

**From:** [REDACTED]  
**To:** [A303 Sparkford to Ilchester](#)  
**Subject:** Dualling A303 Sparkford - Ilchester  
**Date:** 15 September 2020 23:38:30  
**Attachments:** [Councillor Mike Lewis.docx](#)

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Dear Natasha Kopala,

Please find attached my submission for consideration by the Planning Inspectorate and Secretary of State Transport.

Yours faithfully,

Mike Lewis

Sent from [Mail](#) for Windows 10

**Councillor Mike Lewis,** [REDACTED]

*South Somerset District Councillor (Camelot ward) Somerset County Councillor (Castle Cary Division)*

Ms. Natasha Kopala

Dept. of Transport

15 September 2020

Dear Natasha Kopala,

**A303 Sparkford to Ilchester dualling order application.**

Further to your letter of 21 July 2020 and Highways England's (HE) response of 17 August 2020 I remain of the view that HE have failed to fully address the issues raised by the Examining Authority (ExA) to avoid a refusal of the scheme by the Secretary of State.

The dualling of the A303 from the M3 to the M5 via the A358 is critical to the economy of the South West of England and it needs to be constructed without further delay. However the ExA is right in trying to ensure that the construction is right, not only for the travelling public, but also for the local communities abutting the dual carriageway.

A **Local Parallel Road** ( LPR ) as raised by the ExA in response to the negative approach by HE would be of significant benefit to the local communities in terms of road safety and economic value. It was not the local communities who largely voted for Option 1. The analysis of replies indicate that the main responses came from outside of a 3 mile radius which leaves the local communities to suffer not only the build, but also the legacy of having to dice with mixing with traffic travelling at 70 mph when all that is needed is for HE to agree with the ExA view that they have the ability within the terms of their submission to provide an LPR and it is the contention of many local people that this should not jeopardise the scheme as a whole, and can be dealt with via further conditions of consent.

**The design of Hazlegrove roundabout.** Three of the local parish councils have self-funded design work largely by Mr. B Norman and "Fairhurst", along with a team of local technical specialists seeking to provide a better solution of less environmental impact, less cost and greater road safety at Hazlegrove roundabout. The Secretary of State may wish to assure himself that HE has undertaken sufficient modelling by them providing robust evidence to disprove that this is the case !

**Flooding** This aspect of dualling the A 303 appears to be largely left to other agencies to provide alleviation, apart from ponds at the western end at Podimore. The 2014 flooding of the Somerset Levels proved that when systems are overwhelmed there are catastrophic

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consequences. West Camel have had to provide their own community flood resilience to protect the homes, property and lives of residents and travellers. The A303 has been the conduit for providing excessive flood water to the River Cam and the River Yeo at Ilchester and HE needs to be required to provide robust solutions to the potential economic and social harm that flooding causes to the local communities and road infrastructure.

I trust that the Secretary of State will give significant weight to the comments and eleven items raised by the Strategic Manager (Infrastructure Programmes) of the Somerset County Council - decision record dated 16/09/20.

The dualling of the A303 betwixt Sparkford and Podimore is essential for improving the quality of transporting goods and people, but the legacy of the development will have the greatest impact on local people and I trust the Secretary of State will be mindful of this when making his DCO decision on HE's amended submission.

Yours faithfully

Mike Lewis

Somerset County Councillor,

South Somerset District Councillor