



The Planning Inspectorate

A303 Sparkford to Ilchester Dualling

(TR010036)

Correspondence received after the close of the
Examination at 23:59 on 12 June 2019

1. Correspondence received by the Planning Inspectorate during the Recommendation stage (13 June 2019 to 12 September 2019)

Ref.	Name	On behalf of	Date
001	Louise Dale	Defence Infrastructure Organisation	18 June 2019
002	Jo Wilkins	South Somerset District Council	3 July 2019
003	Jo Wilkins	South Somerset District Council	23 July 2019
004	Elliot Hayes	Highways England	11 September 2019

2. Correspondence received by the Department for Transport between 13 September 2019 to 29 January 2021

Ref.	Name	On behalf of	Date
005	Philip Horsington	Yeovilton Parish Council	28 January 2020
006	Tim Butler		7 February 2020
007	John Brendon	Bryan G Norman	15 May 2020
008	David Warburton MP	Bryan G Norman	16 July 2020
009	Elliot Hayes	Highways England	5 October 2020
010	Sarah Beatrice	Western Gateway Sub-national Transport Body	20 October 2020
011	James Houghton	Defence Infrastructure Organisation	28 October 2020

012	Paul Griffiths		15 November 2020
013	John Brendon	Bryan G Norman	26 November 2020
014	Jo Wilkins	South Somerset District Council	18 December 2020
015	Jo Wilkins	South Somerset District Council	5 January 2021

This record does not include correspondence associated the Secretary of State's consultations dated 5 November 2019, 21 July 2020, 19 August 2020 and 12 November 2020. The documents associated with these consultations are available on the project webpage, here:

Secretary of State Consultation 1

<https://infrastructure.planninginspectorate.gov.uk/projects/south-west/a303sparkford-to-ilchester-dualling/?ipcsection=docs&stage=6&filter1=Secretary+of+State+Consultation>

Secretary of State Consultation 2

<https://infrastructure.planninginspectorate.gov.uk/projects/south-west/a303-sparkford-to-ilchester-dualling/?ipcsection=docs&stage=6&filter1=Secretary+of+State+Consultation+2>

Secretary of State Consultation 3

<https://infrastructure.planninginspectorate.gov.uk/projects/south-west/a303-sparkford-to-ilchester-dualling/?ipcsection=docs&stage=6&filter1=Secretary+of+State+Consultation+3>

Secretary of State Consultation 4

<https://infrastructure.planninginspectorate.gov.uk/projects/south-west/a303-sparkford-to-ilchester-dualling/?ipcsection=docs&stage=6&filter1=Secretary+of+State+Consultation+4>



**Defence
Infrastructure
Organisation**

The Planning Inspectorate
National Infrastructure Planning
2 The Square
Bristol
BS1 6PN

Safeguarding

Statutory

Defence Infrastructure Organisation
Kingston Road
Sutton Coldfield
West Midlands
B75 7RL
Tel: 07970171173

Email: DIO-safeguarding-statutory@mod.gov.uk
www.mod.uk/DIO
18TH June 2019

Dear Sir/Madam,

Your Reference: TR010036
Our Reference: 10044194

Application by Highways England for an Order granting Development Consent

Examining Authority's request for further information

This letter is written in response to the Examining Authority's written questions and requests for information issued on the 12th June 2019 in which the Defence Infrastructure Organisation (DIO) was asked for additional information regarding DIO Safeguarding matters regarding birdstrike safeguarding. The further information request is set out in full below with the relevant response provided in each case.

It is noted that you consider the size and depth of the proposed ponds to be satisfactory. Notwithstanding this the Examining Authority would appreciate an indication of the maximum acceptable size (either in terms of area or dimensions) and depths considered appropriate for such ponds.

The MOD are unable to respond to this enquiry from the planning inspector. It is very difficult to provide an exact figure as the attraction increases in line with the size of the waterbody, and the cut off point would depend on the location relative to the airport and other wetland habitat, the surrounding habitat and vegetation, any marginal or reed planting and the shape and bank profile of the proposed water body.

On reviewing the information available the MODs ornithological advisors determined, the size of the ponds and depth detailed within the development consultation are satisfactory. They are not large enough to host a gull roost which would be a major birdstrike concern to the MOD.

I trust the above information provides an adequate response, if you require any further information please do not hesitate to contact me.

Yours Sincerely

Louise Dale
Safeguarding Officer
DIO Estates

From: [REDACTED]
To: [A303 Sparkford to Ilchester](#)
Subject: Submission of further information
Date: 03 July 2019 11:06:56
Attachments: [image002.png](#)
[image004.png](#)
[image008.png](#)
[Hearing Action Points.pdf](#)
[Location Plan Long Hazel Park.pdf](#)

Dear Case Team,

I have been forwarded an email dated 10 June 2019 from Mr and Mrs Walton of Long Hazel Park in Sparkford raising a query about a document submitted to the Examination by SDDC at D4. They have requested that the Examination is made aware of the issue.

The query relates to a planning permission at Long Hazel Park to allow the change of use of 21 log cabins to permanent residential accommodation for over 50's - planning application no: [REDACTED] – allowed on appeal in July 2016. A subsequent application to amend condition 4 relating to sewage and surface water disposal has also been approved (application number [REDACTED]). Mr and Mrs Walton have forwarded a copy of a Notice of Commencement relating to [REDACTED] stating that work will start on 1st July 2019. I have looked into the matter and it seems that the change of use application was not included in the original schedule submitted to the Examination at D4 as SDDC monitoring indicated that the development was complete.

Condition 3 of planning permission [REDACTED] states the following:

None of the mobile homes hereby permitted shall be occupied until a scheme for the protection of the residents from traffic noise from the A303 has been submitted to, approved in writing by the local planning authority and then fully implemented. All works which form part of the scheme shall be retained thereafter.

As the Examination is now closed, please could you let me know if you would like me to submit a revised schedule or if the information in this email will suffice – the original D4 submission is attached for your information together with a location plan from planning application [REDACTED].

Kind regards,

Jo

Jo Wilkins

Specialist – Strategic Planning

Strategy and Commissioning

South Somerset District Council

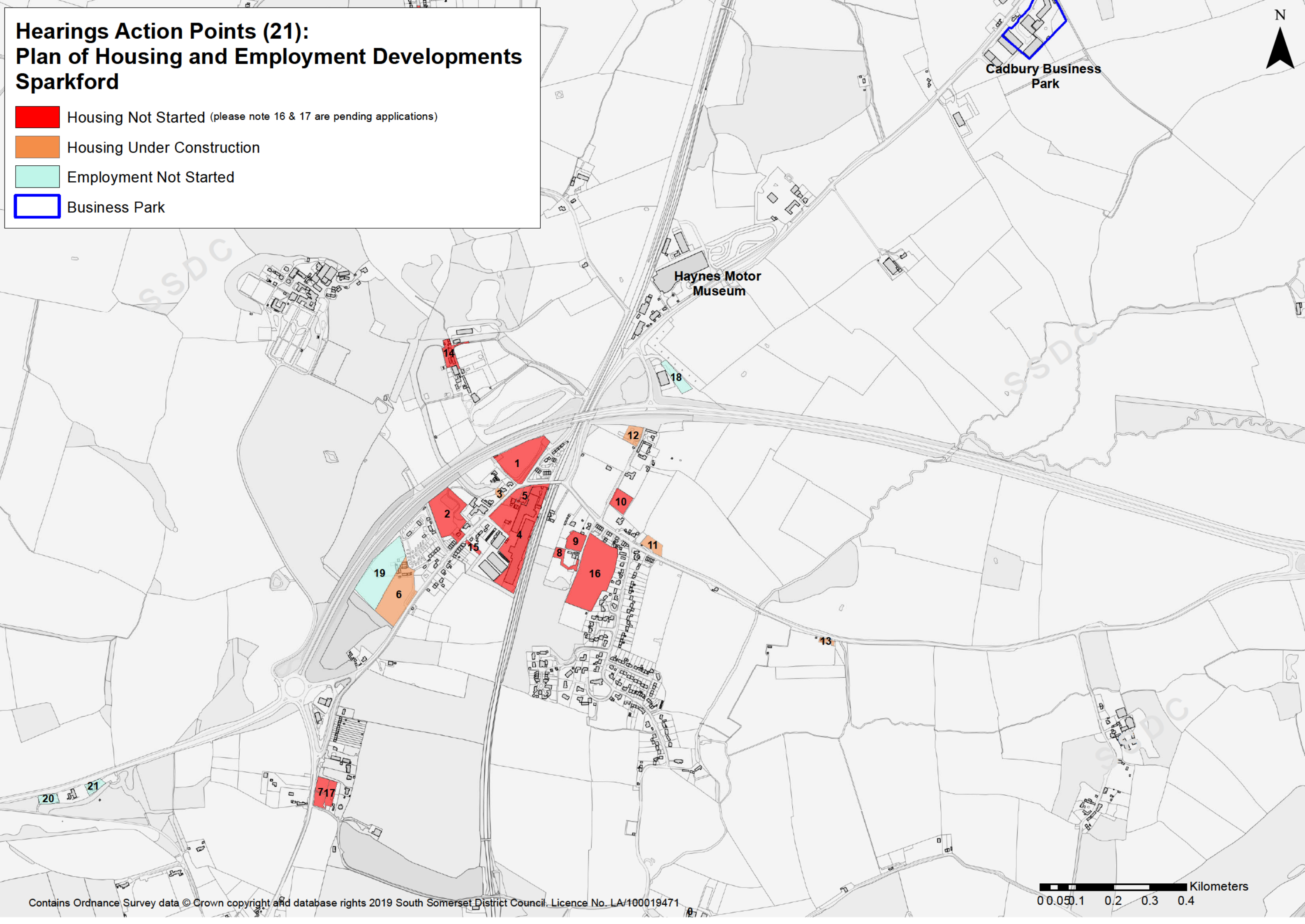
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Hearings Action Points (21): Plan of Housing and Employment Developments Sparkford

- Housing Not Started (please note 16 & 17 are pending applications)
- Housing Under Construction
- Employment Not Started
- Business Park



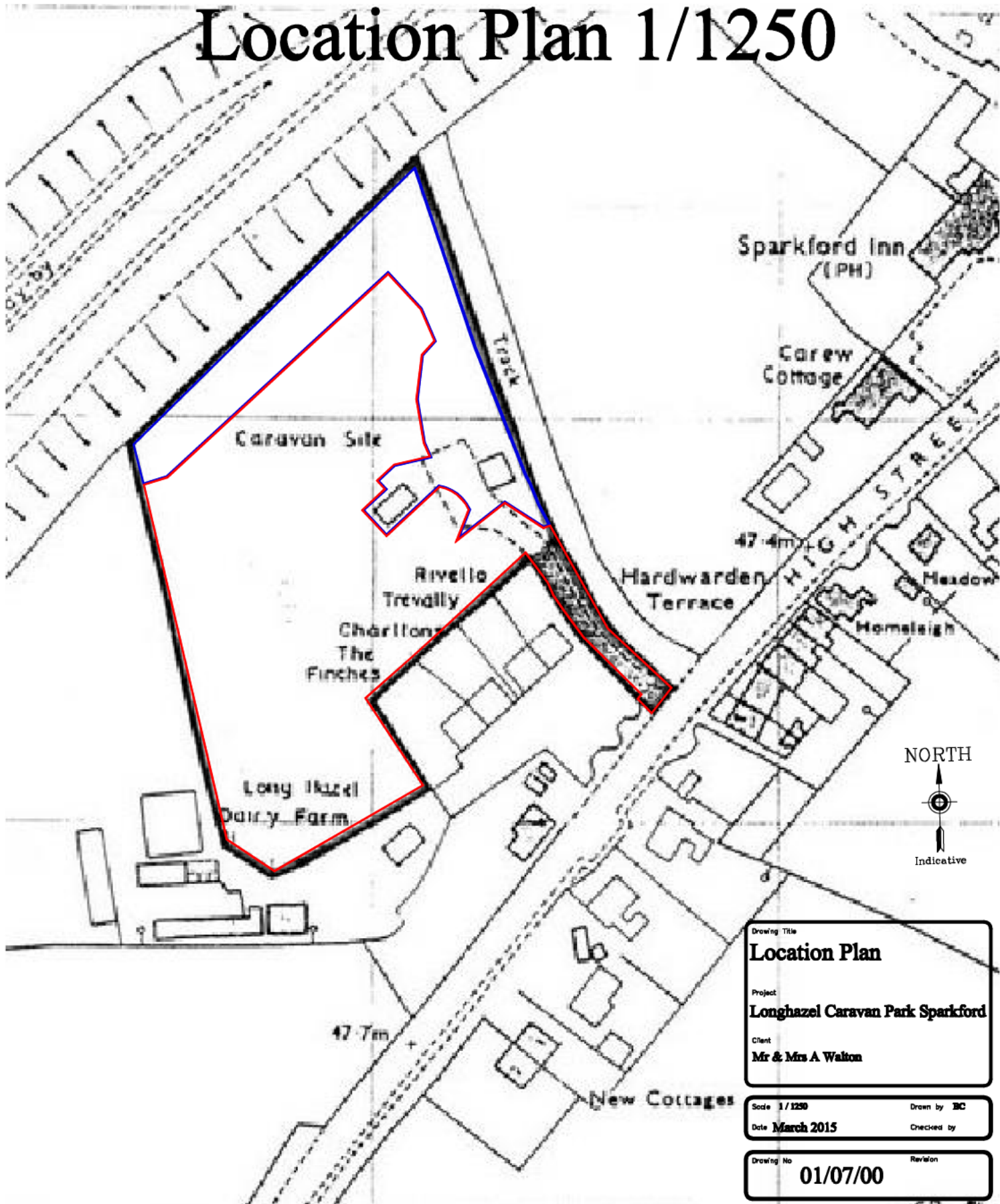
Key to Map Hearings Action Points (21): Plan of Housing and Employment Developments.

Map Ref Number	Proposal	Application number	Address	Status
1	Application for 5 new dwellings to include details of appearance, landscaping and scale (16/01436/OUT)	[REDACTED]	[REDACTED]	Not Started
2	Residential development of 11 dwellings	[REDACTED]	[REDACTED]	Not Started
3	Erection of a detached dwelling with attached garage and formation of vehicular access	[REDACTED]	[REDACTED]	Not Started
4	Outline planning Application seeking permission for mixed use redevelopment 48 dwellings (residential/commercial) together with associated works and access ways, retaining 2260m ² for employment on site.	[REDACTED]	[REDACTED]	Not Started
5	Change of use from office to 1 dwelling.	[REDACTED]	[REDACTED]	Not Started
6	Development of 35 dwellings with associated parking and landscaping	[REDACTED]	[REDACTED]	Under Construction
7	The erection of 4 No. dwellings and construction of vehicular access thereto	[REDACTED]	[REDACTED]	Not Started
8	The erection of a bungalow	[REDACTED]	[REDACTED]	Not Started
9	The erection of 3 No. dwellings and associated access.	[REDACTED]	[REDACTED]	Not Started
10	Outline application for the erection of 2 dwellings	[REDACTED]	[REDACTED]	Not Started
11	Application for three dwellings to include details of access, appearance, landscaping, layout and scale.	[REDACTED]	[REDACTED]	Under Construction
12	Application 1 dwelling to include details of access, design, landscaping, layout and scale.	[REDACTED]	[REDACTED]	Under Construction
13	The erection of an agricultural/horticultural worker's dwelling.	[REDACTED]	[REDACTED]	Under Construction

14	The erection of 1 No. dwelling and detached garage.	[REDACTED]	[REDACTED]	Not Started
15	Proposed conversion of former milking parlour to 1 dwelling	[REDACTED]	[REDACTED]	Not Started
16	Residential development for up to 36 dwellings and use of part of site for village hall and associated works	[REDACTED]	[REDACTED]	Pending
17	Erection of 2 No. dwellings and construction of vehicular access thereto (Outline).	[REDACTED]	[REDACTED]	Pending
Employment				
18	The erection of an industrial building.360m ² floor space.	[REDACTED]	[REDACTED],	Not Started
19	Development of flexible B1, B2 and B8 commercial floor space with associated parking and landscaping. 2297m ² floor space & 1.3ha new land.	[REDACTED]	[REDACTED]	Not Started
20	The erection of a single storey drive through coffee shop with associated access and parking.	[REDACTED]	[REDACTED]	Not Started
21	Demolition of petrol filling station, forecourt and ancillary retail unit. The erection of a replacement petrol forecourt, retail unit and ATM with associated parking.	[REDACTED]	[REDACTED]	Not Started

North Cadbury Business Park only has 1 outstanding planning permission on Unit E – Change of use form B1 to Sui Gen which has not started.

Location Plan 1/1250



Drawing Title
Location Plan

Project
Longhazel Caravan Park Sparkford

Client
Mr & Mrs A Walton

Scale **1/1250** Drawn by **BC**

Date **March 2015** Checked by

Drawing No **01/07/00** Revision

HM LAND REGISTRY

This is the Certificate Copy of the filed plan, and may be subject to minor distortions in scale.

1081



Application by Highways England (Ref – TR010036) for an Order Granting Development Consent for the A303 Sparkford to Ilchester Dualling project

Since the close of the Examination it has been brought to the attention of the District Council that planning application 15/01632/COU and associated application 17/00414/S73 on land at Long Hazel Caravan Park, High Street, Sparkford were missing from the schedules submitted to the Examination at Deadlines 4 and 7. Consequently the schedule and plan have been updated and are set out below (Map ref 17a).

Map Ref No	Proposal	Application number	Address	Status	Highways Conditions?
1	Application for 5 new dwellings to include details of appearance, landscaping and scale (16/01436/OUT)	[REDACTED]	[REDACTED]	Not Started	CEMP* (condition 10) No condition for TRO**
2	Residential development of 11 dwellings	[REDACTED]	[REDACTED]	Not Started	No CEMP No condition for TRO
3	Erection of a detached dwelling with attached garage and formation of vehicular access	[REDACTED]	[REDACTED]	Not Started	No CEMP No condition for TRO
4	Outline planning Application seeking permission for mixed use redevelopment 48 dwellings (residential/commercial) together with associated works and access ways, retaining 2260m ² for employment on site.	[REDACTED]	[REDACTED]	Not Started	CEMP (condition 12) No condition for TRO
5	Change of use from office to 1 dwelling.	[REDACTED]	[REDACTED]	Not Started	No CEMP No condition for TRO
6	Development of 35 dwellings with associated parking and landscaping	[REDACTED]	[REDACTED]	Under Construction	CEMP (condition 06) No condition for TRO

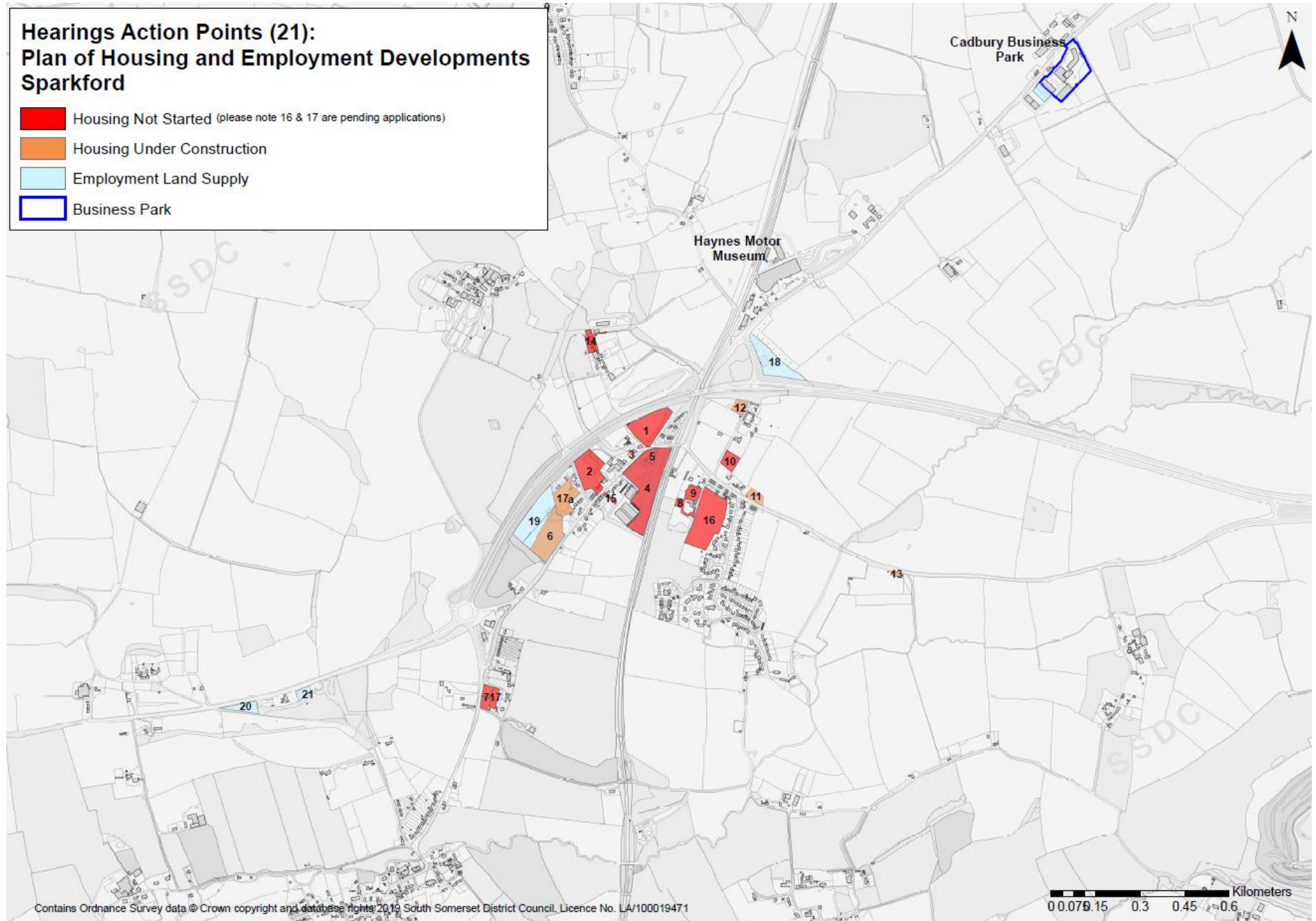
7	The erection of 4 No. dwellings and construction of vehicular access thereto	██████████	████████████████████ ████████████████████	Not Started	CEMP (condition 10) No condition for TRO
8	The erection of a bungalow	██████████	████████████████████ ██████████	Not Started	No CEMP No condition for TRO
9	The erection of 3 No. dwellings and associated access.	██████████	████████████████████ ██████████	Not Started	No CEMP No condition for TRO
10	Outline application for the erection of 2 dwellings	██████████	████████████████████ ████████████████████	Not Started	No CEMP No condition for TRO
11	Application for three dwellings to include details of access, appearance, landscaping, layout and scale.	██████████	████████████████████ ████████████████████	Under Construction	No CEMP No condition for TRO
12	Application 1 dwelling to include details of access, design, landscaping, layout and scale.	██████████	████████████████████ ████████████████████	Under Construction	No CEMP No condition for TRO
13	The erection of an agricultural/horticultural worker's dwelling.	██████████	████████████████████ ████████████████████	Under Construction	No CEMP No condition for TRO
14	The erection of 1 No. dwelling and detached garage.	██████████	████████████████████ ████████████████████	Not Started	No CEMP No condition for TRO
15	Proposed conversion of former milking parlour to 1 dwelling	██████████	████████████████████ ████████████████████	Not Started	No CEMP No condition for TRO
16	Residential development for up to 36 dwellings and use of part of site for village hall and associated works	██████████	████████████████████ ██████████	Pending	Decision not yet issued – condition recommended for CEMP No condition for TRO
17	Erection of 2 No. dwellings and construction of vehicular access thereto (Outline).	██████████	████████████████████ ████████████████████	Not Started	CEMP (condition 11) No condition for TRO

17a	Use of land for the siting of 21 permanently occupied residential mobile homes	██████████ ██████████	████████████████████ ██████████████████	Under Construction	No CEMP No condition for TRO Condition 3: None of the mobile homes hereby permitted shall be occupied until a scheme for the protection of the residents from traffic noise from the A303 has been submitted to, approved in writing by the local planning authority and then fully implemented. All works which form part of the scheme shall be retained thereafter.
Employment					
18	The erection of an industrial building.360m ² floor space.	██████████	████████████████████ ██████████	Not Started	No CEMP No condition for TRO
19	Development of flexible B1, B2 and B8 commercial floor space with associated parking and landscaping. 2297m ² floor space & 1.3ha new land.	██████████	████████████████████ ██████████████	Not Started	CEMP (condition 06) No condition for TRO
20	The erection of a single storey drive through coffee shop with associated access and parking.	██████████	████████████████████ ██████████████	Not Started	No CEMP

					No condition for TRO
21	Demolition of petrol filling station, forecourt and ancillary retail unit. The erection of a replacement petrol forecourt, retail unit and ATM with associated parking.	██████████	████████████████████ ██████████	Not Started	No CEMP No condition for TRO

Hearings Action Points (21): Plan of Housing and Employment Developments Sparkford

- Housing Not Started (please note 16 & 17 are pending applications)
- Housing Under Construction
- Employment Land Supply
- Business Park



Highways England
A303 Sparkford to Ilchester scheme
Temple Quay House
2 The Square
Temple Quay
Bristol
BS1 6HA

FAO: Natasha Kopala
Head of TWA Orders Unit
Department for Transport
Zone 1/14 -18
Great Minster House
33 Horseferry Road
London
SW1P 4DR

Dear Sirs

Application for A303 Sparkford to Ilchester Dualling Development Consent Order (“the DCO”)

As you will be aware, the Examination of the application for the DCO (“the Application”) made by Highways England (“the Applicant”) was completed on 12 June 2019. We are conscious that the Examining Authority’s report will very shortly be provided to you for determination of the Application.

We are writing to you in order to update you on certain matters relating to the Application, and to draw your attention to specific issues of significant importance to the Applicant which we respectfully request you specifically consider in reaching your determination.

We would refer you to the Applicant’s Statement of Final Position (ref REP8-024), which set out the Applicant’s position on various matters as at the end of the examination.

Works outside the DCO

The Applicant has set out, at paragraph 5.4 of the Statement of Final Position, its position in relation to the securing of certain works (by way of requirements) which are outside the scope of the DCO. These works are;

- Traffic calming in the villages of West Camel and Sparkford,

- Improvement and upgrading of a section of footpath Y30/UN including an overbridge over the A303 (outside the scheme limits), and
- The preparation of a Conservation Management Plan in relation to the entirety of the Hazlegrove Registered Park and Garden of which only a part is within scheme limits.

The Applicant has always been of the position that, while it understands why interested parties would like to see these works carried out and that it was willing to pursue designated funds applications for them, it would not and could not include them in the DCO. These works were raised by interested parties during the Examination, and at the final set of hearings the Examining Authority requested an update of the progress of the designated fund applications. At the close of the Examination those applications had not been determined.

Since the close of the DCO examination, the Applicant has been continuing to progress those works separately to the DCO process and designated funds applications have now been determined. The Applicant therefore wishes to provide the following update to its submissions on these works:

- 1 The Applicant has now secured designated funds to undertake the design and development of traffic calming measures in West Camel and the design of traffic calming measures in Sparkford. The Applicant intends to work with Somerset County Council to progress section 278 agreements to deliver these activities outside of the DCO, including delivering any physical works under the Council's powers as Highway Authority and entirely independently of the DCO scheme.
- 2 The Applicant is currently undertaking a feasibility study in relation to the proposal to upgrade footpath Y30/UN (Higher Farm Overbridge).
- 3 A Conservation Management Plan in relation to the Hazlegrove Registered Park and Garden is currently being progressed by the Applicant.

Funding for the activities listed has been secured from the Applicant's central designated funds budget, not the project budget. The Applicant remains firmly of the position that these works listed above are not part of the DCO project. This is supported by the source of funding being used to progress them and that they are being progressed ahead of your determination of the DCO application. The Applicant continues to take the view that these works cannot be required under the DCO as (in addition to not being necessary to make the scheme acceptable) they have not been assessed as part of the DCO project. Requiring these works through the DCO would also result in the Applicant being unable to deliver them by virtue of the strict funding requirements of designated funds.

Discharging authority

Of particular importance is the matter of the appropriate body to discharge the requirements of the DCO. During the Examination, the role of Somerset County Council in the discharge of requirements was raised by the Council and the Examining Authority. It was and remains the Applicant's position that the Secretary of State for Transport is the sole appropriate discharging authority, given the scheme's national network status and in line with the tested and accepted approach for national network DCOs (see Statement of Final Position paragraph 3.3 for further details).

The Applicant remains extremely concerned at the approach suggested by the County Council, and for which drafting was sought by the Examining Authority during the Examination, that the discharge of requirements be split between the Secretary of State and the Council. It is the Applicant's view that this proposition is fundamentally unviable (see paragraph 5.2 of the Statement of Final Position for further details) and the Applicant's position is that the discharging authority for all requirements should be the Secretary of State for Transport. We therefore ask you have specific regard to the identity of the discharging authority in considering the Application.

Other matters

In addition to the specific matters set out above, we would draw your attention to the following sections of the Statement of Final Position:

- Chapter 3 (the use of requirements);
- Chapter 4 (the consideration of 'alternatives');
- Chapter 5 (matters not agreed with Somerset County Council); and
- Chapter 6 (application of protective provisions).

Linked to the matters not agreed with the County Council, we would also highlight to you the Applicant's legal submissions on the use of acquisition of rights to create new highway (Deadline 8 Response to Action Point 18 - Legal Submission ref REP8-023).

If you have any queries in relation to any of the above, please do not hesitate to contact Elliot Hayes of Highways England on 0300 470 5611.

Yours faithfully



Hannah Sanderson
Senior Project Manager, Highways England

From: clerk@yeoviltonparishcouncil.gov.uk <clerk@yeoviltonparishcouncil.gov.uk>

Sent: 27 January 2020 10:26

To: A303 Sparkford to Ilchester <A303Sparkfordtollchester@planninginspectorate.gov.uk>;

[REDACTED]

Cc: [REDACTED]

Subject: A.303 - Issues affecting Yeovilton Parish

Sirs, I have been instructed to contact you reference concerns raised by Yeovilton Parish as it is understood that as Secretary of State, you & your Department also have concerns over potential 'bird strikes' from the proposed attenuation ponds in the area of RNAS Yeovilton.

The Parish Council as in the attached also have concerns with potential flooding impact on the village of Podimore being part of the Yeovilton Parish. Perhaps these two issues can be addressed by your department, prior to the works commencing, regards, Philip Horsington, Clerk.



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DPC:76616c646f72



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YEOVILTON PARISH COUNCIL

Clerk to the Council,
P.T. Horsington,
Broadleaze Farm,
Tintinhull,
Yeovil,
Somerset.
BA22 8PF.

Tel: 01935 840374
Email: Clerk@yeoviltonparishcouncil.gov.uk
& pthorsey@aol.com

November 15th 2017.

A. 303 Sparkford to Ilchester dualling.

Dear Sirs,

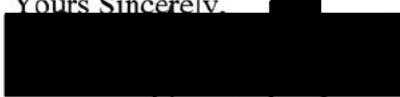

I have been instructed by Yeovilton Parish Council from their meeting held last evening to state that the Parish Council has serious concerns on two issues -

a) There is concern at the impact of the new proposals reference the potential flooding river impact on Podimore village, as there are at present issues in high rainfall, that run off and flows are directed through Podimore to pass under the A.303 to join the river by the A.37. Already residents are being denied insurance against flooding risks and therefore careful consideration need to be taken in designing the new proposed route to minimise any potential flooding.

b) The Council discussed the proposals and strongly recommend that the link to the B.3151, which involves traffic from RNAS Yeovilton, should ensure that either at or before the Howell Hill road to West Camel, any access to the A.303 has to have access both ways - east to London & west to Exeter. This would then assist with local traffic movements and the personnel employed at RNAS Yeovilton.

The Council also had views that the Sparkford access, although not within the Parish, needs careful design to help guarantee that local traffic will be able to be separated from the mainstream of vehicles using the A.303.

Yours Sincerely,


P. T. Horsington, Clerk.


A.303 Sparkford to Ilchester Project Team
Highways England
2/07K Temple Quay House
2, The Square
Temple Quay
Bristol.
BS1 6HA.

From: [REDACTED]
To: [A303 Sparkford to Ilchester](#)
Subject: A303 Sparkford to Ilchester Dualling
Date: 07 February 2020 21:24:14

I notice from the website that there have been no further updates since the comment that the Secretary of State's decision, originally due on 12 December 2019, would be postponed because of the general election.

Do have any indication as to when a decision will be made and the reason for the further delay?

By comparison, I note that the A30 Chiverton to Carland Cross scheme, which was submitted for a decision after the A303 scheme, was approved on time yesterday.

I look forward to hearing from you.

Thanks and regards

Tim Butler

Bryan G Norman B.Sc(Est Man).

To the Planning Inspectorate (by email)

Ref SPL-AF001

Dear Sirs

A303 Sparkford to Ilchester dualling - Further comments and additional information on matters requested in Department of Transport letter dated 5 November 2019.

In view of the announcement that the date has been extended to 17 July 2020 by the Secretary of State for Transport to decide on the DCO for the A303 Sparkford to Ilchester dualling, I have, with the three Parish Councils, reviewed the position and am now submitting further observations to those made in my submission of 22 November 2019. That submission provided comments on the Department of Transport's questions set out in its letter of 5 November 2019, covering particularly local concerns on the poor design of the Hazlegrove junction and the advantages of including a Local Parallel Road (LPR). That submission still stands, but there are two further points I wish to draw to your attention.

I have recently received a number of representations from local residents relating to Highways England's (HE) proposals for a formal junction where Traits Lane meets Blackwell Road in Queen Camel. HE's plan for this junction would unnaturally impact on the rural nature of these small country lanes by imposing long visual splays etc which require the removal of ancient hedges and orchard trees, whereas all that is required is a short widening to a 5 metre radius on each corner at very little cost to enable milk lorries to turn; even this would be unnecessary if the LPR was included in the scheme.

A major factor in this project has been the extent of excess excavation to be disposed of (See the Table on my submission of 22 November 2019 regarding the 143,500 cu m). This is a very costly problem which could be ameliorated by simply raising the level of the main carriageways between 300m and 3000m marks by just 1 metre. This would reduce excavation by approximately 144,000 cu m and provide easily accessible fill of 44,000 cu m. It would also have the added advantage that excavation could commence earlier as fill could be deposited between the 300m and 1400m marks, reducing the contract period and cost. This suggestion could easily be developed while still protecting West Camel from noise.

The adoption of my proposed changes to the Hazlegrove junction, the addition of a LPR and a full examination of the benefits of slightly changing the levels will secure substantial benefits in the management of this project and lead to considerable cost savings. Any extra time required for the redesign and submission of a revised DCO will still see this project completed before the Stonehenge section due to the latter's much longer construction period and so not jeopardise the full benefits of the A303 dual carriageway to the South West linking the M3 to the M5.

yours faithfully

Bryan G Norman

11 May 2020

Copy to David Warburton MP

From: [REDACTED]

Sent: 16 July 2020 16:57

To: DFT Ministers [REDACTED]

Subject: FW: A303 Sparkford to Ilchester

Dear Minister

I am writing on behalf of a number of my constituents who are concerned about HE's proposals for the Sparkford to Ilchester A303 dualling. My constituent, Bryan Norman, has submitted comments to the planning inspectorate previously and has asked me – in light of the extension to the decision announcement – to highlight his further comments with you. I attach Mr Norman's correspondence and would be grateful for your thoughts.

Yours ever

David



David Warburton MP

Member of Parliament for Somerton and Frome

020 7219 5229 | House of Commons, London SW1A 0AA www.twitter.com/djwarburton

| www.davidwarburton.org.uk

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From: [REDACTED]
To: [A303 Sparkford to Ilchester](#)
Cc: [REDACTED]
Subject: Re: Sparkford to Ilchester A303 dualling /Comments on DoT letter of 5 November
Date: 15 May 2020 12:49:02
Attachments: [A303 submission May 2020.docx](#)

Dear Sirs

On behalf of Bryan Norman I submit a further submission for your consideration, given the extension of the timetable announced recently by the Department of Transport. We would be grateful if this could be considered with the Department along with the earlier submission.

kind regards

John Brendon

On Fri, 22 Nov 2019 at 16:43, John Brendon [REDACTED] wrote:

Dear Sirs

Please see the attached comments of Mr Bryan G Norman in respect of the Department of Transport's letter of 5 November 2019. This letter and its attachment are also being sent by mail as the attachment is A3 size and has been scanned for the email copy as two pages.

Kind regards

John Brendon

[REDACTED]

--

[REDACTED]

Bryan G Norman B.Sc(Est Man).

To the Planning Inspectorate (by email)

Ref SPL-AF001

Dear Sirs

A303 Sparkford to Ilchester dualling - Further comments and additional information on matters requested in Department of Transport letter dated 5 November 2019.

In view of the announcement that the date has been extended to 17 July 2020 by the Secretary of State for Transport to decide on the DCO for the A303 Sparkford to Ilchester dualling, I have, with the three Parish Councils, reviewed the position and am now submitting further observations to those made in my submission of 22 November 2019. That submission provided comments on the Department of Transport's questions set out in its letter of 5 November 2019, covering particularly local concerns on the poor design of the Hazlegrove junction and the advantages of including a Local Parallel Road (LPR). That submission still stands, but there are two further points I wish to draw to your attention.

I have recently received a number of representations from local residents relating to Highways England's (HE) proposals for a formal junction where Traits Lane meets Blackwell Road in Queen Camel. HE's plan for this junction would unnaturally impact on the rural nature of these small country lanes by imposing long visual splays etc which require the removal of ancient hedges and orchard trees, whereas all that is required is a short widening to a 5 metre radius on each corner at very little cost to enable milk lorries to turn; even this would be unnecessary if the LPR was included in the scheme.

A major factor in this project has been the extent of excess excavation to be disposed of (See the Table on my submission of 22 November 2019 regarding the 143,500 cu m). This is a very costly problem which could be ameliorated by simply raising the level of the main carriageways between 300m and 3000m marks by just 1 metre. This would reduce excavation by approximately 144,000 cu m and provide easily accessible fill of 44,000 cu m. It would also have the added advantage that excavation could commence earlier as fill could be deposited between the 300m and 1400m marks, reducing the contract period and cost. This suggestion could easily be developed while still protecting West Camel from noise.

The adoption of my proposed changes to the Hazlegrove junction, the addition of a LPR and a full examination of the benefits of slightly changing the levels will secure substantial benefits in the management of this project and lead to considerable cost savings. Any extra time required for the redesign and submission of a revised DCO will still see this project completed before the Stonehenge section due to the latter's much longer construction period and so not jeopardise the full benefits of the A303 dual carriageway to the South West linking the M3 to the M5.

yours faithfully

Bryan G Norman

11 May 2020

Copy to David Warburton MP

From: [REDACTED]
To: [A303 Sparkford to Ilchester](#); [REDACTED]
Subject: Re: A303 Sparkford to Ilchester Dualling – TR010036
Date: 15 November 2020 15:30:25

Dear David, Hannah and the planning inspectorate
Firstly, I hope that you are all well in these challenging times

I have been monitoring the progress of this application and can see that we are arriving at a conclusion

On this basis I would like to highlight what I think would be a simple and effective solution to the subject of road noise and pollution. Both subjects are of increasing importance to this country and the general public. The advice WHO clearly advises us to make significant reductions with compelling reasoning supported by scientific evidence

We understand that low noise surfacing will be used and there is some road bunding but it does not result in sufficient reduction and if anything may simply limit further increases in noise

I propose that the dual carriageway around Sparkford has an average speed control (cameras) set at 50mph, simply reducing road noise with little inconvenience to the flow of traffic. The design change can be easily understood by the general public as a positive action whilst ensuring that we have the benefits of the dualling project

I remain available to discuss my proposal as required

Kind regards

Paul Griffiths

From: [REDACTED]
To: [A303 Sparkford to Ilchester](#)
Subject: A303 Consultations
Date: 26 November 2020 10:19:47
Attachments: [DoT letter 261120.pdf](#)

On behalf of Bryan Norman I attach a further submission he has prepared which he would be grateful if you could draw to the attention of the Department of Transport and the Secretary of State as they consider the application for a DCO on the Sparkford to Ilchester section of the A303.

I appreciate your assistance in this matter.

kind regards

John Brendon

--

[REDACTED]



Natasha Kopala
Department of Transport

26 November 2020

Dear Madam

A303 Sparkford to Ilchester /My ref SPL-AF001

Thank you for the information that the Secretary of State's decision relating to the A303 Sparkford to Ilchester dualling project has now been set for 29th January 2021 to allow in particular for further consultation on bird strike issues. I also note that the A303 Stonehenge project has been approved. Given the further consultation period I am writing to you regarding the opportunities this opens for the rest of the A303.

The Stonehenge project programme of 5 years means that completion will be after 2026/7, whereas the Sparkford to Ilchester project programme is only 2 1/2 years and would, even if delayed by a year, still be finished well before the Stonehenge project.

The three Parish Councils of Queen Camel, West Camel and Sparkford through which the road goes, whilst fully recognising the need for dualling, have supported my submissions regarding the need to include a Local Parallel Road, a redesign of Hazlegrove Junction and a reduction of excess costly excavation in order to reduce the substantial economic and environmental harm that will be caused locally, if the present DCO application is approved.

I, therefore, urge the Secretary of State to take the opportunity offered by the large difference in programme times on these two projects to require Highways England to resubmit their application for the Sparkford to Ilchester section to incorporate my suggested changes set out in earlier submissions. Even allowing for the delay in resubmitting a new DCO application, the Sparkford to Ilchester project can still be completed well before Stonehenge. Only when the whole A303 is dualled will the full economic benefits to the South West, on which the viability of these projects are based, be realised.

yours faithfully

Bryan G Norman BSc(Est Man)

From: [Jo Wilkins](#)
To: [A303 Sparkford to Ilchester](#)
Cc: [Hayes, Elliot](#); [Sanderson, Hannah](#); [Peter Paddon](#); [Sarah Hickey](#); [Linda Hayden](#); [caroline.o'neill@dft.gov.uk](#)
Subject: A303 Sparkford to Ilchester Dualling - Secretary of State Consultation
Date: 18 December 2020 13:51:45
Attachments: [image001.png](#)
[image002.png](#)
[image004.png](#)
[image005.png](#)

Dear James,

Application by Highways England for an Order Granting Development Consent for the A303 Sparkford to Ilchester Dualling project
South Somerset District Council response - in relation to the Unilateral Undertaking submitted in respect of issues of bird strike

Further to South Somerset District Council's submissions of 24 November 2020 we would like to confirm that we fully support the granting of the Development Consent Order for the A303 Sparkford to Ilchester Dualling project. Given the nature of the comments and the fact that the unilateral undertaking has been completed by Highways England, we in no way expect our comments to result in a delay in granting the order should the Secretary of State be minded to issue such a decision. We are aware that the MOD are supportive of the legal agreement. We have received a note from Highways England which responds to the points raised in our 24 November submission which we are considering. We are confident that the matters raised by SSDC can be clarified and should not be a reason to delay the issuing of the decision on 29th January 2021 as planned.

Kind regards,

Jo

Jo Wilkins

Specialist – Strategic Planning

Strategy and Commissioning

South Somerset District Council

+44 1935462588

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From: Jo Wilkins [redacted]
Sent: 05 January 2021 15:32
To: Hayes, Elliot [redacted]; A303 Sparkford to Ilchester Dualling <A303SparkfordtoIlchesterDualling@highwaysengland.co.uk>
Cc: Sarah Hickey [redacted]; Peter Paddon [redacted] Linda Hayden
Subject: RE: A303 Sparkford to Ilchester

Dear Elliot,
Happy New Year to you too.
We have now had the opportunity to consider Highways England's response of 17 December 2020 to our comments submitted to the Secretary of State on 26 November 2020 on the matter of the Unilateral Undertaking submitted in respect of issues of Bird-strike.
South Somerset District Council has confirmed its on-going support for the DCO for the dualling of the A303 Sparkford to Ilchester and their desire to see a positive outcome. Given that the MOD and Highways England are confident that a s106 document is an appropriate means to ensure that as far as possible maintenance and mitigation measures for bird strike are in place, we are content to proceed on that basis and rely on both parties as public bodies to act in accordance with the intention of the document.
We confirm that we are content for you to share this email with the DfT and or PINS.
Kind regards,
Jo

Jo Wilkins
Specialist - Strategic Planning
Strategy and Commissioning
South Somerset District Council

[redacted]
southsomerset.gov.uk [redacted] @southsomersetDC [redacted] @SouthSomersetDistrictCouncil



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