



# A303

## Sparkford to Ilchester Dualling Scheme

Preliminary Environmental Information  
– Non-Technical Summary



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# 1 Introduction

A Preliminary Environmental Information report has been prepared as part of the Environmental Impact Assessment for the proposed A303 Sparkford to Ilchester Dualling scheme (the scheme). The aim of the report is to provide information on the Environmental Impact Assessment undertaken to date, that is reasonably required for the consultation bodies to develop an informed view of the likely significant environmental effects of the development. The Preliminary Environmental Information report is required to meet the statutory requirements of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 for the publication and consultation on preliminary environmental information.

This document provides a summary of the Preliminary Environmental Information report and is called the Non-Technical Summary. Further details are contained within the Preliminary Environmental Information report, available at: [www.highways.gov.uk/Sparkford-to-Ilchester](http://www.highways.gov.uk/Sparkford-to-Ilchester).

It should be noted that the scheme design is currently being developed and the process of gathering information and identifying how the environment might be affected by the scheme is still underway. The information contained within this document is therefore preliminary only, and the significance of effects remain 'likely' and may change in light of further information and assessment work.

## 1.1 Scope and content of the Preliminary Environmental Information report

The scheme meets the criteria to be considered as a Nationally Significant Infrastructure Project under the Planning Act 2008 (the Act) and The Highway and Railway (Nationally Significant Infrastructure Project) Order 2013. The scheme is a 'highways' Nationally Significant Infrastructure Project under section 22(5) of the Act (as amended) as it is an alteration of a highway that is wholly within England, where the Secretary of State is the highway authority and the alteration of the highway will be greater than 12.5 hectares.

As the scheme is a Nationally Significant Infrastructure Project, Highways England is required to make an application for a Development Consent Order (DCO) to the Planning Inspectorate. If granted, the DCO will provide the necessary authorisation to allow the scheme to be constructed.

The scheme is classified as an Environmental Impact Assessment development. Therefore, as part of the Environmental Impact Assessment process, a Preliminary Environmental Information report has been prepared to inform the consultation with the public and other stakeholders about the proposed scheme and likely significant environmental effects. An Environmental Statement will then be prepared to accompany the DCO application. The Environmental Statement will report the Environmental Impact Assessment for the scheme, including a description of the likely significant effects of the proposed development on the environment.

The Preliminary Environmental Information report is arranged into different topic chapters, which reflect those which will be used for the Environmental Statement, as follows:

- air quality (see section 2.1)
- cultural heritage (see section 2.2)
- landscape (see section 2.3)
- biodiversity (see section 2.4)
- geology and soils (see section 2.5)
- materials (see section 2.6)
- noise and vibration (see section 2.7)
- people and communities (see section 2.8)
- road drainage and water environment (see section 2.9)
- climate (see section 2.10)
- combined and cumulative effects (see section 2.11)

Each environmental topic chapter within the Preliminary Environmental Information report describes the local environment, and identifies any sensitive receptors such as designated sites, for example Sites of Special Scientific Interest, Conservation Areas or Noise Important Areas. Baseline environmental surveys that have been carried out for each topic are described, along with details of consultation with environmental stakeholders such as local authorities, Historic England, Natural England and the Environment Agency. Any likely impacts of the scheme on the local environment are then described.

## **1.2 Scheme proposals**

The scheme is to provide a continuous dual-carriageway on the A303 linking the Podimore Bypass and the Sparkford Bypass. The scheme will involve the removal of at-grade junctions and direct accesses. Any new junctions include free-flowing merging and diverging slip roads, allowing the A303 to be free flowing and continuous.

The section of the A303 that is to be upgraded is approximately 6 kilometres (3.7 miles) long. The approximate footprint of the scheme is anticipated to be approximately 60 hectares, once open to traffic.

## **1.3 Description of the scheme**

The scheme is located between the town of Sparkford, and the village of Podimore in the South Somerset district of Somerset. It follows the existing corridor of the A303 very closely (see Figure 1-1), although in some places it has been deliberately aligned just to the side of the existing carriageway to allow re-use of the existing route for local access, to avoid property or facilitate construction. At its maximum offset, the route is typically 100 metres either north or south of the existing A303.

At its western limits the route ties in with the existing dual carriageway A303 Podimore Bypass. Travelling eastwards, the route initially follows the existing A303 closely until the B3151 before moving north of the existing carriageway and rising up just to the south of Downhead before crossing over the existing A303 at Conegore Corner. This passes very close to the Noise Important Area at the West Camel Methodist Church (shown on the environmental constraints plan contained within appendix A). The route then takes a southerly alignment briefly before meeting up with the existing road again to pass between a Scheduled Monument and a Ministry of Defence signal station at the crest of Camel Hill. Finally, the route then bypasses the existing Hazlegrove

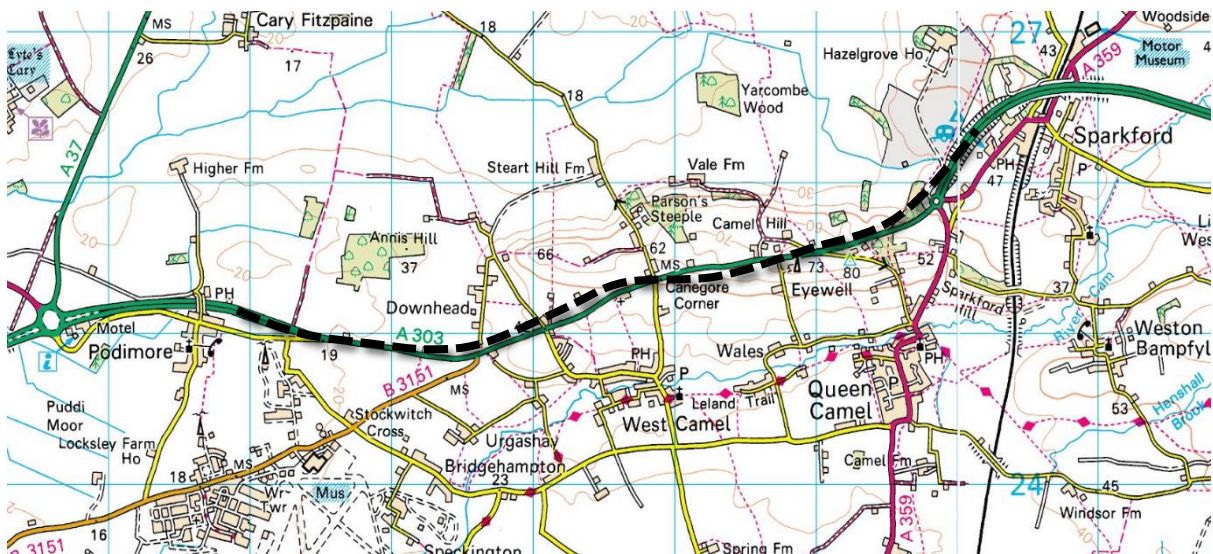
Roundabout to the north through the Registered Park and Garden associated with Hazlegrove House before tying into the existing A303 north of Sparkford Village.

A new grade-separated junction would be provided within the vicinity of the Hazlegrove roundabout, and an all-movements junction in the vicinity of Downhead Lane. In addition, an overbridge is proposed in the vicinity of Conegore Corner, and the existing westbound slip road to Podimore village will be closed. The junction and local road designs are still evolving. Further details are contained in chapter 2 of the Preliminary Environmental Information report.

As part of the scheme, the construction phase is likely to require temporary traffic management areas, temporary working and storage areas, material stockpiles, construction compounds and haul routes, as well as enabling works including utility diversions and vegetation clearance works. Further construction information is provided within chapter 2 of the Preliminary Environmental Information report. A detailed construction strategy will be developed for inclusion within the Environmental Statement.

The full extents of the application site (the red line boundary) are shown on the environmental constraints plan which is provided in appendix A of this Non-Technical Summary. This includes temporary areas required for the construction of the scheme, such as construction compounds and haul routes.

Figure 1-1: Scheme extents



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## 1.4 Objectives of the scheme

The objectives for the scheme are:

- **Capacity** – reduce delays and queues that occur during peak hours and at seasonal times of the year
- **Safety** – improve safety for all users of the A303 between Sparkford and Ilchester, as well as the wider A303 / A358 corridor
- **Support economic growth** – facilitate growth in jobs and housing by providing a free-flowing and reliable connection between the south east and the south west
- **Environment** – avoid unacceptable impacts on the surrounding natural and historic environment and landscape and optimise opportunities for enhancement
- **Local communities** – reduce community severance and promote opportunities for improving their quality of life
- **Connectivity** – improve the connectivity of the south west to the rest of the UK and improve business and growth prospects
- **Resilience** – improve journey time reliability and resilience, and provide extra capacity to make it easier to manage traffic when incidents occur

## 1.5 Alternatives

Several potential options for the scheme have been considered and consulted on previously prior to the announcement of the preferred route in October 2017. The design of the scheme has evolved through consideration of a number of highway arrangement options against economic, social and environmental data. The preferred route was chosen as it reduces land take and loss of valuable countryside and wildlife, reduces construction in an unspoilt rural setting as the route follows the existing corridor very closely, is preferred by the people that took part in the previous consultation, and will provide better journey time.

Further information on the previous options considered is contained within chapter 3 of the Preliminary Environmental Information report.

## 1.6 Consultation to date

Highways England has worked closely with local authorities, environmental bodies and other stakeholders such as the local community, landowners, business owners, tenants and people with other land interests located within or around the scheme area, in order to better understand local concerns and consider how to reduce environmental effects through carefully considered design.

A 6 week public consultation was held between 14 February and 29 March 2017. The public consultation presented the 2 shortlisted route options and requested feedback from all interested parties. A total of 1,237 responses were received to the consultation. Highways England analysed all responses before selecting the preferred route, which was announced on the 24 October 2017.



An Environmental Impact Assessment Scoping Report and request for a Scoping Opinion on the scope of the Environmental Impact Assessment to be undertaken for the scheme, was submitted to the Planning Inspectorate on 27 November 2017. The Planning Inspectorate have 42 days to respond to the Environmental Impact Assessment Scoping Report, in the form of the adoption of a Scoping Opinion. The Planning Inspectorate's Scoping Opinion is informed by responses from consultation bodies to the Environmental Impact Assessment Scoping Report.

Prior to receipt of the Scoping Opinion, consultation has been undertaken with South Somerset District Council, Environment Agency, South West Heritage Trust, Historic England, Natural England, National Trust and The Gardens Trust. Further consultation will be undertaken with these bodies with appropriate actions taken following the receipt of the Scoping Opinion.

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## 2 Potential environmental effects

The environmental constraints within the vicinity of the scheme are shown on the drawing contained in appendix A.

### 2.1 Air quality

The scheme has the potential to cause changes to both local air quality and regional air quality during the construction and operation phases.

The construction of the main works are expected to last approximately 2.5 years, and could affect local air quality through the generation and subsequent deposition of construction dust arising from construction activities and vehicle movements. At this stage, it is not known where the site compound would be located and therefore only the construction boundary associated with the new scheme alignments in relation to sensitive receptors (aspects of the environment that can be affected through changes in the environment as a result of a scheme, e.g. residential properties and Sites of Special Scientific Interest) has been assessed. Well established industry best practice controls would be implemented during the construction as part of the Construction Environmental Management Plan, such as all vehicles to maintain a low speed limit on site to reduce the generation of dust. These measures would reduce the impact of emissions on residents and the local area and prevent nuisance to residents. With these mitigation measures in place, air quality effects from the construction phase are not expected to be significant.

During the operational phase key traffic related pollutants have been predicted at a number of human and ecological receptors within the surrounding area. For human health and wellbeing effects the predicted change in traffic related pollutants would not be significantly adverse, and no additional mitigation measures are required. For the nearby ecological receptors, the assessment identified a potential risk of an adverse effect at the Stockton Wood and Down Site of Special Scientific Interest. Therefore, further assessment will be undertaken to assess the potential changes in nitrogen deposition at this designated site to determine the overall significance of effect of the scheme.

There would be an increase in the number of vehicles travelling along the A303 and this is predicted to cause small changes in regional emissions during operation. Compared to national emissions the increase has been considered as small therefore effects have been assigned as being Not Significant Adverse.

In 2002-03, South Somerset District Council declared an Air Quality Management Area in Yeovil due to monitored and modelled exceedances of the nitrogen dioxide annual mean air quality objective. The Yeovil Air Quality Management Area is located approximately 4.5 miles south of the scheme. Changes in traffic characteristics that may lead to a significant air quality effect are not expected to occur within Yeovil. On this basis, the scheme is not expected to have an effect on the Yeovil Air Quality Management Area in the opening year. Further information is contained within chapter 5 of the Preliminary Environmental Information report.

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## 2.2 Cultural heritage

There are several heritage assets which could potentially be adversely affected by the scheme, either directly through loss or damage during construction or indirectly through adverse effects on the setting and / or amenity value of assets. These heritage assets are shown on the environmental constraints plan contained in appendix A, and include a Scheduled Monument to the north of the existing A303 at Camel Hill Farm, Hazlegrove House (Grade II Listed) Registered Park and Garden, and numerous Grade I, Grade II and Grade II\* Listed Buildings. In addition, the archaeological survey and investigation, as well as the archaeological aerial survey and appraisal undertaken, has demonstrated that there is high potential for archaeological remains spanning the prehistoric period to WWII within the study area.

Based on currently known information, the potential for encountering or affecting the different heritage assets is considered to vary substantially between different locations within the study area. During construction, it is currently considered that the overall significance of effects on designated heritage assets would be Moderate / Large Adverse due to the impact upon the setting of these assets. During operation, this would reduce to Slight Adverse once screening planting has matured. The overall significance of effects on buried archaeology during construction would be Moderate Adverse, reducing to Neutral during operation once archaeological investigations and recording are complete.

Further assessment to fully understand the likely effects and to enable development of detailed mitigation strategies is underway. A detailed heritage desk-based assessment is currently being undertaken which includes targeted cartographic and documentary research, as well as more in-depth analysis of the Historic Environment Record and a detailed analysis of previous disturbance along the route. The assessment will help to highlight additional areas with the potential for buried archaeology, or conversely may demonstrate areas with a reduced potential for buried archaeology due to disturbance from the modern era. The setting of designated assets would be considered in this assessment, and detailed site visits and photography will be undertaken. The assessment of setting would be used to enable appropriate mitigation to be designed and to identify any residual significant effects on the setting of heritage assets from the scheme. A specific Conservation Management Plan will also be developed for the Hazlegrove House (Grade II Listed) Registered Park and Garden, which will inform the design and mitigation in this area as well as identifying appropriate enhancements to the park.

An archaeological geophysical survey was undertaken in December 2017 and January 2018. This may be followed by targeted archaeological evaluation trenching. The surveys would inform mitigation, in the form of final scheme design choices and landscaping, and can help establish pre-construction archaeological investigation strategies. Information relating to these aspects will be included as part of the Environmental Statement, to be submitted as part of the DCO application.

Further information is contained within chapter 6 of the Preliminary Environmental Information report.

## **2.3 Landscape**

There are 2 Conservation Areas (Queen Camel and West Camel) within 1 kilometre of the scheme, and the scheme also lies within National Character Area 140 Yeovil Scarplands. Visual receptors include residential properties, public rights of way, schools, recreational facilities, and several elevated views.

Despite the presence of the existing A303 within the landscape, there is potential for the scheme to lead to a reduction in the quality of local landscape character, particularly during the construction phase when additional machinery and materials would exacerbate the presence of a new feature in the landscape. Large scale construction works, construction traffic, construction machinery and site compounds would all be visible, forming new additions within the landscape and views afforded by local visual receptors.

The eastern end of the route would have a direct effect upon the designated Hazlegrove House (Grade II Listed) Registered Park and Garden, with views likely from elevated positions towards the scheme in the south. Given the sensitivity and proximity of a number of nearby receptors there are likely to be significant adverse effects upon landscape character and visual amenity during construction, whilst other receptors would be affected to a lesser degree. Best practice mitigation measures would be implemented as part of the Construction Environmental Management Plan to ensure adverse effects are reduced as much as possible, such as keeping a well ordered and tidy site, and limiting works to daylight hours in the most part, with any night works to be kept to a minimum.

Once operational, the scheme would be visible from local visual receptors such as residential properties and public rights of way, including those within villages to the south at West Camel and Queen Camel which are designated Conservation Areas. Views would be limited in some areas where the route would be in a cutting below the level of the ground either side of the carriageway, helping to hide the road. Screening planting would also help to conceal the new road, so that by year 15 after opening, it is considered that on balance there would be a Slight Adverse effect for both landscape character and the effects to visual receptors. Additional mitigation such as keeping street lighting columns to a reduced height and using directional lanterns will help to reduce impacts on nearby properties and the wider night sky. Further information is contained within chapter 7 of the Preliminary Environmental Information report.

The Environmental Statement will further address the landscape character and receptors, identifying likely changes in the view for each receptor, the magnitude of change experienced and the resulting significance of effect during construction.

## **2.4 Biodiversity**

Ecological designations within the vicinity of the scheme include 15 Local Wildlife Sites, and a Site of Special Scientific Interest (Sparkford Wood) located 1.3 kilometres (0.8 miles) north east of the scheme. There are 3 Special Areas of Conservation designated for bat populations within 30 kilometres (18.6 miles) of the scheme. These are shown within appendix A. There are valuable habitats and species of nature conservation importance present which could be affected by the scheme. Habitats present include ancient woodland, broad-leaved semi-natural woodland, species-rich hedgerows, and

calcareous grassland. Protected species present on site include bats, great crested newts, reptiles and badgers. Ecological surveys have been undertaken throughout 2017 and are on-going. These surveys and the associated on-going ecological impact assessment will help identify mitigation measures to reduce the magnitude of impacts through the development of a sensitive design and associated ecological and landscape master plan, and construction methodologies, which will safeguard the conservation status of populations through both the construction and operational phases.

A number of measures have been recommended to guide the design process and identify mitigation requirements for both the construction and operation stages of the scheme. However, these measures are not an exhaustive list and are likely to require a review following the completion of the survey and design work, and with the aid of ongoing consultation advice from Natural England. Best practice construction measures implemented through the Construction Environmental Management Plan, such as the sensitive timing of works to avoid breeding seasons, directional and low-level lighting, and the sensitive location of construction machinery with all vehicles switching off engines when stationary, would ensure that adverse effects are reduced as far as practicable. With these measures in place, and at this stage in the development of the scheme and ecological impact assessment, the overall significance of effect for biodiversity features is considered to be Slight Adverse during construction. This is due to the residual disturbance to protected species and the loss of habitats from vegetation clearance. Once operational, mitigation measures including the creation of replacement habitat for great crested newts and reptiles, planting of new hedgerows, trees and scrub and the provision of mammal underpasses where required would result in a Neutral effect.

This conclusion is informed by the surveys undertaken throughout 2017 and predicated on appropriate habitat enhancement and creation being included in the ecological and landscape master plan. The assessment is ongoing, with the full assessment results to be presented within the Environmental Statement. Further information is contained within Chapter 8 of the Preliminary Environmental Information report.

## **2.5 Geology and soils**

There are 2 Local Geological Sites located within 1 kilometre (0.6 miles) of the scheme (see appendix A). The completed scheme would not result in direct effects upon geology and soils once open to traffic, and it is subsequently considered that there are no significant adverse effects on geology or soils for the operational scheme. However, there is the potential for adverse effects on geology and soils related receptors from the proposed scheme during construction, including encountering contaminated materials within landfills / made ground during construction, mobilisation of contaminants and generation of contaminant transport pathways from site activities. Appropriate mitigation measures to limit or potentially completely remove these effects will be included as part of the Construction Environmental Management Plan to ensure adverse effects are reduced as far as possible. This mitigation is outlined in chapter 9 of the Preliminary Environmental Information report and includes measures designed to:

- protect soil structure and quality
- minimise waste generation
- protect controlled waters from both general site works and foundation works
- manage construction machinery and materials

- manage excavations and dewatering

The final mitigation measures set out in the Environmental Statement will be sufficient so that all identified effects to receptors are reduced as much as is reasonably practicable, within the constraints of the proposed scheme and in accordance with all applicable legislation.

## 2.6 Materials

There are a number of British Geological Survey Mineral Sites in close proximity to the current A303, as well as a Mineral Safeguarding Site, and several landfills. There is potential for significant effects due to material usage and waste arisings during construction of the scheme. Through reusing soil materials onsite wherever possible, there would be a reduction in materials required and wastes produced. In addition, materials to be used onsite would, where practicable, contain high proportions of recycled content. However, the proposed scheme would generate waste during construction which would need to be appropriately managed. To do this, a Site Waste Management Plan will be prepared for construction, which will consider the sourcing, transport, and use and disposal of waste materials in a sustainable manner. A Materials Management Plan will also be produced for the earthworks. This would ensure that excavated and imported materials comply with an earthworks specification which will ensure that the geotechnical and chemical composition is acceptable before being used on-site during construction.

The current assessment concludes that the quantity of material resources required to construct the scheme would be significant. Further assessment for material resources will be undertaken and presented within the Environmental Statement, based on further construction information and the final design. Due to the nature of the scheme, effects associated with materials and waste during operation are anticipated to be Neutral, as it is anticipated that there would be minimal requirement for material resources and minimal waste generation, besides infrequent maintenance activities.

## 2.7 Noise and vibration

There are 2 Noise Important Areas located within the footprint of the scheme on the existing A303 just to the east of Camel Cross and approximately 1.5 kilometres (0.9 miles) to the west of Howell Lane. The assessment of noise and vibration effects completed to date shows that the construction and operation of the scheme has the potential to give rise to both temporary and permanent noise and vibration at the sensitive receptors in the area. With best practice mitigation measures in place during construction which will be designed to reduce and screen noise from construction machinery and vehicles, this effect is considered to be on-balance Not Significant Adverse. Mitigation measures may include the selection of the most appropriate construction method and construction machinery / vehicles for the job, adequate maintenance of construction equipment, the position of stationary construction machinery with respect to sensitive noise receptors, local noise screening and the education of the workforce. Restrictions may also be placed on early / late delivery times.

Mitigation in the form of noise fences or noise bunds where required are being incorporated as part of the ongoing scheme design development. These measures,

along with low noise road surfacing will help to reduce the level of noise from road traffic once the road is open. An overall Not Significant Adverse effect is therefore predicted during operation.

Further information is contained within chapter 11 of the Preliminary Environmental Information report.

## **2.8 People and communities**

Potential effects associated with the proposed scheme upon people and communities including non-motorised users, amenity, severance, agricultural land, demolition of private property and associated land take, motorised travellers' views from the road and driver stress have been provisionally assessed. At this stage it is expected that there would be an overall Slight Adverse effect on people and communities during construction, due to the disturbance caused from the presence of construction machinery, temporary traffic management and associated delays. Construction stage effects for road users, pedestrian, cyclists and equestrians would be managed through the implementation of a Construction Environmental Management Plan and Community Relations Strategy, as well as the implementation of a Traffic Management Plan. These would ensure that construction is undertaken in a sensitive and considerate manner, with regards to people within the local community.

Once the scheme is operational, it is anticipated that there would be some benefits for non-motorised users through the provision of new facilities and safer access, although there may be some increase to journey times. Early consultation with Rights of Way Officers has been held, which has aided the further development of mitigation and enhancement opportunities for non-motorised users. This consultation is ongoing, and will further inform the design as it progresses.

Further detailed assessment for impacts upon private property and land will be carried out for the Environmental Statement. This will inform the final assessment of likely significance for people and communities. Additional information regarding the assessment undertaken to date is contained within chapter 12 of the Preliminary Environmental Information report.

## **2.9 Road drainage and the water environment**

There are 2 Water Framework Directive (WFD) waterbodies in the vicinity of the scheme. These are 'The Cary – source to confluence with King Sedgemoor Drain' which runs to the north of the scheme, and 'The Cam – Lower', located approximately 650 metres to the south of the scheme. There are areas of Flood Zones 3 and 2 to the north and south of the scheme, mainly associated with the Dyke Brook and River Cam. No likely significant effects on the water environment have been identified once the scheme is open to traffic. This is because the scheme is not located within a flood zone, and because sustainable drainage systems and pollution control measures will be incorporated within the drainage design. Sustainable drainage systems will manage and reduce the likelihood of flooding outside of the scheme and provide protection to surrounding watercourses from road run-off. However, a Flood Risk Assessment will be prepared to support the DCO application, which will be used to demonstrate that there is no increased flood risk as a result of the road being built, and to help further develop appropriate mitigation and the drainage design to ensure that is the case.

Best practice construction measures will also be included in the Construction Environmental Management Plan to ensure that there is no risk of pollution during the construction stage. Mitigation measures will include the storage of liquids, soils and powders appropriately away from drains and waters, and in secondary containment, in accordance with guidance provided by the Construction Industry Research and Information Association.

Further information is contained within chapter 13 of the Preliminary Environmental Information report.

## **2.10 Climate**

The effects of the scheme upon climate have been provisionally assessed, taking into account the greenhouse gases emitted through the materials used to construct the scheme, the greenhouse gases and carbon dioxide emitted during the life-time of the scheme, and the vulnerability of the scheme to climate change.

At this stage, it is anticipated that due to the quantity of materials required for the scheme, further assessment of the construction stage would be required using the Highways England Carbon Tool in conjunction with the Carbon Reduction Hierarchy to analyse the effect that the scheme has on the climate from construction stage emissions. This will be presented within the Environmental Statement. During operation, effects on climate are likely to result due to vehicle emissions from traffic using the road. This will be explored further as part of the assessment contained within the Environmental Statement.

In terms of the scheme's vulnerability to climate, during construction, Neutral effects are anticipated since it is not expected that substantial changes to climate will occur over the 2.5 year construction period. Mitigation measures within the Construction Environmental Management Plan, such as ensuring construction materials are covered when stored, and pro-active planning for extreme weather events, will reduce any adverse effects during construction. During scheme operation, there is the potential for scheme assets and environmental receptors to be affected by changes in climate such as from increased number of extreme weather events, hotter summers and wetter winters. This may result in changes to the maintenance of assets such as signs and signals, drainage systems and landscape planting. Whilst it is not currently considered that these effects are likely to be significant, the impact of this will be looked at in more detail for the Environmental Statement. Further information is contained within chapter 14 of the Preliminary Environmental Information report.

## **2.11 Combined and cumulative effects**

Combined effects result when several individual effects from a scheme have a combined effect on a receptor. Cumulative effects result when several developments together have a cumulative effect on a receptor.

The combined assessment has brought together the provisional findings of each of the topic chapters in order to identify and assess the combined effects of the scheme, and has been presented within the Preliminary Environmental Information report. At present, the residual combined effect during construction and operation is anticipated to be Not Significant Adverse, with the implementation of the mitigation measures included in the individual discipline chapters.

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The cumulative effects of the scheme in association with other existing or future major developments in the study area has also been assessed. The list of developments includes 1 mixed use development site in Sparkford (Former Haynes Publishing Site, planning application reference 16/00725/OUT), and 1 residential development in Ilchester (Land North of Troubridge Park, planning application reference 15/00024/OUT). Currently, the residual cumulative effects during construction as a result of all of the 'other developments' being implemented at the same time as the scheme would be anticipated to be Not Significant Adverse, as none of the other developments assessed have reported significant adverse effects. During operation, residual cumulative effects for the scheme would be anticipated to be Not Significant Adverse, as none of the other developments assessed have reported significant adverse effects.

Further detailed assessment of the combined and cumulative effects will be required as the scheme develops, to be presented as part of the Environmental Statement. The list of proposed developments to be included within the cumulative effects assessment will be reviewed and developed with South Somerset District Council's Planning Team to ensure that all necessary developments are captured as part of the assessment, and to ensure that construction start dates and lengths are fully understood. Further information is contained within chapter 15 of the Preliminary Environmental Information report.

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## 3 Public Consultation

### 3.1 Public Consultation

Highways England wishes to obtain the views of the public on the proposed scheme during the consultation period, 26 January to 9 March 2018. These views will be taken into account in finalising the design, refining the Environmental Impact Assessment and preparing the Environmental Statement. Responses can relate to the environmental information set out in the Preliminary Environmental Information report or to any other aspect of the proposed scheme.

The following methods can be used to contact Highways England and / or respond to the consultation:

- Attend a public consultation exhibition to meet the project team and complete a consultation questionnaire
- Complete the consultation questionnaire online at:  
[www.highways.gov.uk/Sparkford-to-Ilchester](http://www.highways.gov.uk/Sparkford-to-Ilchester)
- Collect a consultation questionnaire at 1 of the public viewing places (see list below) and return by post or by e-mail:
  - Address: A303 Sparkford to Ilchester Project Team, Highways England, 2/07k Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6HA
  - Email: <mailto:A303SparkfordtoIlchesterDualling@highwaysengland.co.uk>
- Call Highways England on 0300 123 5000 (9am to 5pm, Monday to Friday).

Consultation material explaining the proposal will also be available to view from 26 January to 9 March at the following community locations:

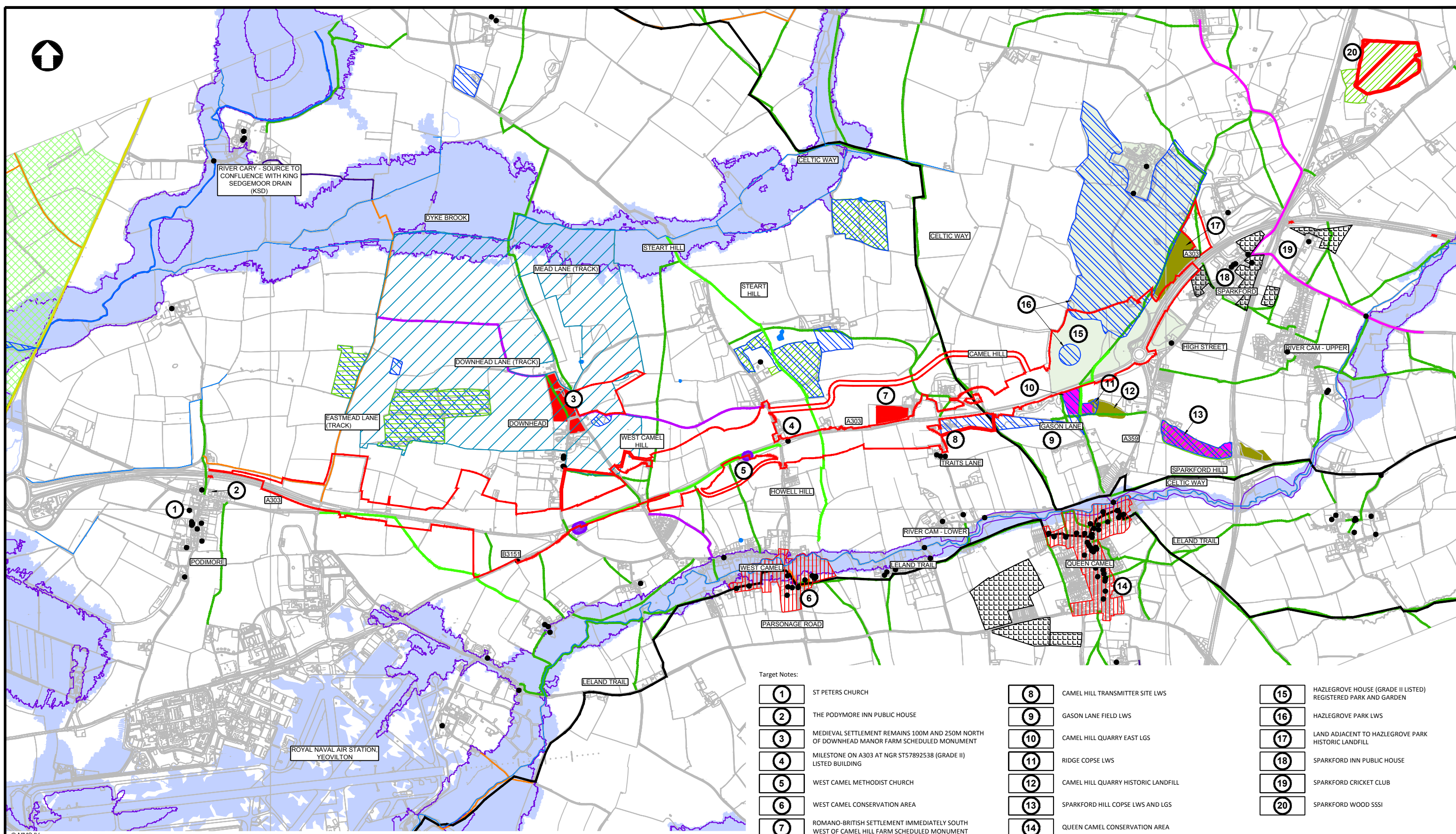
- **Wincanton Library**, 7 Carrington Way, Wincanton, Somerset, BA9 9JS
- **Yeovil Library**, King George Street, Yeovil, Somerset, BA20 1PYZ
- **South Petherton Library**, St. James Street, South Petherton, Somerset, TA13 5BS
- **Taunton Library**, Paul Street, Taunton, Somerset, TA1 3XZ
- **Somerset County Council**, County Hall, Taunton, Somerset, TA1 4DY
- **Martock Library**, The Shopping Centre, Martock, Somerset, TA12 6DL
- **South Somerset District Council**, Brympton Way, Yeovil, Somerset, BA20 2HT
- **Talltrees Community Centre**, 4 Taranto Hill, Ilchester, Yeovil, BA22 8JP

### 3.2 After the public consultation

Following the consultation period, a Consultation Report will be produced to summarise the views and comments received, and outline how they have been taken into consideration in refining the scheme. Highways England will include this report as part of the DCO application which is planned for submission in the summer of 2018. The Planning Inspectorate will decide whether the application meets the required standards to proceed to examination.

## **Appendix A – Environmental constraints plan**





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- Target Notes:**
- |  |   |   |
|--|---|---|
| <b>1</b> ST PETERS CHURCH  | <b>8</b> CAMEL HILL TRANSMITTER SITE LWS      | <b>15</b> HAZLEGROVE HOUSE (GRADE II LISTED) REGISTERED PARK AND GARDEN |
| <b>2</b> THE PODIMORE INN PUBLIC HOUSE   | <b>9</b> GASON LANE FIELD LWS                 | <b>16</b> HAZLEGROVE PARK LWS   |
| <b>3</b> MEDIEVAL SETTLEMENT REMAINS 100M AND 250M NORTH OF DOWNHEAD MANOR FARM SCHEDULED MONUMENT | <b>10</b> CAMEL HILL QUARRY EAST LGS          | <b>17</b> LAND ADJACENT TO HAZLEGROVE PARK HISTORIC LANDFILL            |
| <b>4</b> MILESTONE ON A303 AT NGR ST57892538 (GRADE II) LISTED BUILDING                            | <b>11</b> RIDGE COPSE LWS                     | <b>18</b> SPARKFORD INN PUBLIC HOUSE                                    |
| <b>5</b> WEST CAMEL METHODIST CHURCH   | <b>12</b> CAMEL HILL QUARRY HISTORIC LANDFILL | <b>19</b> SPARKFORD CRICKET CLUB  |
| <b>6</b> WEST CAMEL CONSERVATION AREA  | <b>13</b> SPARKFORD HILL COPSE LWS AND LGS    | <b>20</b> SPARKFORD WOOD SSSI   |
| <b>7</b> ROMANO-BRITISH SETTLEMENT IMMEDIATELY SOUTH WEST OF CAMEL HILL FARM SCHEDULED MONUMENT    | <b>14</b> QUEEN CAMEL CONSERVATION AREA       |   |

Scale @ A1:  
 1:10,000 0 500m 1000m

Client:

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**Key to Symbols:**

DRAFT RED LINE BOUNDARY	REGISTERED PARK AND GARDEN	SITES OF SPECIAL SCIENTIFIC INTEREST (SSSI)
NAMED WALKING ROUTES	HISTORIC LANDFILL	CONSERVATION AREA
FOOTPATH ALONGSIDE CARRIAGEWAY	PONDS, LAKES AND RUNNING WATER	SCHEDULED MONUMENT
FOOTPATH	LISTED BUILDING	LOCAL GEOLOGICAL SITE (LGS)
BRIDLEWAY	ANCIENT WOODLAND	FLOOD ZONE 2
RESTRICTED BYWAY	NOISE IMPORTANT AREA	FLOOD ZONE 3
CYCLE ROUTE		
FOSSE WAY		

**Scale @ A1:**

LOCAL WILDLIFE SITE (LWS) (SOMERSET ENVIRONMENTAL RECORDS CENTRE, JUNE 2017)	NATIONAL TRUST LAND	REGISTERED COMMON LAND
CANDIDATE LOCAL WILDLIFE SITE (SOMERSET ENVIRONMENTAL RECORDS CENTRE, JUNE 2017)	ANCIENT WOODLAND IDENTIFIED BY SOMERSET ENVIRONMENTAL RECORDS CENTRE	PROPOSED DEVELOPMENTS IDENTIFIED IN THE SOMERSET DISTRICT COUNCIL HOUSING AND ECONOMIC LAND AVAILABILITY ASSESSMENT

Project Title:  
**A303 SPARKFORD TO ILCHESTER DUALLING**

Drawing Title:  
**ENVIRONMENTAL CONSTRAINTS PLAN**

Scale @ A1:  
 1:10,000 0 500m 1000m

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