

From: [Jo Manley](#)
To: [A303 Sparkford to Ilchester](#)
Subject: TR010036 - Deadline 5
Date: 05 April 2019 13:48:22
Attachments: [image9b8042.PNG](#)
[imagef38062.PNG](#)
[image6d3a55.PNG](#)
[D5 Further Written Questions - Q2.3.5 \(Yeovilton Safeguarding\).pdf](#)
[D5 Further Written Questions Q2.3.5 \(Bird Strike Zone\).pdf](#)
[Sparkford Amended DCO 2019 Buffer Map.pdf](#)
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Dear Ms Coffey

**PLANNING ACT 2008
APPLICATION BY HIGHWAYS ENGLAND FOR AN ORDER GRANTING DEVELOPMENT CONSENT FOR THE A303 SPARKFORD TO
ILCHESTER DUALLING**

SUBMISSION MADE PURSUANT TO DEADLINE 5

This submission is in response to the Examining Authority ("ExA") Rule 8 letter dated 21st December 2018 and comprises the relevant information requested from South Somerset District Council.

The submission includes the following: -

- South Somerset District Council's response to ExA's further Written Questions (three documents submitted)
- South Somerset District Council's D5 Hearing Action Points (namely HAP 17, 31, 33 & 34) (three documents submitted)
- South Somerset District Council's comments on D4 submissions

We note that a revised/updated draft Statement of Common Ground was requested at D4 but was not submitted. We have worked with the applicant and Somerset County Council to produce this document and understand that the applicant will be now submitting this document at D5.

Yours sincerely


Jo Manley

Jo Manley

Specialist - Strategic Planning

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Application by Highways England for the A303 Sparkford to Ilchester Dualling project

South Somerset District Council's Response to the Examining Authority's written questions and requests for information (ExQ2)

Issued on 22 March 2019

The following table sets out the Examining Authority's (ExA's) further written questions and requests for information – ExQ2.

Questions are set out using an issues-based framework derived from the Initial Assessment of Principal Issues provided as Annex B to the Rule 6 letter of 20 December 2018 and use the same format as the ExA's initial questions (ExQ1) of the same date. Questions have been added to the framework of issues set out there as they have arisen from representations and to address the assessment of the application against relevant policies.

Column 2 of the table indicates which Interested Parties (IPs) and other persons each question is directed to. The ExA would be grateful if all persons named could answer all questions directed to them, providing a substantive response, or indicating that the question is not relevant to them for a reason. This does not prevent an answer being provided to a question by a person to whom it is not directed, should the question be relevant to their interests.

Each question has a unique reference number which starts with 2 (indicating that it is from ExQ2) and then has an issue number and a question number. For example, the first question on archaeology and cultural heritage issues is identified as Q2.1.1. When you are answering a question, please start your answer by quoting the unique reference number.

If you are responding to a small number of questions, answers in a letter will suffice. If you are answering a larger number of questions, it will assist the ExA if you use a table based on this one to set out your responses. An editable version of this table in Microsoft Word is available on request from the case team: please contact A303SparkfordtoIlchester@planninginspectorate.gov.uk and include 'A303 Sparkford to Ilchester' in the subject line of your email.

Responses are due by **Deadline 5 (5 April 2019)**

Abbreviations used

PA2008	<i>The Planning Act 2008</i>	MP	<i>Model Provision (in the MP Order)</i>
AADT	<i>Annual Average Daily Traffic</i>	MP Order	<i>The Infrastructure Planning (Model Provisions) Order 2009</i>
Art	<i>Article</i>	NMU	<i>Non-Motorised User</i>
ALA 1981	<i>Acquisition of Land Act 1981</i>	NNG	<i>Night Noise Guidelines for Europe</i>
BoR	<i>Book of Reference</i>	NPSNN	<i>National Policy Statement for National Networks</i>
CA	<i>Compulsory Acquisition</i>	NSIP	<i>Nationally Significant Infrastructure Project</i>
COMMA	<i>Combined Modelling and Appraisal</i>	R	<i>Requirement</i>
CPO	<i>Compulsory purchase order</i>	RFC	<i>Ratio of Flow to Capacity</i>
dDCO	<i>Draft DCO</i>	SI	<i>Statutory Instrument</i>
DIO	<i>Defence Infrastructure Organisation</i>	SCC	<i>Somerset County Council</i>
EM	<i>Explanatory Memorandum</i>	SSDC	<i>South Somerset District Council</i>
ES	<i>Environmental Statement</i>	SOAEL	<i>Significant Observed Adverse Effect Level</i>
ExA	<i>Examining authority</i>	SoS	<i>Secretary of State (for Transport)</i>
IP	<i>Interested Party</i>	SoSHCLG	<i>Secretary of State for Housing, Communities and Local Government</i>
LIR	<i>Local Impact Report</i>	SSSI	<i>Site of Special Scientific Interest</i>
LOAEL	<i>Lowest Observed Adverse Effect Level</i>	TP	<i>Temporary Possession</i>
LPA	<i>Local Planning Authority</i>		
LSE	<i>Likely Significant Effect</i>		

The Examination Library

References in these questions set out in square brackets (eg [APP-010]) are to documents catalogued in the Examination Library. The Examination Library can be obtained from the following link:

<https://infrastructure.planninginspectorate.gov.uk/document/TR010036-000363>

It will be updated as the examination progresses.

Citation of Questions

Questions in this table should be cited as follows:

Question reference: issue reference: question number, eg ExQ2.1.1 – refers to question 1 in this table.

ExQ2	Question to:	Question:	
2.0	General and Cross-topic Questions		
2.1	Archaeology and Cultural Heritage		SSDC Response
2.1.2	The Applicant	<p>Hazlegrove Park RPG 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.</p> <p>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>With regards to the issues raised in Questions 2.1.2, 2.1.3, 2.1.5, 2.1.6 and other matters of concern regarding the southern end of the RPG, a meeting was held in Bristol on 22nd April 2019 between SSDC, Historic England, and Mott MacDonald representing the Applicant. The meeting was called to discuss potential improvements to the outline design for southern fields in the RPG, which could overcome many of the concerns of the Council. The issues affecting this area were understood by all parties and acknowledged to be interlinked. There was support to amend the outline design for the area subject to the procedures of the DCO. The package of proposed amendments comprised of:</p> <ul style="list-style-type: none"> • Removal of the stock fence. • Potentially using the adjoining landowner's track to the west to access the pond, under an

ExQ2	Question to:	Question:	
			<p>agreement, which would negate the need for the pond access track. Or</p> <ul style="list-style-type: none"> • Relocation of the pond outfall access track to the west side of the pond if the above was not feasible for good reasons. • Additional tree planting to the west to achieve a point of arrival through balanced tree cover either side of the access drive. • Modest realignment of the access drive to strengthen a point of arrival through the tree cover and to take advantage of a vista towards the house, achieving a framed view at the point of arrival. • Realignment of the access drive to a position towards the middle of the parkland. • Reshaping of the pond to fit with other changes and retained to the west.

ExQ2	Question to:	Question:	
			<ul style="list-style-type: none"> Discreate pond outlet infrastructure.
2.1.3	The Applicant	<p>Hazlegrove Park RPG 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>	Please see the response to Q2.1.2.
2.1.5	The Applicant	<p>Hazlegrove Park RPG 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>	Please see the response to Q2.1.2.

ExQ2	Question to:	Question:	
		<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>	
2.1.6	The Applicant	<p>Hazlegrove Park RPG 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>	Please see the response to Q2.1.2.
2.1.8	Historic England SSDC	<p>Hazlegrove House & RPG In light of the photomontages of the proposal provided at Deadline 4 [REP4-018] along with all other</p>	With regards to the NPSNN and the level of harm to the setting of both the listed Hazlegrove House and RPG, the Council would concur with a level of 'less than

ExQ2	Question to:	Question:
		<p>information submitted to date would the parties provide their assessment of the proposal on the setting of Hazlegrove House and the RPG as heritage assets in the terms of the NPSNN.</p> <p>substantial harm' informed by its balanced assessment on the following considerations:</p> <ul style="list-style-type: none"> • The extensive bunding and planting works that will screen the infrastructure and traffic of the main A303 dual carriageway, and the majority of the infrastructure and traffic of the link and access roads, from the principal vista of Hazlegrove House. • The removal of the unsightly roadside service buildings from the principal vista of Hazlegrove House • The extensive bunding and planting works that will screen the infrastructure and traffic of the main A303 dual carriageway, and the majority of the infrastructure and traffic of the link and access roads, from the RPG. • The loss of parkland and historical features from views within the

ExQ2	Question to:	Question:	
			southern half of the RPG and the change in character to the southern end of the RPG.
2.1.9	SSDC Historic England	Heritage Assets (generally) (a) In light of the information on bunds provided at Deadline 4 (see both the engineering sections [REP4-001] and visual representations (Appendix D to [REP4-018])) could the parties please set out whether they agree with the Applicant's analysis of the effect on heritage assets. (b) If not, could they please give full reasoning for taking a contrary view.	<p>In terms of the NPSNN, the assessment of harm from the scheme on the special historic interest of the RPG and on the setting of the listed Hazlegrove House and garden structures should consider the following factors:</p> <ul style="list-style-type: none"> • The loss of parkland, historic driveways, earthworks, copse, boundaries, veteran trees and other features in the southern end of the RPG. • The impact on the character and integrity of the whole RPG. • The impact on the setting of the RPG and its listed structures. • The mitigation measures. • The scale of loss in relation to the whole RPG.

ExQ2	Question to:	Question:	
			<ul style="list-style-type: none"> • The existing degradation in the south-west of the RPG. • The previous loss and truncation from the construction of the Sparkford bypass. <p>In the draft SoCG between the Applicant and Historic England (Ref APP-158 and REP4-008), the Applicant states that:</p> <p><i>"Through design development the level harm as defined in the NPPF/NPPG has been reduced from substantial harm to less than substantial harm. However it is recognised EIA terms the scheme still has a significant impact and effect on the RPG. Whilst the introduction of woodland planting along the bunds will help to mitigate the visual impact of the road and traffic from the Park and House once mature, it will not reduce the visual encroachment and physical impact of the junction on the character and setting of the park."</i></p>

ExQ2	Question to:	Question:	
			<p>This position regarding National Planning Policy is accepted by the Council, albeit at the top end of 'less than substantial harm'. The photomontages and sections are useful in confirming this view.</p> <p>In terms of the EIA, the additional information does not alter the Council's representations to date regarding the ES assessment of the impact on the RPG or Hazlegrove House assets.</p>
2.1.12	SSDC Historic England	Camel Hill SAM In light of the wireframe photograph provided to date [REP4-018] do the parties have any comments to make about the effect of the proposal on the Camel Hill SAM or its setting?	No comment as SSDC did not raise this as a concern.
2.2	Air Quality and Emissions		
2.3	Biodiversity, Ecology and Natural Environment (including Habitats Regulations Assessment) (HRA))		SSDC Response

ExQ2	Question to:	Question:	
2.3.4	SSDC Natural England	<p>Biodiversity Offsetting Metric The Applicant submitted a report outlining a Biodiversity Offsetting Metric [REP4-017].</p> <p>(a) Do the parties agree with the approach undertaken and the findings.</p> <p>(b) If not, could they please fully explain and justify such a position.</p>	The Council's specialist Ecologist is satisfied with the approach undertaken and the findings of the Biodiversity Offsetting Metric.
2.3.5	SSDC DIO	<p>RNAS Yeovilton Could SSDC please provide a copy of the safeguarding map provided to it in relation to RNAS Yeovilton along with any information that it may have in respect of potential birdstrike.</p>	A map of the birdstrike zone and Yeovilton safeguarding consultation zones is submitted alongside these responses to the Examining authority's questions.

ExQ2	Question to:	Question:	
2.3.9	SSDC	<p>Accepted Change</p> <p>(a) Do SSDC agree with the assessment of effects set out in the Environmental Statement: Addendum [OD-010] in respect of biodiversity, which are essentially unchanged from those previously reported?</p> <p>(b) If not, could SSDC explain why it takes a different view?</p>	The Council's specialist Ecologist agrees with the assessment of effects set out in the Environmental Statement: Addendum [OD-010] in respect of biodiversity.
2.4	Noise and Vibration		
2.5	Landscape and Visual Effects		
2.5.4	The Applicant SSDC 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>	<p>A 1:3 gradient should not pose a difficulty for plant establishment or maintenance. There would be an issue if the 5 metre limits of deviation for Work No. 85 (Hazlegrove Junction Eastbound Link) were implemented as this would result in steep gradients that would require stabilising measures that could make planting and maintenance difficult</p> <p>SSDC has no further comment on this until the applicant has answered Q2.5.2 and Q2.5.3.</p>

ExQ2	Question to:	Question:	
2.5.5	SSDC PCs	<p>Bunds</p> <p>(a) In light of the information on bunds provided at Deadline 4 (see both the engineering sections [REP4-001] and visual representations (Appendix D to [REP4-018])) could the parties please set out whether they agree with the Applicant's analysis of the effect on the landscape.</p> <p>(b) If not, could they please give full reasoning for taking a different view.</p>	The Council has not made any observations regarding the assessment of the impact of the scheme on the local landscape character areas. The additional information is not considered to alter the Landscape ES assessment.
2.5.6	SSDC PCs	<p>Visual receptors Nos 14, 17, 25, 27, 28 and 38</p> <p>(a) In light of the applicant's revised analysis of the effect of the proposal at these locations (Appendix E to [REP4-018]) could the parties please set out whether they agree with the Applicant's analysis of the effect of the proposals on the landscape.</p>	<p>Visual receptors Nos. 14 and 17 - The review of the visual receptors in Appendix E of the Applicant's Deadline 4 Supporting Information (REP4-018) acknowledges the loss of the long distance views from VR Nos. 14 and 17.</p> <p>Whilst the gaps are few and intermittent, the stunning views they afford are therefore all the more dramatic. The intermittent views share a relationship with the otherwise enclosed nature of PRow and are the outstanding element of</p>

ExQ2	Question to:	Question:	
		(b) If not, could they please give full reasoning for taking a different view.	<p>the receptor's experience. It is at these locations that receptors are likely to pause or rest.</p> <p>The assessment of the 'effects on visual receptors' for these points is considered to overlook this aspect.</p> <p>Please Note: The Applicant is known to be supportive of retaining glimpses of the panoramic views, however, during brief discussions on this matter as part of meetings between SSDC and the Applicant (Bristol 22nd March and Yeovil 28th March 2019) it was acknowledged that maintaining the long distance views would be in conflict with screening the scheme.</p> <p>On further consideration, the Council notes that at this point the dualled carriageway would be in a cutting and this might allow for the belt of extensive screen planting between the cutting and Slate Lane to be redesigned (in terms of its extent and species mix for lower plant height) to maintain a gap in the planting</p>

ExQ2	Question to:	Question:	
			<p>without compromising the landscaping and screening of the A303.</p> <p>A reconsideration of the planting design in this area is requested as part of the outline plan in order to establish this principle for the detailed design stage.</p> <p>Visual receptor No. 25 – In agreement.</p> <p>Visual receptors Nos. 27 and 28 - The review of the visual receptors in Appendix E of the Applicant's Deadline 4 Supporting Information (REP4-018) notes that the east end of the barrier will be visible from VR 28 until planting is established.</p> <p>Visual Receptor Nos. 27 and 28 are representative for the area. The presence of the barrier will impact on the perception of the rural character even if not always in view from these and other positions. The Applicant acknowledges the unsuitability of environmental barriers to rural locations in its response to ExA's Q1 1.1.32: "Any additional barriers, such as fencing, will have an additional impact on</p>

ExQ2	Question to:	Question:	
			<p>setting as they will not reflect the rural character of the property”.</p> <p>The Applicant’s conviction that planting can effectively screen the barrier is not shared. Screen planting would have a minimal impact during leaf fall for six months of the year. This is evident from established planting along the existing A303 in this area.</p> <p>The purpose of the barrier is supported. However, other means of screening that would be more in keeping with the rural character should be investigated, such as a stone-faced bund.</p> <p>The negative impact of a barrier on the rural character is not only important when experienced from the vicinity of Camel Hill Farm, but also for the perception of the area with travellers on the A303.</p> <p>Visual receptor No. 35 – The review of the visual receptor in Appendix E of the Applicant’s Deadline 4 Supporting Information (REP4-018) notes that the</p>

ExQ2	Question to:	Question:	
			<p>environmental barrier would be visible in the short and medium term, but screened by Year 15. Additional planting is proposed for the early years subject to the position of highway elements.</p> <p>The effectiveness of the screen planting for all years is challenged due to the narrow width of planting available in this area and the considerable gap in the planting due to the drainage channels. What screen planting can be included would have a minimal impact during leaf fall for six months of the year. This is evident from established planting along the existing A303 in this area.</p> <p>The revised assessment of the effects on the visual receptors is therefore challenged as the barrier is considered to remain a visible feature. The Applicant acknowledges the unsuitability of environmental barriers to rural locations in its response to ExA's Q1.1.32: "Any additional barriers, such as fencing, will have an additional impact on setting as they will not reflect the rural character of</p>

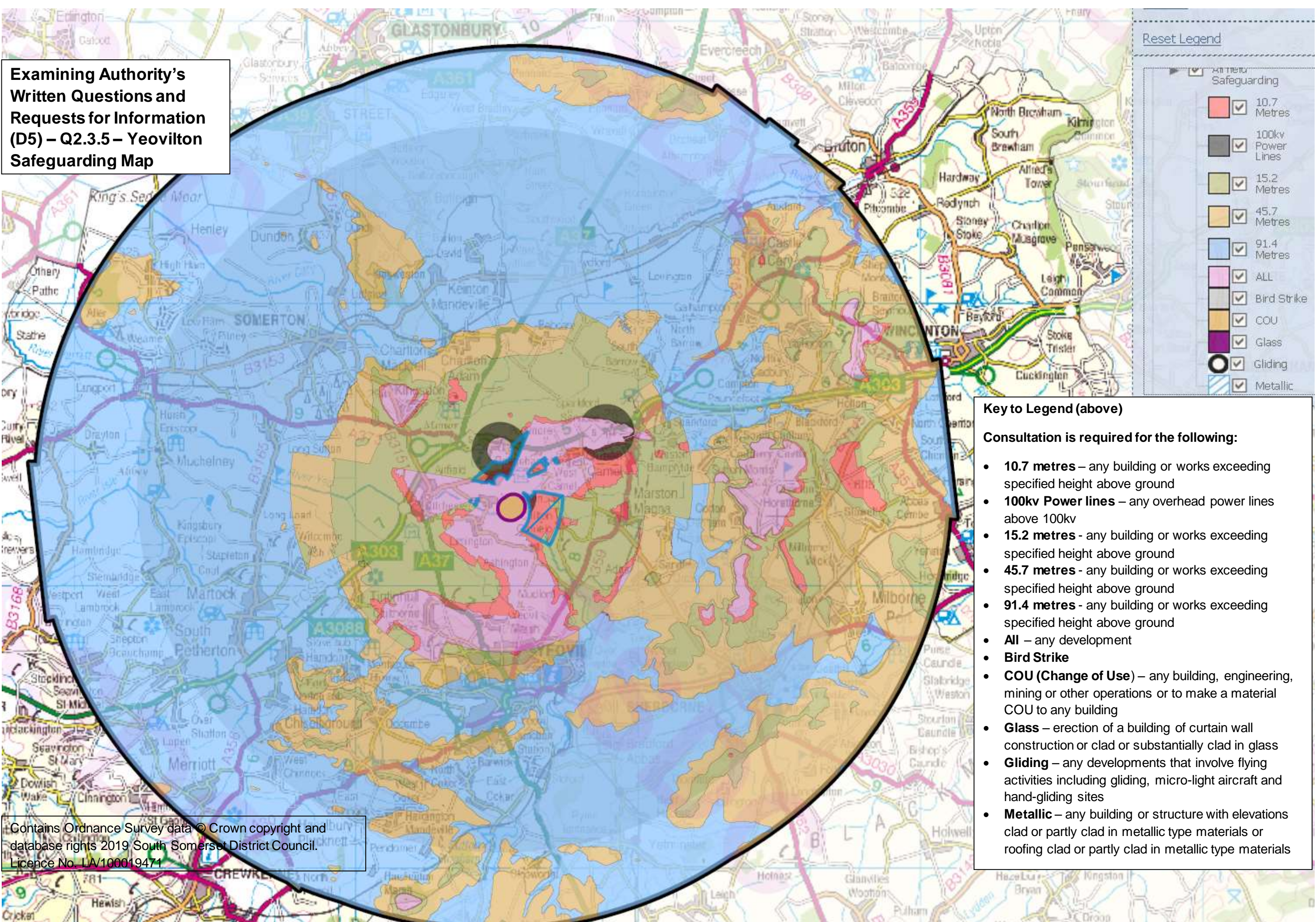
ExQ2	Question to:	Question:	
			<p>the property". They are equally harmful for the special character of the RPG.</p> <p>The negative impact of a barrier on the rural character is not only important when experienced from the Hazlegrove Park but also for the perception of the area with travellers on the A303.</p> <p>Please Note: For the reasons stated above, the proposed mitigation measures are not considered effective. The Council considers that appropriate measures would be to relocate the drainage ditches and culverts to the east and to extend Bund 7 to the east, thus removing the need for the environmental barrier.</p> <p>The views of the Council were shared at the Bristol meetings on 22nd March 2019, with a helpful response from the Applicant to look at redesigning this area as part of the outline plan.</p>
2.5.7	The Applicant SSDC	Accepted Change The proposal includes the cement bound granular material (CBGM) being located at	The scheme description and the landscape and visual assessments for the construction and operational phases in the

ExQ2	Question to:	Question:	
		<p>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>Addendum to the ES have been examined and are considered thorough and reasonable.</p>
2.6	Socio-Economic Effects on surrounding Communities		
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 Council has made representations regarding its concern with the design and appearance of the under and overbridges. Recent feedback from the Applicant has informed the Council that the submitted designs are the worst-case scenarios for the purpose of the EIA, and that the proposed designs will not be submitted until the detailed design stage under Requirement 12.</p> <p>Due to the prominence of these bridges in the landscape and their association with</p>

ExQ2	Question to:	Question:	
			<p>the character of the district for travellers on the A303, the Council seeks greater assurance that these features will be constructed to appropriate designs.</p> <p>The current outline designs vary in form from the existing bridges on this section of the A303 by being supported on abutments rather than slender piers, which introduces a new form of bridge design and substantial elements of unattractive concrete facing panels.</p> <p>The Council has requested that the design of the bridges should response to the character of the local landscape or A303 corridor, i.e. use of local stone facing panels or pier substructures.</p> <p>The Council requests reassurance at this stage that the final designs will be appropriate through a new Requirement for the bridge designs supported by an agreed background documents establishing the parameters for the designs.</p>
2.7	Traffic and Transport		

ExQ2	Question to:	Question:	
2.8	Flooding/Drainage Strategy		
2.9	Cumulative Effects		
2.10	Draft Development Consent Order [REP2-001 & REP2-002]		SSDC Response
2.10.1	Historic England SSDC	<p>Article 8 – Limits of deviation At the Hearings it was indicated that the parties would set out their position as to whether the limits of deviation needed to be amended in light of the engineering sections [REP4-001] and visual representations (Appendix D to [REP4-018]).</p> <p>(a) In light of the submission of these documents could the parties please set out whether they are content with the limits of deviation as set out in the dDCO.</p> <p>(b) If not, could they please, specifically, set out what provisions they would otherwise prefer to see and the reasoning for those provisions.</p>	<p>The Council's observations on the limits of deviation were concerned with unsynchronised vertical adjustments between different works, i.e. a one metre fall in the height of Work No. 89 (Bund 6) alongside a one metre rise of Work No. 85 (Hazlegrove Junction Eastbound Link) would remove the two metre high bund screen. The additional information does not address this issue.</p> <p>The Council otherwise has no objection to the proposed limits of deviation.</p>
2.11	Explanatory Memorandum		
2.12	Statement of Reasons		
2.13	Acquisition and/or Temporary Possession and/or Rights over Land		

Examining Authority's Written Questions and Requests for Information (D5) – Q2.3.5 – Yeovilton Safeguarding Map



Reset Legend

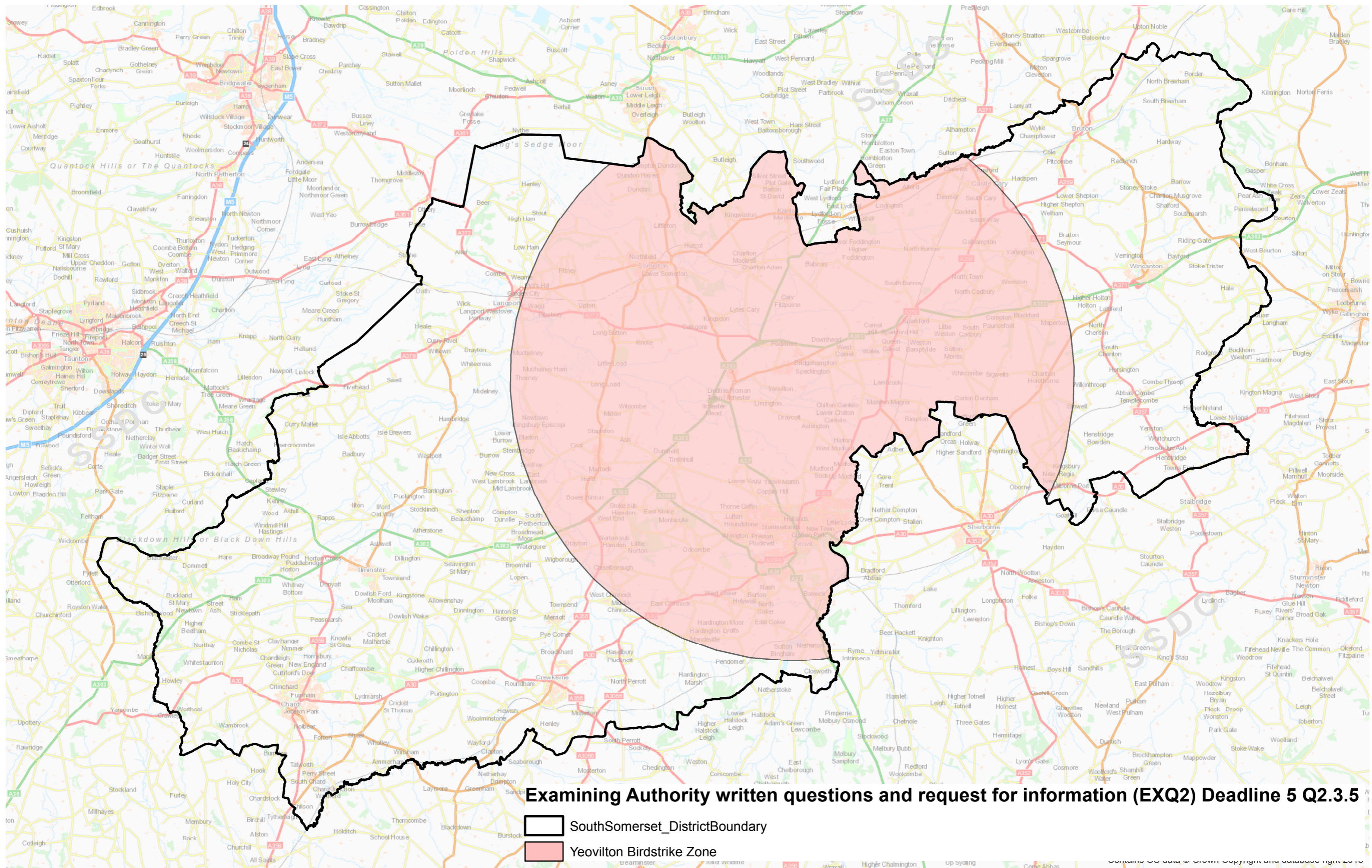
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<input checked="" type="checkbox"/>	100kv Power Lines
<input checked="" type="checkbox"/>	15.2 Metres
<input checked="" type="checkbox"/>	45.7 Metres
<input checked="" type="checkbox"/>	91.4 Metres
<input checked="" type="checkbox"/>	ALL
<input checked="" type="checkbox"/>	Bird Strike
<input checked="" type="checkbox"/>	COU
<input checked="" type="checkbox"/>	Glass
<input checked="" type="checkbox"/>	Gliding
<input checked="" type="checkbox"/>	Metallic

Key to Legend (above)



Consultation is required for the following:

- **10.7 metres** – any building or works exceeding specified height above ground
- **100kv Power lines** – any overhead power lines above 100kv
- **15.2 metres** - any building or works exceeding specified height above ground
- **45.7 metres** - any building or works exceeding specified height above ground
- **91.4 metres** - any building or works exceeding specified height above ground
- **All** – any development
- **Bird Strike**
- **COU (Change of Use)** – any building, engineering, mining or other operations or to make a material COU to any building
- **Glass** – erection of a building of curtain wall construction or clad or substantially clad in glass
- **Gliding** – any developments that involve flying activities including gliding, micro-light aircraft and hand-gliding sites
- **Metallic** – any building or structure with elevations clad or partly clad in metallic type materials or roofing clad or partly clad in metallic type materials

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Examining Authority written questions and request for information (EXQ2) Deadline 5 Q2.3.5

-  SouthSomerset_DistrictBoundary
-  Yeovilton Birdstrike Zone

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

South Somerset District Council's Hearing Action Points for D5

Action 17 – Statement of Intent on further action, if any, in relation to listed milestone.

The District Council raised the issue with Highways England on the 5th March 2019, please find a copy of the email exchange below:

From: South Somerset District Council
Sent: 05 March 2019 14:49
To: Highways England
Subject: Listed Milestone at Canegore Corner

Dear xxx,

As you will be aware, during the Hearing sessions for the dualling of the A303, it emerged that the Listed Milestone at Canegore Corner that the District Council wanted to be included on the register of sensitive environmental features and full details for its safe removal and storage in the CEMP, has been unlawfully removed.

As the Local Planning Authority we need to establish what has happened to that milestone. It is not clear to the Local Planning Authority when the milestone was removed, although it appears on Street View in 2016, therefore the incident occurred sometime between then and now.

As Highways England is the landowner and the milestone is its asset, please could you please confirm whether it has been removed and provide details Highways England has in relation to this matter, i.e. the date of its removal and whether it was removed due to damage or otherwise. If it was removed from site, say following road traffic collision, hopefully it's stored somewhere by your Highways England Operations team. If it has been stolen, you should report it to Avon and Somerset Police and make reference to the Heritage Crime Liaison Officer, in order that the complaint is logged appropriately and is screened by a member of their staff who can understand its historic significance.

Once you have established what has happened to the asset, please could you inform the District Council as we need to decide what action is taken next. In relation to the DCO, SSDC will also need to provide answers to the questions raised by the ExA and therefore can I ask that you get back to me with an update urgently.

Happy to chat through.
Kind regards,

From: Highways England
Sent: 14 March 2019 14:28
To: South Somerset District Council
Subject: RE: Listed Milestone at Canegore Corner

Dear xxx

Many thanks for your note. I can confirm that Highways England have investigated the disappearance of the Listed Milestone at Canegore Corner and can confirm that it's sub-contractors last noted the milestone in it's listed position in November 2018 and was identified as missing on 31 January 2019.

The site has been inspected by Highways England Operations in it's investigations and 200m from the junction however there are no remnants of the milestone, nor even a hole where it was last sited. There are also no records of a collision in that area during the time periods stated above, however it is noted that this information may not yet be available on the Crash Map.

As a result of the above, the incident has been reported to Avon & Somerset Constabulary who have confirmed that our crime report will be filed pending any positive line of enquiry coming to light. It has been filed under crime reference number 5219053524.

If you require further information then please do let me know, I am happy to discuss further if required.

Kindest regards

From the District Council's perspective this is now a police matter.

Action 31– Article 5(2) – Provide information, including a plan, about areas of concern which are “adjacent” to redline boundary

The position taken by South Somerset District Council at the hearing remains; that is to say providing rights via the DCO over land adjacent to the Order Limits is a significant power that should be assessed further in terms of its extent and purpose.

In summary, the District Council's main concerns are 3-fold,

1) Creation of a boundary that is identifiable

As raised during the hearing, the Council would seek to define “adjacent” by means of a boundary. The Council is now submitting for consideration a map which identifies the boundary of adjacent as a 20 meter perimeter around the Order Limit. The plan has the benefit of clearly identifying the extent of the area in question which will be crucial for enforcement purposes and currently lacking in the definition proposed by the applicant.

2) The powers given are proportionate and necessary

The purposes for which the power could be used is considered to be wide and should be clarified. It might be acceptable to have some limited temporary powers over land adjacent to the Order Limits for purposes of allowing the development to be completed but the District Council does not consider, as suggested by the applicants, that it should be permissible for this power to extend to, amongst other things, amending speed limits through the villages.

3) Any existing rights and protections given to members of the public are not overridden by the wide interpretation of the definition

The District Council will defer to the County Council position on the processes for setting and altering of speed limits but the District Council is keen to ensure that the residents rights to be consulted on such matters are not overridden by the applicants wish to be able to impose such matters as efficiently as possible.

Maps are submitted as separate documents.

Action 33 – Submit a joint note confirming latest position regarding definition of start of scheme

The District Council has taken this to mean confirmation of the relevant parties' positions in respect of the definition of “commence”.



The District Council's position remains that ensuring the pre-commencement works do not adversely affect ecology is extremely important and as such these works should be overseen by a suitably qualified person.

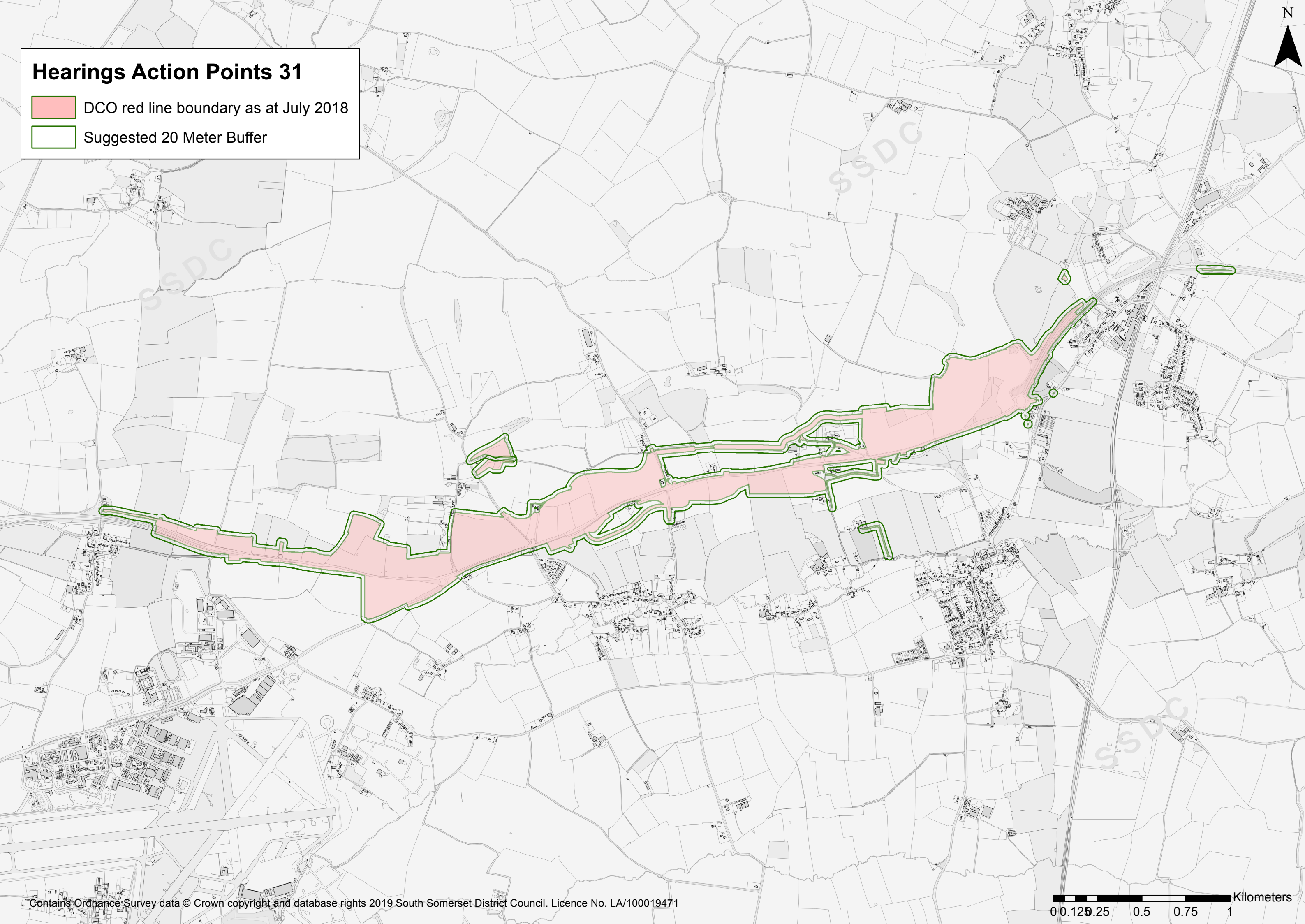
Correspondence on this point has been entered into and progress made but the District Council is currently awaiting confirmation from the Applicant that it agrees the requirement for supervision for ecological purposes of all works by a suitably qualified person extends to pre-commencement works as well as changes to Regulation 10 in the latest version of the draft DCO.

Action 34 – Examples of DCOs where payment has been made to authority for undertaking approvals and/or monitoring

Somerset County Council will respond directly to the ExA on this matter as the District Council is not seeking payment for monitoring and does not wish to be the approving authority.

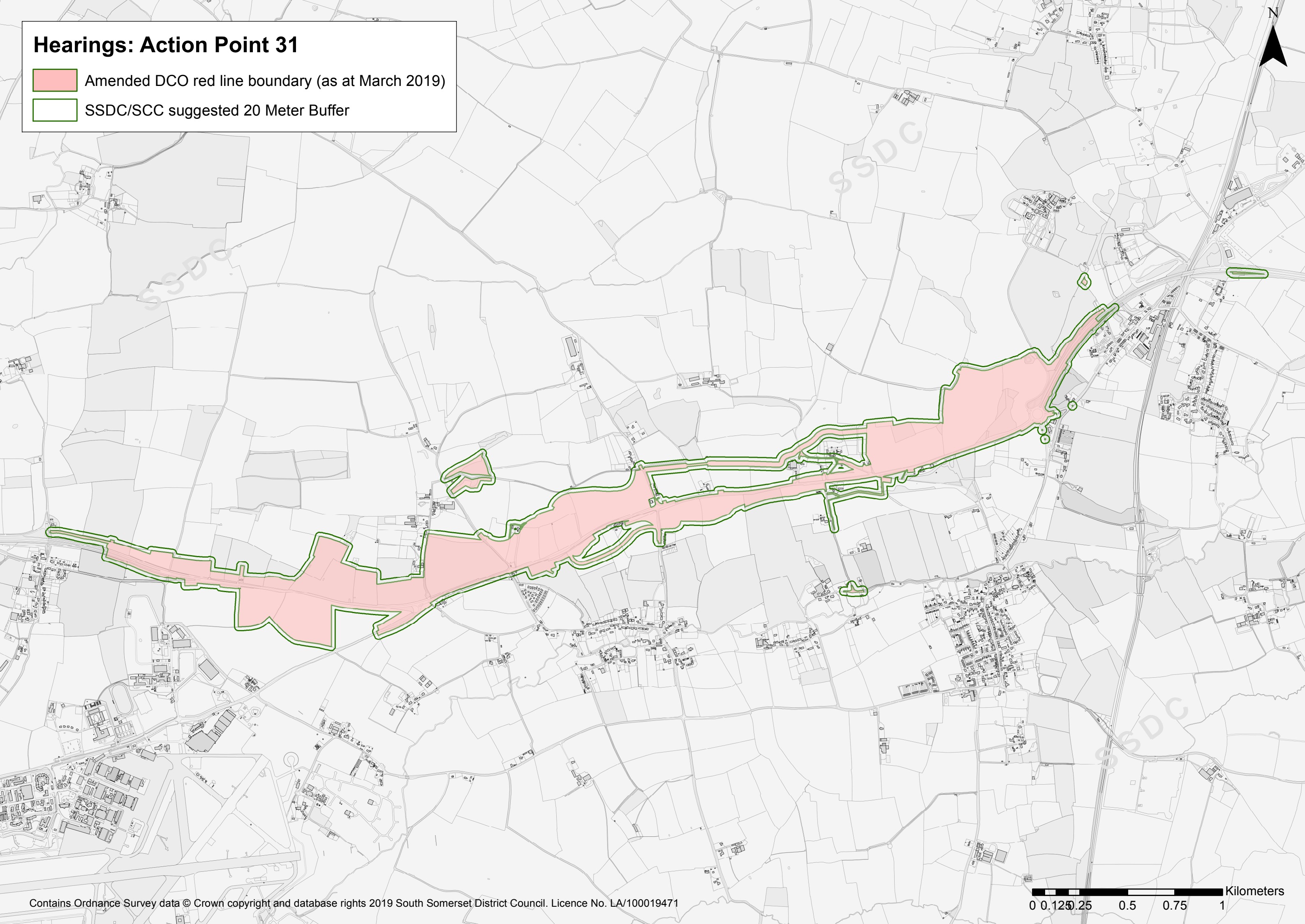
Hearings Action Points 31

-  DCO red line boundary as at July 2018
-  Suggested 20 Meter Buffer



Hearings: Action Point 31

- Amended DCO red line boundary (as at March 2019)
- SSDC/SCC suggested 20 Meter Buffer



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

South Somerset District Council's Comments on Submissions Received by D4

The District Council makes the following comments in relation to document 9.19 The Applicant's Written Submissions of Oral Case at Hearings (March 2019):

Traffic Modelling and Cumulative Impact

At paragraph 2.5.1 of this document it is stated that "*The Examining Authority asked Somerset County Council and South Somerset District Council if they were satisfied with the modelling carried out. Both councils agreed they were and referred to the Statement of Common Ground which states this*".

The District Council raised at the Hearings and in response to the ExA Written Questions, concern that the modelling did not include a number of developments which cumulatively could increase traffic through Sparkford High Street and this was not reflected in HE's modelling as the criteria used was too large.

Paragraph 2.9.1 which covers cumulative impacts, confirms that no further assessment of cumulative effects will be undertaken and therefore the Council's concern remains that there could be increased traffic generation through Sparkford High Street which could have negative impacts for residents and businesses.

Hazelgrove Registered Park and Garden

Section 3 of this refers to the Hazelgrove Registered Park and Garden and the design features within. Since the Hearings, South Somerset District Council, Historic England and Mott McDonald SWECO for Highways England had had very successful meeting to discuss potential improvements to the outline design for southern fields in the RPG, which could overcome many of the concerns of the Council. The issues affecting this area were understood by all parties and acknowledged to be interlinked. There was support to amend the outline design for the area subject to the procedures of the DCO. The package of proposed amendments comprised of:

- Removal of the stock fence.
- Potentially using the adjoining landowner's track to the west to access the pond, under an agreement, which would negate the need for the pond access track; or, relocation of the pond outfall access track to the west side of the pond if the above was not feasible for good reasons.
- Additional tree planting to the west to achieve a point of arrival through balanced tree cover either side of the access drive.
- Modest realignment of the access drive to strengthen a point of arrival through the tree cover and to take advantage of a vista towards the house, achieving a framed view at the point of arrival.
- Realignment of the access drive to a position towards the middle of the parkland.
- Reshaping of the pond to fit with other changes and retained to the west.
- Discreate pond outlet infrastructure.

Article 5

It is noted that the Applicant appears to have changed their position regarding Article 5 since submission of this document and may now seek to use this power more widely; the District Council's concern and desire to clarify the extent of any "adjacent" area remains. This is further addressed in the Council's response to Hearing Action Point 31.