazlegrove Roundabout.</p> <p>In the absence of a lighting design, a full environmental assessment of the likely significant effects cannot be undertaken, although some broad assumptions can be drawn as to the likely effects. The anticipated lighting that would be required to facilitate night-time lighting of Hazlegrove Underbridge would have additional adverse effects to those included within the Environmental Statement (ES) and ES Addendum, principally for landscape and visual receptors, cultural heritage, and biodiversity. The only road lighting currently visible from within the Hazlegrove House Registered Park and Garden is that of the existing Hazlegrove Roundabout. The additional lighting during operation would result in additional adverse effects both to the landscape character of</p>

ExQ2	Question to	Question	Response
			<p>Hazlegrove House Registered Park and Garden, and from Hazlegrove House as a visual receptor (view point 35). Due to the rural locality, it is considered unlikely that the PROW passing through the park (view point 38) would be used during hours of darkness, and so it is considered no additional adverse effects would be associated with this receptor.</p> <p>From a cultural heritage perspective, the additional lighting would also result in adverse effects to the setting of Hazlegrove House Registered Park and Garden. During daylight lighting columns are likely to be visible in views across the RPG specifically those looking south west from within the park, and from Hazlegrove House. This would have an additional adverse impact on the setting of the RPG. During hours of darkness the light will be extremely visible and will end views across the RPG, again, specifically those looking south west from within the park, and from Hazlegrove House. This would introduce an uncharacteristic modern element into these views resulting in an adverse effect to the setting of the RPG. Although as planting becomes established the columns would become obscured by trees, the lighting itself is likely to be visible above the tree line, resulting in further permanent adverse effects.</p> <p>The introduction of additional lighting along the Hazlegrove Underpass and approaches would have additional adverse effects to protected species. Artificial light can cause a range of problems for nocturnal species; for bats the main concerns are the attraction that light from certain types has on a range of insects; and the presence of lit conditions posing a barrier to movement. Studies have shown that lighting along roads creates barriers which many bat species cannot cross, even at very low light levels, and species may alter flight paths which link roosts and foraging grounds to avoid artificial light. Many night-flying insects are attracted to light, especially those light sources that emit an ultraviolet component or have a high blue spectral content. This is particularly a problem in an otherwise dark area, and it is thought that insects are attracted to lit areas from beyond the immediately illuminated habitat. This could lead to habitats adjacent to the Hazlegrove Underpass supporting reduced numbers of insects, reducing the foraging resources available to bat populations here. Artificial lighting could also increase the chances of predation, particularly by owls for example, and therefore bats may further modify their behaviour in response. Other nocturnal species within the area surrounding the Hazlegrove Underpass are badgers, barn owls and great crested newts, all of which could be similarly disturbed or inhibited by artificial lighting in this area.</p>
2.6.8	The Applicant	<p>Hazlegrove Underbridge ES figure 2.5 [APP-104] shows the general arrangement of the proposed underbridge. It is unclear from the submitted information what the height and profile of the proposed concrete retaining walls would be.</p> <p>Please could the Applicant submit indicative details of these walls sufficient to illustrate the intended height, profile and appearance.</p>	<p>The design of the retaining walls is a detailed design issue, but it is envisaged that at present, the retaining walls would taper down from the height of the abutment (approximately 6.5m) to ground level. It may be possible to relocate the proposed retaining walls further back from the local highway verge, towards the A303 mainline, but this would be a matter of detailed design.</p>
2.7 Traffic and Transport			
2.7.1	The Applicant	<p>Previous Orders</p> <p>(a) Can we please be provided with a copy of each of the A303 Trunk Road (Sparkford To Ilchester Improvement And Slip Roads) (Detrunking) Order 1996 SI 1996 No 1190 and the A303 Trunk Road (Sparkford to Ilchester Improvement and Slip Roads) Order 1996 SI 1996 No 1191.</p> <p>(b) Can we be provided with cases that the parties wish to make as regards these Orders in respect of any implications they may have for the current application, including whether they should be revoked or partially revoked.</p> <p>(c) Could we please be provided for appropriate wording for the DCO pursuant to the case being made.</p>	<p>(a) A copy of each of the requested Orders are contained within Appendix D.</p> <p>(b) The Applicant proposes the revocation of both of these Orders through the DCO. The Applicant is also proposing to revoke The A303 Trunk Road (Sparkford to Ilchester Improvement and Slip Roads) (Side Roads) Order 1996 insofar as that Order is in force and within the Order limits.</p> <p>(c) The Applicant has proposed wording at Part 10 of Schedule 3 to the DCO to deal with the proposed revocations.</p>
2.7.2	The Applicant	<p>Parallel Road At ISH1 the Applicant undertook to submit details of discussions, including emails where appropriate, regarding the acquisition of the additional MoD land required in order to provide a parallel road. These details do not appear to have been submitted by Deadline 4. Could the Applicant please ensure that they are submitted by Deadline 5.</p>	<p>The Applicant has undertaken informal discussions with the Defence Infrastructure Organisation (DIO) in relation to its land to facilitate a parallel local road solution and a footpath. These discussions have been ongoing since February 2018 and to date no formal agreement on either has been reached.</p> <p>The proposed scheme was subject to an extensive design process which considered a number of different route alignments, some of which included a continuous PLR. This is set out in detail in REP3-003.</p>
2.7.3	The Applicant	<p>Parallel Road At ISH1 Mr Norman suggested that a parallel road could be achieved without the need to acquire additional land from the MOD if the carriageway and footway width was reduced at the pinch point close to the Camel Hill Monument. The Applicant stated that this would not</p>	<p>1. Introduction</p> <p>In order to explain how DMRB standards are applied and where and how these are mandatory, the Applicant has applied the relevant parts of the DRMB to the sketch layout of a parallel local road arrangement submitted</p>

ExQ2	Question to	Question	Response
		<p>be possible due to the mandatory standards in DMRB and referred to TD9/93 and TD27/05.</p> <p>Please provide specific references to the mandatory standards within these documents.</p> <p>The introduction to the DMRB, GD 01/08, states that "it is for use by appropriately qualified and experienced professional staff. It is not a statutory or regulatory document or a training manual; neither does it cover every point in exhaustive detail. Many matters are left to the professional expertise and judgement of users, ...". It also includes provision for relaxations and departures, including in situation where the application of a Standard would have unintended adverse consequences.</p> <p>Could the Applicant clarify whether the width of a parallel road as proposed by IPs, which would not be a trunk road, would be a matter left to professional expertise and judgement.</p>	<p>by Mr Norman. The Applicant maintains its position that the sketch layout does not and cannot form an alternative within the legal definition. In common with the sketch layout for the Hazlegrove junction, this layout is 2D only, does not take account of topography, ecological and landscape constraints, mitigation requirements or landscaping and is therefore not a design. Again, as with Hazlegrove, the Applicant will not work up or assess this layout as it does not form part of the scheme before the examination. The answer given to this question is accordingly only provided to address the DMRB standards.</p> <p>In REP2-027 Mr Norman asserts that a parallel local road can be provided without the need to acquire any land from the Ministry of Defence (MOD). This assertion is supplemented by the provision, also within REP2-027, of a sketch labelled drawing 127642-1001. This sketch shows a proposed highway layout at the pinch-point, showing an apparently continuous local road alongside a new dual carriageway. The sketch contains dimensions to explain how a parallel road can be accommodated alongside the proposed dual carriageway without encroaching into the adjacent MOD land. The following commentary explains which elements of this sketch do not appear to comply with the mandatory requirements of TD9/93 and TD27/05 or have not been sufficiently developed to confirm if they comply or not.</p> <p>2. Standards</p> <p>The alignment of highway links should be designed in accordance with TD9/93 "Highway Link Design". This contains requirements for the determination of design speed, horizontal alignment, vertical alignment 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. These particular requirements of TD9 and TD27 are considered to be safety critical and as such are mandatory.</p> <p>3. Link geometry: TD9/93</p> <p>3.1 Design Speed</p> <ul style="list-style-type: none"> The design speed of the proposed dual carriageway is 120 kilometres per hour. The design speed of the parallel local road in REP2-027 has not been determined. The design speed should be determined in accordance with the procedure set out in Chapter 1 of TD9. This requires an assessment of the vertical alignment which has not been produced. For the purposes of this commentary the Applicant assumes that the design speed of the parallel local road will be 100kph which is consistent with a national speed limit of 60mph. This is considered appropriate for the rural nature of the road and relatively limited degree of access. <p>3.2 Horizontal alignment</p> <ul style="list-style-type: none"> The horizontal alignment of the proposed parallel local road in REP2-027 incorporates a 'bend' with a horizontal radius of approximately 255 metres. When assessed against the requirements of Table 3 of TD9 this is three design speed steps below the desirable minimum radius for a 100kph design speed. <p>Paragraph 3.4 of TD9 permits this degree of 'relaxation', subject to the specific circumstances described in paragraphs 1.24 to 1.26. Paragraph 1.24 however provides that this relaxation cannot be used where there is also a need for relaxation of visibility standards, which relaxations would cumulatively exceed the level allowed and this element therefore cannot be considered in isolation.</p> <p>3.3 Vertical alignment</p> <ul style="list-style-type: none"> REP2-027 does not contain any details of the vertical alignment of the parallel local road. As such it is not possible to provide comment on this although, given that this location is at a pronounced crest in the ground profile, it is possible that the vertical curve of the road may fall below the standard required by Table 3 of TD9 for a 100kph design speed. This could only be determined by undertaking design development which included consideration of topography. <p>3.4 Visibility</p> <ul style="list-style-type: none"> Forward visibility along the westbound lane of the proposed parallel local road (in the horizontal plane) appears to be 120m. This is restricted by the narrow 1.5m wide verge and the fact that the road curves to the left at this location. When assessed against the requirements of Table 3 of TD9, this provision is 2 design speed steps below the desirable minimum for a 100kph design speed. Paragraph 2.8 of TD9 would permit this degree of 'relaxation', subject to the specific circumstances described in paragraphs 1.24 to

ExQ2	Question to	Question	Response
			<p>1.26, however paragraph 1.26 of TD9 prohibits the relaxation of visibility below desirable minimum levels on the immediate approaches to junctions.</p> <p>This location is on the immediate approach to the proposed junction between the parallel local road and Traits Lane (Page 8 of REP2-027 states that this junction is included in the layout proposed by the IP) and so relaxations below the desirable minimum visibility are not permitted.</p> <p><u>3.5 Cumulative</u> Paragraph 1.24 of TD9 prohibits the co-incident provision of anything worse than a one-step relaxation in visibility and horizontal alignment. The coincident provision of a 3 step relaxation in horizontal alignment and 2 step relaxation in visibility is therefore not permitted by TD9.</p> <p>4. Link cross section: TD27/05</p> <p><u>4.1 Parallel local road carriageway</u></p> <ul style="list-style-type: none"> The parallel local road layout proposed in REP2-027 would be a rural single carriageway. As such its cross section should be compliant with the requirements for an S2 type carriageway as shown in Figure 4-3a of TD27. Figure 4-3a requires the carriageway to be 7.3 metres wide. The proposal in REP2-027 is for this to be 6m wide. Paragraph 4.13.1.3 of TD27 states that "Carriageway, hardshoulder and nearside hardstrip dimensions are fixed values", this indicates that the provision of a carriageway width less than 7.3 metres is not permitted. <p><u>4.2 Parallel local road hard-strips</u></p> <ul style="list-style-type: none"> Figure 4-3a of TD27 requires that 1m wide hard-strips either side of the carriageway should be provided. The proposal in REP2-027 omits hard-strips. Paragraph 4.13.1.3 of TD27 indicates that the omission of hard-strips is not permitted. <p><u>4.3 Parallel local road verge</u></p> <ul style="list-style-type: none"> Figure 4-3a of TD27 requires verges to be 2.5m wide. The proposal in REP2-027 is for the westbound verge to be 1.5m wide. Paragraph 4.13.1.3 of TD27 indicates that the provision of verges less than 2.5m is not permitted. It is not clear if the proposal within REP2-027 is for the parallel local road to be used by non-motorised users (NMUs) but the reduced verge and carriageway width, along with the lack of hard-strips, makes this section of road unsafe and uncomfortable for NMUs. <p><u>4.4 Dual carriageway central reserve</u></p> <ul style="list-style-type: none"> The dual carriageway would be a rural dual 2 lane all-purpose carriageway. As such its cross section should be compliant with the requirements for a D2AP type carriageway as shown in Figure 4-3a of TD27. Figure 4-3a requires the central reserve of dual carriageways is 4.5m wide (including hard-strips). The proposal in REP2-027 does not indicate any hard-strips in the central reserve. The proposal indicates that the central reserve is 4m wide in total which, assuming this incorporates hard-strips, is less than the required 4.5m width. Paragraph 4.13.1.3 of TD27 indicates that the provision of central reserves less than 4.5m is not permitted. <p><u>4.5 Dual carriageway hard-strips</u></p> <ul style="list-style-type: none"> The zone between the proposed dual carriageway and parallel local road is shown in REP2-027 as being 5m wide. This, presumably, reflects the requirement for a 2.5m wide verge along each carriageway. However this does not include any allowance for a 1m hard-strip along the nearside of the westbound carriageway of the dual carriageway, as required by Figure 4-3a of TD27. Paragraph 4.13.1.3 of TD27 indicates that the omission of hard-strips is not permitted. REP2-027 also includes a proposal for a 'visual barrier' at this location. It is unclear what the size of this barrier would be or how this would be accommodated between the 2.5m wide verge of the westbound A303 and the 2.5m wide verge of the parallel local road. <p>5. Summary</p> <p>The proposal illustrated in REP2-027 contains the following sub-standard elements along the local road</p> <ul style="list-style-type: none"> Reduced visibility on the approach to the junction with Traits Lane

ExQ2	Question to	Question	Response
			<ul style="list-style-type: none"> • Combination of horizontal alignment and visibility relaxations • Reduced verge width • Omission of hard-strips • Reduced carriageway width <p>The proposal illustrated in REP2-027 contains the following sub-standard elements along the dual carriageway</p> <ul style="list-style-type: none"> • Reduced central reserve width (or omission of hard-strip in the central reserve) • Reduced verge width (or omission of hard-strip in the verge) <p>These sub-standard elements would require further justification in line with Highways England's departures from standards procedure.</p> <p>Highways England do have a procedure for design organisations to propose 'departures from standards' if the design organisation can provide justification. However, the Applicant's technical specialist advises that, having regard to his experience of preparing and assessing over 50 applications for departures from standards, the magnitude and combination of the non-compliances described above is exceptional and excessive.</p>
		<p>The introduction to the DMRB, GD 01/08, states that "it is for use by appropriately qualified and experienced professional staff. It is not a statutory or regulatory document or a training manual; neither does it cover every point in exhaustive detail. Many matters are left to the professional expertise and judgement of users, ...". It also includes provision for relaxations and departures, including in situation where the application of a Standard would have unintended adverse consequences.</p> <p>Could the Applicant clarify whether the width of a parallel road as proposed by IPs, which would not be a trunk road, would be a matter left to professional expertise and judgement.</p>	<p>The Applicant agrees that the application of the DMRB is not necessarily mandatory for the design of for non-trunk roads, and in that respect a degree of professional expertise and judgement is possible. However, for the reasons outlined in the Applicant's response to written question 2.7.4 below, it is the Applicant's professional judgement that the DMRB would be the most appropriate design standard for the design of a parallel local road.</p> <p>Within the context of the DMRB carriageway widths are considered safety critical and are therefore a mandatory requirement (Ref TD27/05 Paragraph 4.13.1.3). Deviation from these requirements (known as a 'departure from standard') is possible through Highways England's technical approval process although this requires the non-standard element to be thoroughly risk assessed and mitigation provided for any identified safety implications.</p> <p>The Applicant discussed requirements for local road widths very early in the design stage with the local highway authority (LHA). The LHA advised that local roads should generally be 7.3m wide, which is consistent with the requirements of the DMRB. However, the LHA also advised that, depending on the width of existing road being tied into, this could be reduced to an absolute minimum of 6.5m. Such narrow carriageway widths have been applied on many of the proposed local roads, for example to connection to Howell Hill which leads into West Camel. In making this decision, the Applicant's risk assessment has taken account of the width of the existing roads being tied into and also the fact that the existing roads do have some level of development alongside, and a narrow carriageway would help to control vehicle speeds and driver behaviour through these developed areas.</p> <p>A parallel local road, would make use of a significant amount of existing A303 carriageway and would also connect into the existing B3151 carriageway. These carriageways are generally 7.3m wide. They generally do not pass through developed areas in the same way as Howell Hill does, and their geometry is generally consistent with a derestricted, free flowing rural carriageway. Drivers using this road would therefore not be anticipating a sudden introduction of lower cross sectional, alignment and visibility standards at the pinch-point being proposed by Interested Parties. For this reason it is the Applicant's professional judgement that a carriageway width of 7.3 metres is appropriate.</p> <p>The local highway authority (LHA) have advised that carriageway widths less than 6.5 metres would make maintenance operations difficult alongside traffic on the carriageway, and for this reason carriageway widths less than 6.5m are considered inappropriate. A carriageway width of 6.0 metres, as suggested by Interested Parties, is certainly not considered to be appropriate when taking all the above aspects into account.</p>
2.7.4	The Applicant	<p>Parallel Road</p> <p>Manual for Streets 2 (MfS2) was published in 2010. It builds on the guidance contained in MfS1, explores how and where its key principles can be applied to busier streets and non-trunk roads. It states that the strict application of DMRB to non-trunk routes is rarely appropriate for highway design in built up areas, regardless of traffic volume.</p>	<p>The Applicant does not consider that the principles of MfS2 would be applicable to a parallel local road.</p> <p>The expansion of the Manual for Streets in 2010 (MfS2) was principally intended to cover busier, non-trunk road streets in urban areas, as opposed to residential streets which was the primary focus of the original publication. Whilst some aspects of MfS2 may be applicable in rural areas, these instances are limited.</p>

ExQ2	Question to	Question	Response																	
		Does the Applicant consider that the principles within MfS2 would be applicable to a parallel road as proposed by a number of IPs?	A proposed parallel local road within the extents of the A303 Sparkford to Ilchester Dualling scheme would unquestionably be rural in nature. A significant proportion of it would be comprised of de-trunked A303 carriageway which is rural in nature. Its cross section and geometry are more consistent with the principles of the Design Manual for Roads and Bridges than MfS2, and drivers using this road will anticipate rural road characteristics when using it. MfS2 often defers to the Design Manual for Roads and Bridges for design criteria on roads that are likely to have 'design' speeds greater than 60kph (30mph). The Applicant therefore considers that the Manual for Streets would be an inappropriate primary reference when determining safety critical characteristics such as design speed, visibility, alignment and carriageway cross section for such a parallel local road.																	
2.7.5	The Applicant	Hazlegrove Junction The Parish Councils suggest that the arrangement of the Hazlegrove Junction is driven by the need to accommodate the waste generated by the scheme. What is the basis for this view?	The Applicant considers the response to this question is best allocated to the Parish Councils.																	
2.7.6	The Applicant	NMU routes It is evident that the Road Safety Audit (RSA) [APP-152] reviewed the connectivity of the NMU routes. Can the Applicant provide evidence to demonstrate that the safety of NMU's using the Hazlegrove underbridge and the Hazlegrove roundabout was considered by the RSA?	<p>The Stage 1 Road Safety Audit was undertaken in accordance with Highways England's standard HD19/15 <i>Road Safety Audit</i> (it should be noted that this standard has been superseded since the audit was undertaken although the audit principles remain unchanged). HD19/15 establishes a broad scope for the Audit Team to cover as many aspects as considered necessary although paragraph 2.25 of the standard requires that "Road Safety Auditors must consider the overall layout of the Highway Improvement Scheme" and that "all users of the highway shall be considered including motorists, pedestrians, cyclists and equestrians". Furthermore, Annex A of HD15/19 provides a checklist of items to be considered during the audit, and this checklist includes items and possible issues associated with Non-Motorised User provision.</p> <p>It is not necessary for the Audit Team to state specifically what aspects of the scheme have been considered.</p> <p>Details of proposed non-motorised user facilities across the scheme, including the proposed route at the Hazlegrove underbridge, were provided to the audit team as part of the Audit Brief and so would have been considered by the RSA team.</p>																	
2.7.7	The Applicant	Podimore Roundabout The COMMA Report, table 12.8 [APP-151] shows the RFC for the Podimore roundabout to be 0.65 in 2023 and 0.87 in 2028. At ISH1 the Applicant stated that this figure was based on the AADT figure for the March pm peak. Whilst the ExA notes the Applicant's comments in relation to the Podimore roundabout (Action Point 7). For the avoidance of doubt can the applicant clarify the RFC for Fridays during neutral months, and the figures for summer weekdays and weekends for the opening and design year.	<p>It is considered that the question relates to the figures provided in Table 12.18 in the ComMA report (APP-151), not Table 12.8. Also, it should be noted that the figures are provided for the years 2023 and 2038, not 2028.</p> <p>It is explained in paragraph 12.4.1 of the ComMA report (APP-151) that the operational assessments were carried out using modelled traffic flows from the neutral month model, that is the March-based weekday model. Operational assessments are carried out using traffic flows from the modelled time periods. This is not the same as using AADT traffic flows which would represent an average 24-hour daily traffic flow for all days in the whole year.</p> <p>Junction capacity performance for the scheme (measured by Ratio of Flow to Capacity (RFC) or Degree of Saturation (DoS) for signal-controlled junctions, although essentially the same) is presented in 3 (Tables 12.16 to 12.18) for the 3 weekday time periods AM, Inter Peak and PM peak. For Podimore Roundabout, the highest values are for the PM peak period (16.00-19.00). These are 0.65 for 2023 and 0.87 for 2038, less than the desirable capacity DoS threshold of 0.9 and the theoretical capacity threshold of 1.0.</p> <p>The Examining Authority has asked for a DoS for Fridays in neutral months; summer weekdays and summer weekends. It is only possible to provide the DoS for modelled time periods, so the Applicant cannot provide them for neutral month Fridays or summer weekdays but can provide them for summer weekend traffic levels for which a separate model was produced. The summer weekend model represents Fridays-Sundays in July-September and bank holidays in April-September. DoSs are given in the table below for the summer weekend traffic period, along with the March DoSs as reported in the ComMA report (App-151).</p> <table><tr><th rowspan="2">Time period</th><th colspan="2">Maximum DoS in Do Something Scenario</th></tr><tr><th>2023</th><th>2038</th></tr><tr><td>March AM (Mon-Fri 07:00-10:00)</td><td>0.63</td><td>0.79</td></tr><tr><td>March IP (Mon-Fri 10:00-16:00)</td><td>0.62</td><td>0.76</td></tr><tr><td>March PM (Mon-Fri 16:00-19:00)</td><td>0.65</td><td>0.87</td></tr><tr><td>Summer (Fri-Sun in July-September and bank holidays in April-September 10:00-19:00)</td><td>0.97</td><td>1.10</td></tr></table>	Time period	Maximum DoS in Do Something Scenario		2023	2038	March AM (Mon-Fri 07:00-10:00)	0.63	0.79	March IP (Mon-Fri 10:00-16:00)	0.62	0.76	March PM (Mon-Fri 16:00-19:00)	0.65	0.87	Summer (Fri-Sun in July-September and bank holidays in April-September 10:00-19:00)	0.97	1.10
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ExQ2	Question to	Question	Response										
			<p>As stated in the Deadline 4 Supporting Information document (REP4-018), the traffic flow on neutral month Fridays on the A303 between Hazlegrove and Podimore is approximately 24% higher than the Monday-Friday neutral month flows. This is less of a difference than that between the neutral month Monday-Friday and the summer Friday-Sunday, which is 27%, so the neutral month Friday DoSs could be expected to fall in between those in March Monday-Friday and those in the summer Friday-Sunday scenarios detailed in the table. August Monday-Thursday flows are (as shown in Table 2.1 of the ComMA report (APP-151)) approximately 10% higher than a neutral month Monday-Friday, so the DoSs in this situation could also be expected to lie between the March weekday and summer weekend values provided.</p> <p>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.</p>										
2.7.8	The Applicant	<p>Sparkford High Street The COMMA Report paragraph 12.2.5 [APP-151] states that under the Do Something scenario traffic in Sparkford High Street would increase to 6,700 vehicles per day.</p> <p>(a) Could the Applicant confirm whether this is an AADT figure?</p> <p>(b) What would be the equivalent figure for Fridays in a neutral month and also in the summer?</p> <p>(c) It is stated that the level of traffic is not such that it would trigger the need for traffic calming. What are the criteria used to assess the need for traffic calming?</p>	<p>(a) The Applicant confirms that the 6,700 vehicles per day in the Do Something 2038 scenario is a 2-directional AADT (annual average daily traffic) figure.</p> <p>(b) By definition, the AADT is an annual average figure, so there cannot be an equivalent figure just for neutral month Fridays or the summer. However, the Applicant has calculated a summer weekend 18-hour 2-directional flow for the Do Something 2038 scenario of 5200 vehicles (rounded to the nearest 100) which can be compared to the 18-hour AAWT (Annual Average Weekday Traffic) flow of 6100 vehicles (to the nearest 100 vehicles). This shows that the summer weekend traffic flows on Sparkford High Street are forecast to be lower than that of the annual average weekday traffic flows. This is supported by time-period level observed counts presented in the ComMA Report (APP-151) Tables 19.37-19.39 (March AM, IP and PM) and Table 20.4 (summer weekend model: Fridays-Sundays in July-September plus bank holidays in April-September). These observed counts are summarised in the table below.</p> <table><tr><th>Traffic Model Time period</th><th>Sparkford High Street 2-way observed total traffic flow (vehicles/hour)</th></tr><tr><td>March weekday AM peak</td><td>374</td></tr><tr><td>March weekday inter-peak</td><td>315</td></tr><tr><td>March weekday PM peak</td><td>461</td></tr><tr><td>Summer weekend peak</td><td>350</td></tr></table> <p>It should be noted that whilst there is a significant uplift of strategic traffic movements on the A303 during the summer weekend peak that the local traffic movements are lower in the summer weekend peak than during the March weekday AM and PM peak periods.</p> <p>(c) While there is no standard criteria for assessing the need for traffic calming, the Applicant does not believe it to be necessary in this situation due to the fact that the inclusion of the scheme and the associated additional traffic does not cause any significant impacts in terms of the performance of the nearby junctions; the air quality; the noise levels; or the rate of accidents.</p>	Traffic Model Time period	Sparkford High Street 2-way observed total traffic flow (vehicles/hour)	March weekday AM peak	374	March weekday inter-peak	315	March weekday PM peak	461	Summer weekend peak	350
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2.8 Flooding / Drainage Strategy													
2.8.1	The Applicant	<p>Climate Change In response to ExQ1 1.8.12 [PD-009] the applicant in its response [REP-004] has referred to an infographic published by the Met Office. This includes a note which states: “All results are for the 10th-90th percentile range for the 2060-2079 period relative to 1981-2000”. This was discussed in ISH2 and was the subject of Action Point 19.</p> <p>This note could be read in three ways. Firstly, that the increases in rainfall in any event would be in the range 3% wetter in summer rainfall change and 33% wetter for winter precipitation change in any one event. Secondly, it could be that the increase in the total of rainfall in the fifteen year period 2060-2079 relative to 1981-2000 would be within this range. Thirdly, it could be that in any summer or winter the total increase in rainfall could be within the range.</p> <p>In the second or third scenarios, the peak rainfall in any one event could be above the 40% allowance.</p> <p>Given that the infographic is a summary, could the applicant advise through documentation which is the correct interpretation of the note and thus confirm that the</p>	<p>CP09 denoted 40% to be taken as upper end potential change anticipated for the ‘2080’s’ (2070 to 2115) for increase in peak rainfall intensity in small and urban catchments. This value is used as an industry standard.</p> <p>This guidance was subsequently revised in line with the UK Climate Projections (UKCP) 2018 and it is stated that these new projections are “broadly consistent with UKCP09”, and therefore we have taken it that the first interpretation is correct namely that peak rainfall intensity “...would be in the range 3% wetter in summer rainfall change and 33% wetter for winter precipitation change in any one event.”</p> <p>Therefore the continued application of a consistent 40% increase for all events is considered to be conservative</p>										

ExQ2	Question to	Question	Response												
		design of the drainage system would have sufficient spare capacity to take account of the UK Climate Projections 2018.	<p>Table 2 peak rainfall intensity allowance in small and urban catchments (use 1961 to 1990 baseline)</p> <table> <tr> <th>Applies across all of England</th><th>Total potential change anticipated for the '2020s' (2015 to 2039)</th><th>Total potential change anticipated for the '2050s' (2040 to 2069)</th><th>Total potential change anticipated for the '2080s' (2070 to 2115)</th></tr> <tr> <td>Upper end</td><td>10%</td><td>20%</td><td>40%</td></tr> <tr> <td>Central</td><td>5%</td><td>10%</td><td>20%</td></tr> </table> <p>Source: https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances (last accessed March 2019).</p>	Applies across all of England	Total potential change anticipated for the '2020s' (2015 to 2039)	Total potential change anticipated for the '2050s' (2040 to 2069)	Total potential change anticipated for the '2080s' (2070 to 2115)	Upper end	10%	20%	40%	Central	5%	10%	20%
Applies across all of England	Total potential change anticipated for the '2020s' (2015 to 2039)	Total potential change anticipated for the '2050s' (2040 to 2069)	Total potential change anticipated for the '2080s' (2070 to 2115)												
Upper end	10%	20%	40%												
Central	5%	10%	20%												
2.8.2	The Applicant	<p>Unlicensed water abstractions</p> <p>In its response to Deadline 4 [REP4-028] the Environment Agency requests that the identified source at ST 55646 24982 must be appropriately decommissioned using current best practice, to ensure the borehole/well does not provide a preferential pathway, where contaminated runoff/spills can enter the aquifer during construction or operation of the road.</p> <p>Could the applicant please explain how this is to be secured within the scheme.</p>	Mitigation measures, to ensure the borehole / well at ST 55646 24982, within the footprint of the proposed works, does not provide a preferential pathway where contaminated runoffs / spills can enter the aquifer during construction or operation, are detailed within row RDWE3 of Table 3.1 Register of Environmental Actions and Commitments of the Outline Environmental Management Plan submitted at Deadline 5 (document reference 6.7, Volume 6, Revision B).												
2.8.4	The Applicant	<p>SuDS Systems</p> <p>(a) Could the applicant please explicitly confirm how drainage systems are to be maintained to ensure that they only discharge at greenfield rates?</p> <p>(b) How is to be secured in the DCO or otherwise?</p>	<p>(a) Section 7.3 of the Drainage Strategy Report (APP-060) outlines the proposed maintenance regime for the Sustainable Drainage Systems, in accordance with the CIRIA SuDS Manual 2015.</p> <p>(b) The draft DCO provides (at Requirement 13(6) in Schedule 2) that the highway drainage off-site discharge will be limited up to and including the 1% annual probability (1 in 100 year event) plus 40% allowance for climate change, to no greater than the undeveloped rate of run-off as determined by the calculation of QBAR or 2 l/s/ha. The Applicant is not seeking any rights of drainage discharge which exceed this and so would be in breach of the DCO if it were to discharge at a higher rate.</p>												
2.9 Cumulative Effects															
2.9.1	The Applicant	<p>Cumulative Effects</p> <p>The LIR [REP2-019 & REP2-049] and the Deadline 4 submission from SSDC [REP4-037] identified a considerable number of dwellings, as well as some employment related development within Sparkford which have been permitted since the cut -off date in the ES. The ExA notes that the Applicant considers that the Planning Inspectorate's Advice Note 17: Cumulative Effects Assessment, does not require it to update its assessment. However, the Advice Note is clear at paragraph 3.49 that where new 'other development' comes forward following the stated assessment cut-off date, the Examining Authority may request additional information during the examination in relation to effects arising from such development.</p> <p>In this case given the number of new developments within an area where traffic is due to increase as a consequence of the scheme the ExA requests an assessment of the cumulative effects of the additional development in Sparkford.</p>	The Applicant has reviewed the list of developments that have been provided by South Somerset District Council in both the LIR (REP2-019 and REP2-049) and the Deadline 4 submission from SSDC (REP4-037). Only 1 development (Land at Long Hazel Farm, 17/02046/FUL) meets the screening criteria outlined within the methodology for the assessment of cumulative effects (APP-051). A technical note assessing the effects of this proposed development cumulatively with the scheme will be undertaken and submitted as part of Deadline 6.												
2.10 Draft Development Consent Order [REP2-001 & REP2-002]															
2.10.1	The Applicant	<p>Preamble</p> <p>As the Examining Authority is a Panel the Preamble in the draft DCO should be amended to refer to section 74(2) rather than section 83(1).</p>	The draft DCO has been amended and submitted as part of Deadline 5 (document reference 3.1, Volume 3, revision 0.4).												
2.10.2	The Applicant	<p>Approval regime</p> <p>In its response at Deadline 4 [REP4-035] at Appendix D SCC has set out a list of works which it considers could be subject to local approval.</p> <p>On the assumption that it was found appropriate that decision making was to be undertaken at a local level, could the Applicant go through each of the works identified by SCC for local approval and indicate for each work identified:</p> <p>(i) Whether it considers it would not form part of the Local Road Network to be maintained by SCC;</p> <p>(ii) Whether there are practical difficulties of approval at the local level (as opposed to issues of principle), for example where this would directly conflict with an approval at SoS level;</p> <p>(iii) If any such difficulty were to apply, please explain precisely why.</p>	<p>The Applicant rejects in principle the suggestion that there should be a split in the responsibilities of the discharging authority between the County Council and Secretary of State. The various elements of the project are intrinsically linked and the separation suggested is artificial and impractical.</p> <p>The Applicant does not consider it practical, helpful or reasonable to have two discharging authorities for a DCO, especially given that the underpinnings of the DCO regime include an objective of reducing the number of consenting authorities from which a single project needs to obtain consents. The DCO regime streamlines consenting in part to help to prevent conflicts between the requirements of different authorities, not to create new ones.</p> <p>It is artificial and unhelpful to attempt to separate out elements of a project for differing methods of discharge under requirements because SCC are unhappy that the Planning Act regime does not require their approval.</p>												

ExQ2	Question to	Question	Response
		Note: This should be expanded, if necessary, in respect of any amended or additional works accepted as part of the proposal change accepted on 11 March 2019.	<p>It is not practical to separate the project in the terms suggested. The project has been designed as a whole and changes to one section will have consequences for another. Changes cannot be made to the local highway sections without considering the impact of those on the trunk road sections and vice versa.</p> <p>Discharge by the local planning authority of DCO requirements would require to be accompanied by an ability to appeal any refusal, in this case to the SoS. Accordingly, in addition to being contrary to the ethos of the DCO regime, the proposal by SCC would in practice cause entirely unnecessary delay without achieving the result they seek. This is because where SCC refuses consent to any detail where other elements of the scheme which have been approved, the Applicant would appeal such a refusal to the SoS to protect the integrity of the overall design. The decision would accordingly be made at the level proposed by the Applicant but with attendant, avoidable delay.</p> <p>The Applicant has not addressed each of the works individually as it objects to the principle of the approach being assumed in the question. It is not reasonable to expect an Application to put forward proposals which it considers to be unworkable.</p>
2.10.3	The Applicant SSDC	<p>Approval regime On the assumption that it was found appropriate that decision making was to be undertaken at a local level could the parties please provide as part of the final Statement of Common Ground what arrangements would be in place:</p> <ul style="list-style-type: none"> (i) For local approval; (ii) For fees to be paid to SCC for undertaking its approval and/or supervision; (iii) Appropriate wording for inclusion with the DCO. 	<p>The Applicant objects to the decision making on a strategic road scheme which will be a trunk road being undertaken by the local highway authority. The Applicant therefore declines to include this within the statement of common ground as it is not common between the parties and the Applicant will not agree it.</p> <p>The Applicant notes that the County Council will be a formal consultee on the detailed design, the Applicant is required by the proposed requirement 12 to have regard to their views and to explain to the secretary of State in seeking approval what regard has been had and why, if any request cannot be accommodated, that decision was reached.</p> <p>The County Council also has the opportunity to influence the design now and ahead of detailed design outside of formal consultation. The Applicant would normally engage with the County Council on design issues throughout the DCO process and into detailed design development. The only reason that such engagement is not ongoing at this time is that the County Council has declined to continue to participate in technical working groups. The Applicant would be happy to restart that process at any time.</p> <p>The Applicant is not providing wording for the draft DCO given that it fundamentally objects to the workability of the proposal.</p>
2.10.4	The Applicant SCC	<p>Approval Regime In its response at Deadline 4 [REP4-035] SCC has indicated that it considers that a Detailed Local Operating Agreement (DLOA) to be entered into prior to commencement is considered appropriate to protect the local road network assets during the construction phase and Requirement 11 should be amended accordingly.</p> <p>On the assumption that this was found to be appropriate could the Applicant please set out:</p> <ul style="list-style-type: none"> (i) Whether there are practical difficulties of this (as opposed to issues of principle), for example where this would directly conflict with an approval at SoS level; (ii) If any such difficulty were to apply, please explain precisely why. <p>Further, could the parties provide as part of the final Statement of Common Ground what arrangements would be in place:</p> <ul style="list-style-type: none"> (iii) For local approval; (iv) For fees to be paid to SCC for undertaking its approval and/or supervision; (v) Appropriate wording for inclusion with the DCO. 	<p>The Applicant has no objection to entering into an appropriate Detailed Local Operating Agreement (DLOA) with the local highway authority at the appropriate time – that agreement will not however just relate to the local highway assets but is wider in scope and covers the maintenance of the Applicant's assets as well. That DLOA will be entered into with SCC rather than approved by them. The DLOA for the scheme will also cover assets which are removed from Highways England's operational maintenance programme and maintained as part of the carrying out of the works during the construction period.</p> <p>The Applicant declines to include this within the statement of common ground as it is not common between the parties and the Applicant will not agree it.</p> <p>The Applicant considers that it is unreasonable for the County Council to require fees to be paid to it for entering an agreement which reduces its maintenance responsibility by transferring that responsibility to the Applicant's cost for the duration of the works (and ultimately therefore still at the cost of the public purse not that of a private developer).</p> <p>The Applicant is not providing wording for the draft DCO given that it fundamentally objects to the suggestion.</p>
2.10.5	The Applicant	<p>Article 2 – Definitions Further to the discussions at ISH4, the applicant is asked to include changes to the dDCO to include a definition of "landscaping" and to ensure that "written material" includes "drawings".</p>	<p>The Applicant considers that the definition of written material only has any application in the Requirements and has added a definition to schedule 2.</p> <p>The Applicant considers that the scope of landscaping is suitably set out by the matters which must be included in the landscaping scheme under requirement 5 which includes finished ground levels, surfacing, trees and planting, boundary treatments, fencing and gates. The Applicant does not consider that trying to define landscaping would add any clarity given the comprehensive nature of that list.</p>
2.10.6	The Applicant Environment Agency	<p>Article 3 – Disapplication of legislative provisions The information submitted by the Environment Agency for Deadline 4 [REP4-028] indicates that discussions are still continuing as to these provisions.</p>	<p>The parties have now agreed on the disapplication of legislative provisions. The Environment Agency has confirmed that if items a and b in the list of disappplied provisions are removed it does not require protective</p>

ExQ2	Question to	Question	Response
		Could the parties please set out precisely any differences between them, and in the case of the Environment Agency explain what is needed to obtain its agreement	provisions for its interests. Amendments have been made to the dDCO being submitted at Deadline 5 to reflect this agreement.
2.10.7	The Applicant SCC	<p>Article 3 – Disapplication of legislative provisions</p> <p>At the hearings it was indicated that discussions were continuing between the Applicant and SCC as to this and information would be submitted at Deadline 4. No such information was submitted.</p> <p>Could the parties please advise as to the latest position between the parties and what, if any, differences there are between them.</p>	The position between the parties has not progressed. The Council had advised that it was seeking to discuss this article with the Environment Agency and further comments would be made. No comments have been received from the Council. Agreement has been reached with the Environment Agency which has resulted in items a and b being deleted. The Applicant has responded to the specific comments made on this Article by the Council in its response to the comments made on the DCO drafting (please see the table of amendments to the DCO).
2.10.8	The Applicant	<p>Landscape Ecological Management Plan</p> <p>Article 3 address the Construction Environmental Management Plan (CEMP).</p> <p>Clause 3(2) includes reference to the Landscape Ecological Management Plan (LEMP). The LEMP is a long-term management plan, that extends beyond the construction period.</p> <p>As the requirements of the LEMP would extend beyond the construction period is there a justification for including this, and other longer-term elements such as the HEMP in a separate Requirement to those necessary during the construction period which are covered in Requirement 3?</p>	<p>The Handover Environmental Management Plan (HEMP) is an evolution of the Construction Environmental Management Plan (CEMP), both of these will follow the principles set out in the Outline Environmental Management Plan (OEMP). The Landscape and Ecological Management Plan (LEMP) is an integral part of both the CEMP and HEMP and will carry on from the CEMP to the HEMP under amendments allowing for the completion of the construction phase.</p> <p>The HEMP will be developed as a post-construction plan based on the CEMP and will close off construction issues in its development and develop on-going issues, such as the LEMP, into the operational phase. The Applicant submits that given these documents are sequential and the OEMP is developed in the CEMP which is in turn developed in the HEMP, separation of these would not add any value or clarity.</p>
2.10.10	The Applicant	<p>Article 11 – Street works</p> <p>At the Hearing the Applicant indicated that they would prefer to respond to the comments that the Article is superfluous at Deadline 4. This was not done in the Applicant's Written Submissions of Oral Case at Hearings [REP4-038] or another document submitted at Deadline 4.</p> <p>Could the Applicant please respond to the SCC's view that the Article is superfluous.</p>	<p>The Applicant does not agree that the article is superfluous and would object to any deletion of it.</p> <p>A number of works include the diversion of utilities in streets. The scheme will also connect into drains which may require breaking open of streets and drains. Without the statutory right granted by this article, the undertaker would require a street licence to undertake such works or would commit an offence under s51 of the 1991 Act. To obtain a separate street licence runs counter to the objective of the DCO regime of streamlining the number of consents required to carry out a Nationally Significant Infrastructure Project (NSIP). Article 11 removes the need to obtain this separate consent.</p>
2.10.11	The Applicant SSDC	<p>Article 13 - Construction and maintenance of new, altered or diverted streets and other structures</p> <p>(a) Could the parties provide statements setting out the latest position and any differences that may be between them.</p> <p>(b) It is noted that one solution might be the addition/amendment of Articles relating to protective provisions and/or a legal agreement. If so, could these please be specified and the respective parties' positions be explained.</p>	The Applicant has proposed an amendment to Article 13 to clarify that the construction of new and altered streets must be to the reasonable satisfaction of the authority. With regard to the maintenance of such streets the parties are discussing how protective provisions can address this but have not yet reached agreement.
2.10.12	The Applicant SSDC	<p>Article 14(2)</p> <p>In its response at Deadline 4 [REP4-035] SCC indicates that de-trunking should only occur and it be responsible for the de-trunked sections of road when due diligence processes, and all remedial repairs, (as agreed by the local highway authority) alteration, conversion, and improvement works have been completed to the SCC's reasonable satisfaction, and all redundant assets, cables, services, plant and equipment have been removed.</p> <p>SCC also indicates that such provisions have been made elsewhere for appropriate arrangements to be in place.</p> <p>(a) Could the Applicant please set out its response to this.</p> <p>(b) On the assumption that it was found that that such a due diligence process was appropriate and necessary could the parties please set out what arrangements would be in place;</p> <p>(i) For local approval;</p> <p>(ii) For fees to be paid to SCC for undertaking its approval and/or supervision;</p> <p>(iii) Appropriate wording for inclusion with the DCO.</p>	<p>SCC have not acknowledged that the process which is set out in the DCO is not adoption and is not being carried out under the Highways Act and therefore that their 'normal' process does not apply. This is another attempt by SCC to put in place unnecessary processes which require them to approve the works and issue further consents and to be paid fees for those, all of which are not required under the Planning Act. SCC's position is therefore rejected.</p> <p>The DCO already provides that altered highways which are not trunk roads must be completed to the reasonable satisfaction of the local highway authority (Art 13(2)).</p> <p>The Applicant has already advised and confirmed in the hearings that there will be a 52-week defect period for all of the works. The Applicant has offered to set out the details of that for SCC in either protective provisions or a legal agreement. Draft protective provisions are under discussion between the parties but are not yet agreed.</p> <p>The Applicant does not agree that local approval beyond that already required by Art 13 is necessary, appropriate or reasonable.</p> <p>The Applicant does not consider that it is appropriate for SCC to be paid to 'approve' works and that it is unnecessary and unreasonable for the Council to be paid to supervise an experienced highway authority in carrying out highway works, especially where a defect liability period will be in place.</p> <p>Given the above the Applicant declines to proposed DCO wording as it does not accept that such an amendment would be necessary or reasonable.</p>

ExQ2	Question to	Question	Response
2.10.13	The Applicant	Article 14(6) – Classification of roads, etc. Refers to relevant planning authority – this will be the local highway authority. Could this please be amended.	The draft DCO has been amended and submitted as part of Deadline 5 (document reference 3.1, Volume 3, revision 0.4).
2.10.14	The Applicant	Article 36(2) - Apparatus and rights of statutory undertakers in stopped up streets Should the word be “must” be in fact “shall”?	The Applicant has followed the Planning Inspectorate's Advice Note 15 on Drafting Development Consent Orders. At paragraph 3 of this Advice Note, it states that applicants should “avoid the use of the words ‘shall’ or ‘will’ (because of ambiguity over whether they are an imperative or a statement of future intention)”. The Applicant has retained the word “must”.
2.10.15	The Applicant	Article 38 - Felling or lopping of trees and removal of hedgerows There were discussions at the Hearing as to whether this power should be limited to works directly required to facilitate the works. This is to be responded in at Deadline 5. In addition, there was discussion as to whether there should be reference to the Natural Environment and Rural Communities Act 2006 which was not referenced in the Deadline 4 material. Could this point please be responded to.	The Applicant has proposed amendments to Article 38 of the DCO. Reference to the Natural Environment and Rural Communities Act 2006 has been included in the revision of the DCO.
2.10.16	The Applicant	Schedule 1 In re-locating Work 10, the “9” from Work “39” has been deleted in error. Can it please be put back?	The draft DCO has been amended and submitted as part of Deadline 5 (document reference 3.1, Volume 3, revision 0.4).
2.10.17	The Applicant	Schedule 2 – Requirement 3 At the hearing it was indicated that the matter of English relating to the HEMP in that in the definitions it indicated that is “to be to be developed towards the end of the construction of the authorised development”, but in Requirement 3(4) it is stated to be “upon completion”. These two would appear to be inconsistent. (a) This does not appear to be referenced in the Deadline 4 material. Could this point please be responded to. (b) Further, what arrangements are there to be for consultation on the HEMP prior to approval?	(a) The HEMP is the package of information that needs to be handed over to those responsible for future management and operation of the scheme. The HEMP will provide the relevant information on existing and future environmental commitments and objectives that need to be honoured, ongoing actions and risks that need to continue to be managed. It will include as built information and other details in a form that can be utilised by the body responsible for long term management so they can update their environmental management plans for the operational phase. In order to be ready to be converted on completion as required by Requirement 3(4) the preparation of the HEMP must logically have been undertaken in advance of completion. To be able to include ‘as built’ details in the HEMP, works require to have been built. The HEMP therefore could not be prepared before the late stages of the works but must be prepared before completion in order to allow conversion from the CEMP to the HEMP at the required time. The wording ‘towards the end of construction’ is therefore correct. This is the same wording as is contained in equivalent parts of the granted M20 Junction 10a DCO and the Applicant does not understand the difficulty it appears to be causing in this case. (b) None, the HEMP does not require to be further approved as it is an evolution of the approved CEMP.
2.10.18	The Applicant	Schedule 2 – Requirement 3 In its Deadline 4 response [REP4-028] the Environment Agency has requested that Requirement 3 is amended to include a Pollution Incident Control Plan. What is the Applicant's response to this?	A pollution control plan was already required as part of the CEMP, however, in order to make this more explicit it has been added to the list in Requirement 3(2)(f).
2.10.19	The Applicant	Schedule 2 – Requirement 3 At ISH4 there was discussion as to whether the management plans set out in (f) should include a Biodiversity Management Plan. What is the Applicant's response to this?	Biodiversity is already covered by the landscape and <u>ecological</u> management plan (LEMP) which is part of CEMP. There is no necessity to add another plan as this has already been included.
2.10.20	The Applicant	Schedule 2 – Requirement 4 At the hearing there were two points discussed. Firstly, relating to the level at which approval should be made. This is to be the subject of further representations by the Councils at Deadline 5. In addition, there was discussion over the use of the word “reflect” which the Applicant agreed to reconsider. What alternative wording is the Applicant considering as opposed to “reflect”?	The draft DCO has been amended and submitted as part of Deadline 5 (document reference 3.1, Volume 3, revision 0.4). The proposed requirement has been amended to remove use of the word “reflect”. The alternative wording is explained in detail in the table of amendments to the DCO however the most relevant section concerning the deletion of ‘reflect’ now reads: (1) The undertaker must ensure that any consultation responses which request alterations to the details proposed by the undertaker are addressed in the details submitted to the Secretary of State for approval under this Schedule, however the undertaker must amend the details proposed in response to consultation only where it is appropriate, reasonable and feasible to do so, taking into account considerations including, but not limited to, cost and engineering practicality.

ExQ2	Question to	Question	Response
2.10.21	The Applicant	Schedule 2 – Requirement 8(3) In the penultimate line there would appear to be a typographic error “undertaker” should be “undertake”. Can this be checked.	The draft DCO has been amended and submitted as part of Deadline 5 (document reference 3.1, Volume 3, revision 0.4).
2.10.22	The Applicant	Schedule 2 – Requirement 9 Two typographic queries - Replace “County Archaeologist” with “Somerset County Council’s archaeological advisor” and “Watching Brief” with “Archaeological Monitoring”.	The draft DCO has been amended and submitted as part of Deadline 5 (document reference 3.1, Volume 3, revision 0.4).
2.10.23	The Applicant	Schedule 2 – Requirement 10 In the Applicant’s submission at Deadline 2 [REP2-017] it is stated that for protected species other than in respect of nesting birds that are newly identified during construction (that have not already been identified as part of the pre-construction surveys), it is not appropriate to create a <i>cordon sanitaire</i> in the same way as for nesting birds. This is reiterated in the applicant’s Written Submission of Oral Case at Hearings [REP4-020]. However, no explanation for this is given. Could such an explanation be fully set out.	It is not appropriate to create a <i>cordon sanitaire</i> for European protected species in the same way as for nesting birds. In this situation, works in the vicinity would cease until a written scheme for the protection of such protected species is prepared and implemented and any necessary licences obtained, as detailed within the OEMP (APP-148).
2.10.24	The Applicant	Potential additional requirement In its Deadline 4 representation [REP4-035] SCC records that the Applicant has indicated that it would set out clear documentation of rights of way that will be privately maintained to provide clarity and avoid confusion.	The Applicant does not agree with SCC’s record. The Applicant agreed to set out that rights of way over its maintenance tracks would be maintained by the undertaker. The Applicant has proposed an amendment to Article 13 to insert a new paragraph addressing this: (9) Any way, street or highway formed on the Order land which is not open to vehicular use by the public, and which is to be used by the undertaker for the purposes of maintaining the authorised development, will be maintained by and at the expense of the undertaker or any successor in title as the landowner. SCC confirmed in a meeting between the parties on 3 April 2019 that these were the only tracks with which there is an issue.
2.11 Explanatory Memorandum			
2.11.1	The Applicant	Article 18 – Clearways In EXQ1 1.10.14 a discrepancy in the length of maximum parking in the key to each of the Traffic Regulation Measures Plans [APP-011] was identified. It is response to this [REP2-004] the applicant indicated that this should be two hours and amended Traffic Regulatory Measures Plans to this effect were submitted [REP2-005]. However, the revised Explanatory Memorandum [REP4-002 & REP4-003] at paragraph 3.69 has been amended to eight hours. Could this be clarified and all documents made consistent.	The Applicant confirms that paragraph 3.69 of the Explanatory Memorandum should refer to two hours and has made the necessary amendments to this document.
2.12 Statement of Reasons			
2.12.1	The Applicant	Generally The Applicant’s response to the first written questions [REP2-004] indicates that a revised version of the Statement of Reasons will be submitted as part of Deadline 4. However, to date only an Addendum has been submitted. Could a complete revised version be submitted?	A revised Statement of Reasons (document reference 4.1, Volume 4, Revision 2) has been submitted for Deadline 5.
2.13 Acquisition and / or Temporary Possession and / or Rights over Land			
2.13.1	The Applicant	Clarification ES Chapter 12, para 12.10.9 and table 12.21 [APP-049] consider the demolition of private property and associated land take. Three individual properties are identified on the basis that there would be a permanent loss of land in order to accommodate the engineering footprint. Can the Applicant explain the distinction between these properties where it is proposed to compulsorily acquire the land and plots 1/2b, 1/5a, 4/1f, 4/2a, 4/4b, 5/3j, 7/1c, 7/5a, 7/7d, 7/8c where the land is also intended to be used as part of the public highway, but it is only intended to only acquire rights?	In line with the guidance on use of compulsory acquisition powers, the Applicant has sought to minimise the interference with private rights wherever possible. The use of the areas identified in paragraph 12.10.09 and table 12.21 of Chapter 12 of the Environmental Statement (ES) (APP-049) all involve interference with private property of a level which it is not considered is able to be minimised and full acquisition is appropriate due to the nature of the works on these areas. The differing treatment between these and the listed plots is due to the differing nature and extent of the works proposed on each plot and reflects the plot by plot consideration given to minimising interference by the Applicant. The land at Pepper Hill Cottage will be underneath the main carriageway of the new Vale Farm Link road. The land at the Spinney will be under the carriageway of Downhead Lane. Plot 5/5a, land at Hillview, will lie under the carriageway of the new Howell Hill link. All of these roads will be public highway. The plots identified by number in the question mainly consist of very small areas of existing highway and highway verge, agricultural land located at the boundary edge of fields, and existing hardstanding and are proposed to be used primarily as turning heads for the public highway. There is often overlap between highway verge and carriageway and underlying private ownership of the solum. As set out in detail in the Applicant’s response to first written questions 1.13.10 and 1.13.11 (REP2-004) it is not necessary for the

ExQ2	Question to	Question	Response
			<p>highway authority to own solum under the highway. It is reasonable to acquire it under the main carriageway as the level of interference is so great that the owners could make no practical use of it. On the turning heads, easements for private rights would still be a legally robust approach, which is consistent with the neighbouring status of the local road. This is also the approach taken to rights of way which are also legally classed as highways.</p> <p>In addition to minimising the level of interference with owners' rights, acquisition of rights only prevents any need to re-convey the land should the highway use be stopped up. The difference between the main carriageways and these plots are that it is very unlikely that the new highways would stop being highways at any foreseeable time. The local highway authority has however expressed concern re dead-end roads and turning heads being used as unauthorised encampments and it is therefore possible that these will be altered in the foreseeable future should a problem arise in which case it is reasonable and appropriate for the landowner to retain underlying ownership.</p> <p>The impact of the interference with these plots identified is therefore much less than the interference to private property. On that basis, it was thought to be disproportionate to permanently acquire the identified plots, whereas due to the higher impact on the private properties listed in table 12.21, permanent acquisition of land was thought to be proportionate in the circumstances</p>

Appendix A – Camel Hill Scheduled Monument Photomontage



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

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OS REFERENCE: 3358337.84 E 125521.83 N
EYE LEVEL: 75.7967m AOD
DIRECTION OF VIEW: -111.148°
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 11:21 GMT
VIEWING DISTANCE: 360mm

C01	01/04/19	DEADLINE 5 SUBMISSION	PC	JB	ER
REV.	DATE	AMENDMENT DETAILS	ORIG	CHK'D	APP'D

Project Title A303 SPARKFORD TO ILCHESTER DUALLING				
Drawing Title CAMEL HILL FARM SCHEDULED MONUMENT VIEW: EXISTING SHEET 1 OF 3				
Drawing Status Published - DEFINITION				Suitability A3
Scale NTS	Designed PC	Drawn PC	Checked JB	Approved ER
Original Size A1	Date 01/04/19	Date 01/04/19	Date 01/04/19	Date 01/04/19
Drawing Number HE PIN HE551507 - MMSJV - ELS - 000 - DR - LL - 0161				Project Ref. No. 389107
Location Type Role Number				Revision C01



YEAR 1: PROPOSED VIEW LOOKING SOUTHEAST TOWARDS EXISTING A303 REPRESENTATIVE OF CAMEL HILL FARM SCHEDULED MONUMENT, APPROXIMATELY 80m FROM SCHEME.

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OS REFERENCE: 3358337.84 E 125521.83 N
EYE LEVEL: 75.7967m AOD
DIRECTION OF VIEW: -111.148°
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 11:21 GMT
VIEWING DISTANCE: 360mm

C01	01/04/19	DEADLINE 5 SUBMISSION	PC	JB	ER
REV.	DATE	AMENDMENT DETAILS	ORIG	CHK'D	APP'D

Project Title A303 SPARKFORD TO ILCHESTER DUALLING				
Drawing Title CAMEL HILL FARM SCHEDULED MONUMENT VIEW: YEAR 1 PHOTOMONTAGE SHEET 2 OF 3				
Drawing Status Published - DEFINITION				Suitability A3
Scale NTS	Designed PC	Drawn PC	Checked JB	Approved ER
Original Size A1	Date 01/04/20	Date 01/04/19	Date 01/04/19	Date 01/04/19
Drawing Number HE PIN HE551507 - MMSJV - ELS - 000 - DR - LL - 0162				Project Ref. No. 389107
Location Type Role Number				Revision C01



YEAR 15: PROPOSED VIEW LOOKING SOUTHEAST TOWARDS EXISTING A303 REPRESENTATIVE OF CAMEL HILL FARM SCHEDULED MONUMENT, APPROXIMATELY 80m FROM SCHEME.

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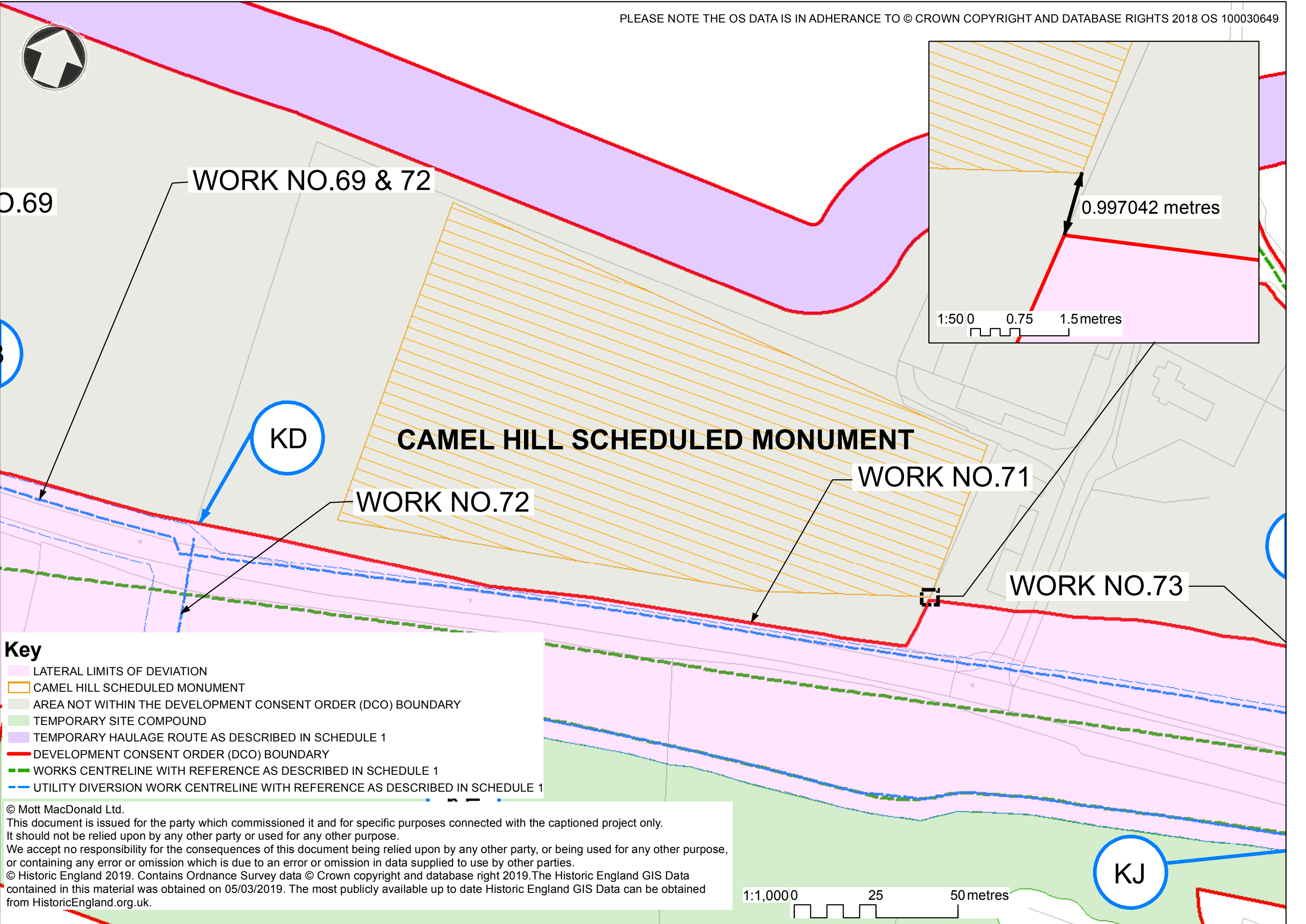
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OS REFERENCE: 3358337.84 E 125521.83 N
EYE LEVEL: 75.7967m AOD
DIRECTION OF VIEW: -111.148°
FIELD OF VIEW: 120°x38°
VIRTUAL FOCAL LENGTH: 57.296mm
CORRECT PRINTED IMAGE SIZE: 811mm x 256.817mm
CAMERA: SONY A7rII
LENS: LEICA ELMARIT 35mm F2.8
CAMERA HEIGHT: 1.7 m AGL
DATE AND TIME: 21/02/19 11:21 GMT
VIEWING DISTANCE: 360mm

C01	01/04/19	DEADLINE 5 SUBMISSION	PC	JB	ER
REV.	DATE	AMENDMENT DETAILS	ORIG	CHK'D	APP'D

Project Title A303 SPARKFORD TO ILCHESTER DUALLING				
Drawing Title CAMEL HILL FARM SCHEDULED MONUMENT VIEW: YEAR 15 PHOTOMONTAGE SHEET 3 OF 3				
Drawing Status Published - DEFINITION				Suitability A3
Scale NTS	Designed PC	Drawn PC	Checked JB	Approved ER
Original Size A1	Date 01/04/20	Date 01/04/19	Date 01/04/19	Date 01/04/19
Drawing Number HE PIN HE551507 - MMSJV - ELS - 000 - DR - LL - 0163				Project Ref. No. 389107
Location Type Role Number				Revision C01

Appendix B – Limit of Deviation and Camel Hill Scheduled Monument (SM) (revised figure)



Key

- LATERAL LIMITS OF DEVIATION
- CAMEL HILL SCHEDULED MONUMENT
- AREA NOT WITHIN THE DEVELOPMENT CONSENT ORDER (DCO) BOUNDARY
- TEMPORARY SITE COMPOUND
- TEMPORARY HAULAGE ROUTE AS DESCRIBED IN SCHEDULE 1
- DEVELOPMENT CONSENT ORDER (DCO) BOUNDARY
- WORKS CENTRELINE WITH REFERENCE AS DESCRIBED IN SCHEDULE 1
- UTILITY DIVERSION WORK CENTRELINE WITH REFERENCE AS DESCRIBED IN SCHEDULE 1

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from HistoricEngland.org.uk.

Appendix C – Noise levels at Long Hazel Caravan Park

Table C.1: Long Hazel Caravan Park L_{A10,18hr} noise levels

Receptor	Height [m]	Easting [m]	Northing [m]	L _{A10,18hr} free-field level [dB]				AAWT ST increase [dB]	AAWT LT increase [dB]	Peak summer ST increase [dB]	Peak summer LT increase [dB]
				DMOY	DSOY	DMDY	DSDY				
Long Hazel Park, High Street, Sparkford, Yeovil, BA22 7JH	1.5	360218	126297	56.2	58.1	56.8	59.1	1.9	2.9	2.5	3.0
Longhazel Lodge, Longhazel Caravan Park, High Street, Sparkford, Yeovil, BA22 7JH	4.0	360203	126280	56.8	59.1	57.5	60.1	2.3	3.3	2.7	3.3
Longhazel Resi Lodge 1	1.5	360148	126282	59.9	62.4	60.7	63.5	2.5	3.6	3.0	3.6
Longhazel Resi Lodge 2	1.5	360163	126287	58.8	60.8	59.5	61.9	2.0	3.1	2.6	3.2
Longhazel Resi Lodge 3	1.5	360171	126299	59.4	61.3	60.1	62.4	1.9	3.0	2.4	2.9
Longhazel Resi Lodge 4	1.5	360179	126308	59.3	61.2	60.1	62.3	1.9	3.0	2.4	3.0
Longhazel Resi Lodge 5	1.5	360188	126316	59.3	61.3	60.0	62.4	2.0	3.1	2.6	3.1
Longhazel Resi Lodge 6	1.5	360196	126323	59.1	61.3	59.8	62.4	2.2	3.3	2.7	3.2
Longhazel Proposed Resi Lodge 1	1.5	360157	126265	57.6	59.8	58.2	60.9	2.2	3.3	2.8	3.3
Longhazel Proposed Resi Lodge 2	1.5	360161	126247	56.5	58.7	57.1	59.8	2.2	3.3	2.8	3.3
Longhazel Proposed Resi Lodge 3	1.5	360165	126229	55.3	57.9	55.8	58.9	2.6	3.6	3.2	3.7
Longhazel Proposed Resi Lodge 4	1.5	360169	126211	54.7	55.5	55.3	56.4	0.8	1.7	1.5	2.0
Longhazel Proposed Resi Lodge 5	1.5	360188	126205	55.2	57.1	55.6	57.9	1.9	2.7	2.7	3.1
Longhazel Proposed Resi Lodge 6	1.5	360199	126220	54.9	55.7	55.4	56.5	0.8	1.6	1.4	1.9
Longhazel Proposed Resi Lodge 7	1.5	360179	126223	54.9	56.0	55.5	56.9	1.1	2.0	1.8	2.2
Longhazel Proposed Resi Lodge 8	1.5	360188	126236	55.0	56.3	55.5	57.2	1.3	2.2	2.0	2.5
Longhazel Proposed Resi Lodge 9	1.5	360203	126246	54.6	56.0	55.1	56.9	1.4	2.3	2.0	2.5
Longhazel Proposed Resi Lodge 10	1.5	360174	126249	55.9	58.2	56.5	59.2	2.3	3.3	2.9	3.4
Longhazel Proposed Resi Lodge 11	1.5	360170	126267	57.0	59.1	57.6	60.1	2.1	3.1	2.7	3.2
Longhazel Proposed Resi Lodge 12	1.5	360183	126263	56.1	58.2	56.7	59.3	2.1	3.2	2.7	3.2
Longhazel Proposed Resi Lodge 13	1.5	360178	126281	57.3	59.2	57.9	60.3	1.9	3.0	2.5	3.1
Longhazel Proposed Resi Lodge 14	1.5	360192	126274	56.2	58.2	56.7	59.3	2.0	3.1	2.7	3.2
Longhazel Proposed Resi Lodge 15	1.5	360190	126292	57.3	59.1	57.9	60.2	1.8	2.9	2.4	3.0

Appendix D – Trunk Road Orders

1996 No. 1190

HIGHWAYS, ENGLAND AND WALES

The A303 Trunk Road (Sparkford To Ilchester Improvement And Slip Roads) (Detrunking) Order 1996

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*Made**26th April 1996**Coming into force**17th May 1996*

The Secretary of State for Transport makes this Order in exercise of the powers conferred by sections 10 and 12 of the Highways Act 1980 and now vested in him ¹, and of all other powers enabling him in that behalf:

Notes¹ S.I. 1981/128**Extent**Preamble: England, Wales



Law In Force

1.

This order may be cited as the A303 Trunk Road (Sparkford To Ilchester Improvement And Slip Roads) (Detrunking) Order 1996 and shall come into force on 17th May 1996.

Commencement

art. 1: May 17, 1996

Extentart. 1: England, Wales

✓ Law In Force

2.

In this Order—

- (i) “classified road” as a classification for a highway, means that the highway is not a principal road for the purposes of enactments or instruments which refer to highways classified as principal roads but is a classified road for the purpose of every enactment and instrument which refers to highways classified by the Secretary of State and which does not specifically refer to their classification as principal roads;
- (ii) “the new trunk roads” means the new highways which the Secretary of State proposes to construct referred to in article 2(ii) of the A303 Trunk Road (Sparkford To Ilchester Improvement And Slip Roads) Order 1996;
- (iii) “principal road” as a classification for a highway, means that the highway is a principal road for the purposes of enactments and instruments which refer to highways classified as principal roads and is also classified for the purpose of every other enactment and instrument which refers to highways classified by the Secretary of State; and
- (iv) “the trunk road” means the A303 Trunk Road.

Commencement

art. 2(i)-(iv): May 17, 1996

Extent

art. 2(i)-(iv): England, Wales

✓ Law In Force

3.

The lengths of the trunk road described in the Schedule to this Order shall cease to be trunk road. The length given the reference letter A shall be classified as a classified road and the length given the reference letter D shall be classified as a principal road as from the date on which the Secretary of State notifies the Somerset County Council that the new trunk roads are open for traffic.

Commencement

art. 3: May 17, 1996

Extent

art. 3: England, Wales

✓ Law In Force

Signed by authority of the Secretary of State for Transport

D W Ward
Director

Southern Operations Division Road Programme Directorate Highways Agency

26th April 1996

THE SCHEDULE

LENGTHS OF THE TRUNK ROAD CEASING TO BE A TRUNK ROAD

✓ Law In Force

The lengths of the trunk road ceasing to be a trunk road are situated between a point on the A303 Trunk Road approximately 48 metres east of its junction with the B3151 (Camel Cross) in the District of South Somerset in the County of Somerset to and including the Sparkford Roundabout in the said District and County, and are shown by broad black dashes of the plan numbered HA1/SWM/116, marked the A303 Trunk Road (Sparkford To Ilchester Improvement And Slip Roads) (Detrunking) Order 1996, signed by the authority of the Secretary of State for Transport and deposited at the Department of Transport, St Christopher House, Southwark Street, London SE1 0TE.

Commencement

Sch. 1 para.: May 17, 1996

Extent

Sch. 1 para.: England, Wales

✓ Law In Force

1.

That length of the trunk road from a point 48 metres east of its existing junction with the B3151 (Camel Cross) north eastwards for a distance of 300 metres in the said District and County given in the reference letter A on the deposited plan.

Commencement

Sch. 1 para. 1: May 17, 1996

Extent

Sch. 1 para. 1: England, Wales

✓ Law In Force

2.

That length of the trunk road from a point 348 metres east of its existing junction with the B3151 (Camel Cross) north eastwards to a point 82 metres west of its junction with Howell Hill/Stear

Hill a distance of 940 metres in the said District and County given in the reference letter B on the deposited plan.

Commencement

Sch. 1 para. 2: May 17, 1996

Extent

Sch. 1 para. 2: England, Wales

✓ Law In Force

3.

That length of the trunk road from its junction with Howell Hill/Stear Hill a distance of 40 metres north eastwards in the said District and County given in the reference letter C on the deposited plan.

Commencement

Sch. 1 para. 3: May 17, 1996

Extent

Sch. 1 para. 3: England, Wales

✓ Law In Force

4.

That length of the trunk road from a point 20 metres west of Sparkford Roundabout eastwards through the circulatory carriageway for a distance of 92 metres in the said District and County given in the reference letter D on the deposited plan.

Commencement

Sch. 1 para. 4: May 17, 1996

Extent

Sch. 1 para. 4: England, Wales

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1996 No. 1191

HIGHWAYS, ENGLAND AND WALES

The A303 Trunk Road (Sparkford to Ilchester Improvement and Slip Roads) Order 1996


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*Made**26th April 1996**Coming into force**17th May 1996*

The Secretary of State for Transport makes this Order in exercise of powers conferred by sections 10 and 41 of the Highways Act 1980 and now vested in him, and of all other powers enabling him in that behalf:—

ExtentPreamble: England, Wales

 Law In Force**1.**

This Order may be cited as the A303 Trunk Road (Sparkford to Ilchester Improvement and Slip Roads) Order 1996, and shall come into force on 17th May 1996.

Commencement

art. 1: May 17, 1996

Extentart. 1: England, Wales

 Law In Force**2.**

In this Order—

(1) all measurements of distance are measured along the route of the relevant highway;

(2)


(i)	“the main new roads”	means the new highways which the Secretary of State proposes to construct along the routes described in Schedule 1 to this Order,
(ii)	“the new trunk roads”	means the main new roads and the slip roads;
(iii)	“the plan”	means the plan numbered HA10/1/SWM/115, marked “The A303 Trunk Road (Sparkford to Ilchester Improvement and Slip Roads) Order 1996”, signed by authority of the Secretary of State for Transport and deposited at the Department of Transport, St Christopher House, Southwark Street, London SE1 0TE; and
(iv)	“the slip roads”	means the new highways which the Secretary of State proposes to construct along the routes described in Schedule 2 to this Order and which connect the main new roads with other highways at the places stated in that Schedule.

Commencement

art. 2(1)-(2): May 17, 1996

Extent

art. 2(1)-(2): England, Wales

 Law In Force
3.


The main new roads and the slip roads shall become trunk roads from the date when this Order comes into force.

Commencement

art. 3: May 17, 1996

Extent

art. 3: England, Wales

 Law In Force
4.

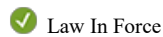
The centre line of each of the new trunk roads is indicated by a heavy black line on the plan.

Commencement

art. 4: May 17, 1996

Extent

art. 4: England, Wales

**5.**

The Secretary of State directs as respects any part of a highway which crosses the route of any of the new trunk roads that—

(a) where the highway is maintainable at the public expense by a local highway authority, the part in question shall be maintained by that authority, and

(b) where the highway is not so maintainable and is not maintainable under a special enactment or by reason of tenure, enclosure or prescription, the Secretary of State shall be under no duty to maintain the part in question,

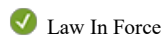
until, in either case, a date to be specified in a notice given by the Secretary of State to the highway authority for that highway. The date specified will not be later than the date on which the relevant route is opened for traffic.

Commencement

art. 5(a)-(b): May 17, 1996

Extent

art. 5(a)-(b): England, Wales

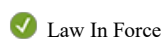


Signed by authority of the Secretary of State for Transport

D W Ward
Director

Southern Operations Division Road Programme Directorate Highways Agency

26th April 1996

SCHEDULE 1**ROUTE OF THE NEW TRUNK ROAD**

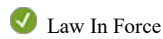
The routes of the main new roads are routes between the eastern end of the Ilchester Bypass and the western end of the Sparkford Bypass in the District of South Somerset in the County of Somerset as follows:—

Commencement

Sch. 1 para.: May 17, 1996

Extent

Sch. 1 para.: England, Wales

**1.**

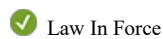
The route given the reference number “1” on the deposited plan approximately 180 metres in length from a point on the A303 Trunk Road 618 metres east of its junction with Eastmead Lane (Bridleway Y30/28) eastwards to a point 539 metres west of the junction of the A303 Trunk Road with the B3151 at Camel Cross.

Commencement

Sch. 1 para. 1: May 17, 1996

Extent

Sch. 1 para. 1: England, Wales

**2.**

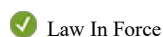
The route given the reference number “2” on the deposited plan approximately 1.57 kilometres in length from a point on the A303 Trunk Road 356 metres west of its junction with the B3151 north eastwards to a point 111 metres west of the junction of the A303 Trunk Road with Howell Hill/Stearth Hill.

Commencement

Sch. 1 para. 2: May 17, 1996

Extent

Sch. 1 para. 2: England, Wales

**3.**


The route given the reference number “3” on the deposited plan approximately 620 metres in length from a point on the A303 Trunk Road 24 metres east of its junction with Howell Hill/Stearth Hill eastwards to a point 235 metres west of the junction of the A303 Trunk Road with Traits Lane.

Commencement

Sch. 1 para. 3: May 17, 1996

Extent

Sch. 1 para. 3: England, Wales

 Law In Force

4.

The route given the reference number “4” on the deposited plan approximately 670 metres in length from a point on the A303 Trunk Road 448 metres west of the Sparkford roundabout eastwards to a point on the A303 Trunk Road 192 metres east of that roundabout.

Commencement

Sch. 1 para. 4: May 17, 1996

Extent

Sch. 1 para. 4: England, Wales

SCHEDULE 2

ROUTES OF THE SLIP ROADS

 Law In Force

The routes of the slip roads are as follows:—

Junction with the Sparkford Roundabout

Two routes to connect the main new road with the Sparkford roundabout (the slip roads along these routes being respectively given the letters A and B on the plan);

Commencement

Sch. 2 para. 1: May 17, 1996

Extent

Sch. 2 para. 1: England, Wales

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