

**From:** [Jo Wilkins](#)  
**To:** [A303 Sparkford to Ilchester](#)  
**Subject:** Application by Highways England for an Order granting Development Consent for the A303 Sparkford to Ilchester Dualling - request for comments from interested parties  
**Date:** 16 September 2020 07:55:54  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.jpg](#)  
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[SSDC Submission September 2020 Final.pdf](#)

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Dear Natasha,

**Planning Act 2008 and The Infrastructure Planning (Examination Procedure) Rules 2010**

**Application by Highways England ("the Applicant") for an Order granting Development Consent for the A303 Sparkford to Ilchester Dualling.**

Further to your letter of 19 August 2020, please find attached the comments of South Somerset District Council in respect of the further information provided by the Applicant in response to the issues identified in the Secretary of State's minded to refuse letter of 21 July 2020.

Yours sincerely,

**Jo Wilkins**

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## Planning Act 2008 and The Infrastructure Planning (Examination Procedure) Rules 2010

### Application by Highways England for an Order Granting Development Consent for the A303 Sparkford to Ilchester Dualling project

As previously stated South Somerset District Council strongly supports the need for this single carriageway section of the A303 to be upgraded to dual carriageway as part of an end-end whole route improvement of the A303/A358 between the M3 and the M5 at Taunton. If designed appropriately, the improvement will improve connectivity and access to the South West Region, improve the resilience of the strategic road network and help to promote economic growth in the region.

Please find below South Somerset District Council's responses to:

- Document 9.44 Highways England submission in response to the Secretary of State's letter dated 21 July 2020, August 2020
- Document 9.45 Highways England submission in response to selected points from the revised DCO, August 2020

#### 9.44 Document 9.44 Highways England submission in response to the Secretary of State's letter dated 21 July 2020

Section/ paragraph	Response from South Somerset District Council (SSDC)
<b>2. Birdstrike</b>	
Paragraphs 2.1.1 – 2.2.1	<p>SSDC are supportive of the Applicant's proposed approach to addressing the issue of birdstrike at RNAS Yeovilton as set out in Document 9.44.</p> <p>However, the Council has since been advised (via email on 14/09/20) that a S.106 agreement is now being proposed to deal with the issue of birdstrike mitigation. The Council has not yet seen the content of the proposed agreement so are currently unable to comment, but will work with the Applicant and MOD going forward should this be considered by the Examining Authority an acceptable way forward.</p>
<b>3. Non-motorised Users – Eastmead Lane (Higher Farm Lane Overbridge)</b>	No comment.
<b>4. Non-Motorised Users – Traits Land to Gason Lane (Crown Land)</b>	With regards to the potential impact on the ROC Monitoring Post (Somerset HER Ref: 56969), SSDC has discussed this issue with the Somerset County Council Rights of Way Service Manager and with the South West Heritage Trust Historic

	<p>Environment Record Manager. Somerset County Council is of the view that there is scope to extend the use of the proposed footpath as a bridleway without altering the existing fenced enclosure of the Monitoring Post. Information from the South West Heritage Trust confirms that the underground structure is within the extent of the enclosure and its top approximately 2 meters deep, therefore protected from the impact of horse traffic. SSDC welcomes the Defence Infrastructure Organisation's concern for the care of this heritage asset but believes there is a means to achieve the NMU link without harming the Monitoring Post.</p>
<p><b>5. Non-Motorised Users – Hazelgrove Underbridge</b></p>	<p>SSDC agrees with the concerns raised by the Applicant in Document 9.44 regarding the potential for significant landscape, cultural heritage and ecological impacts arising from lighting the underpass. The lighting of the underpass itself is not a concern, rather the consequential lighting of the highway either side. The Council would wish to make a full representation following the environmental impact assessment for this change to the DCO scheme.</p>
<p><b>6. Socio-Economic Effects on De-Trunked Road</b></p>	
<p>Paragraphs 6.3 10 - 6.3.29 - Lighting of the de-trunked A303 at Hazlegrove</p>	<p>South Somerset District Council agrees with the concerns raised by the Applicant in Document 9.44 regarding the potential for significant landscape and cultural heritage impacts from new highway lighting on the de-trunked road to deter anti-social behaviour. As highlighted by the Applicant, the landscape and cultural heritage impacts would be compounded when set alongside new highway lighting either side of the underpass, and vice versa. The Council would wish to make a full representation following the environmental impact assessment for this change to the DCO scheme.</p> <p>From an ecological perspective SSDC agrees with the concerns raised by the Applicant in Document 9.44. It is considered that new highway lighting would further increase the barrier to protected species which will be created by the construction of the dual carriageway. If lighting is required a revised impact assessment should be carried out on bat species and appropriate mitigation implemented, for example the use of red lamps such as those used in the Netherlands and on the A4044 in Worcestershire, these are invisible to bats.</p>

Paragraphs 6.3.30 – 6.3.35 and Annex F proposed amended signage strategy for local businesses	SSDC wish to confirm their support for the wider scale potential economic benefits of the proposed scheme but also wish to support existing local businesses where possible. To that end SSDC support the Applicants proposed amended signage strategy to include businesses on the former A303 (the Mattia Diner and Camel Hill Filling Station) as submitted with the applicant's response and shown in Annex F and Figure 6.3.
<b>7. Turning Heads</b>	No comment.

**Document 9.45 Highways England submission in response to selected points from the revised DCO, August 2020**

<b>Section/ paragraph</b>	<b>Response from South Somerset District Council</b>
<b>2. Noise</b>	It is noted that there is disagreement between the Applicant and the Examining Authority over the methodology to be used to determine noise mitigation requirements. The decision will impact on strategic national development and SSDC therefore believe this is a matter for those parties to resolve as it has wider implications. SSDC do not have experience of using the WHO European Noise Guidance to which the ExA is referring to and therefore have no further comments to make in relation to this matter.
<b>3. Layby signage and works outside order limits –</b>	
3.4 Requirement 22 Traffic monitoring and mitigation in Sparkford and West Camel	SSDC has consulted with Somerset County Council (SCC) and has been informed that in respect of West Camel the design of the traffic calming was completed by Highways England and is scheduled for delivery by Somerset County Council via a s278 Agreement. The date for construction is September 2020, rather than August as outlined in the HE document. With regards to Sparkford, we understand that HE have funded the design of a scheme.  We are supportive of the plan, monitor manage approach advocated by the ExA and SCC and the inclusion of Requirement 22.
<b>4. Bridleway provision and equestrian crossing at Hazelgrove Roundabout</b>	No comment.

<b>5. Drainage Maintenance Tracks</b>	No comment.
<b>6. Protective Provisions</b>	No comment.