

**From:** [REDACTED]  
**To:** [A303 Sparkford to Ilchester](#)  
**Cc:** [REDACTED]  
**Subject:** Re: Further written submission from Queen Camel, Sparkford and West Camel PCs .  
**Date:** 03 January 2019 08:49:15  
**Attachments:** [Parish Council's response to PINS following Preliminary and First Open Meeting - 03.01.19 Final.pdf](#)

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Dear Ms Coffey and Mr Jackson,

Please find attached an amended version of our further submission with your initials inserted instead of Xs and please accept my personal apologies should this have caused either of you any offence.

Kind regards.

Les Stevens  
Clerk to West Camel Parish Council

On Wednesday, 2 January 2019, 10:03:38 GMT, Les Stevens <westcamelclerk@btinternet.com> wrote:

Dear Ms Coffey and Mr Jackson,

Please see the attached letter from the Parish Council's of Queen Camel, Sparkford and West Camel following the Preliminary and First Open Meetings held on 12th December 2018.

Yours sincerely.

Les Stevens  
Clerk to West Camel Parish Council

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## **PARISH COUNCILS OF QUEEN CAMEL, SPARKFORD AND WEST CAMEL**

Triscombe  
Fore St  
West Camel  
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BA22 7QW

clerk@westcamel.org.uk

2<sup>nd</sup> January 2019

Ms L Coffey and Mr R Jackson  
Lead Members of the Panel of Examining Inspectors  
The Planning Inspectorate  
National Infrastructure Planning  
Temple Quay House  
2 The Square  
Bristol  
BS1 6PN

Dear Ms Coffey and Mr Jackson,

### **Highways England approach to First Open Meeting**

On behalf of the Parish Councils of Queen Camel, Sparkford and West Camel, I have been asked to write to you to express our disappointment at the way Highways England's representative, Mr J Boswall, dismissed our concerns at the Preliminary and First Open Meetings in Yeovil on 12th December.

Highways England and their lead Consulting Engineer, Mott MacDonald, have known of our proposals for a parallel road and a simplified Hazlegrove junction design since the route option choice consultation a year ago, but have not attempted in our perception to enter into a realistic and meaningful dialogue, which makes Mr Boswall's inflexible approach at the hearing all the more unfortunate.

Mr Boswall claims that the changes we propose are "fundamental" and could not be accommodated within the current DCO application. We believe these changes are actually relatively minor, thereby allowing for changes, for the following reasons:

- In supporting 'Option 1' people also supported the simple 'dumb-bell' arrangement that featured on page 85 of H.E.'s own Technical Assessment report (TAR), this H.E. have changed after route selection.
- Both elements formed part of earlier designs by Veryards Ltd (1993) and latterly by Mott MacDonald (2005) themselves and are a matter of public record as achievable functional designs.

- The Parish Councils have supplied Mott MacDonald with much of the basic design requirement and highlighted the many advantage of providing a parallel local road in advance of main construction works. Mott MacDonald, have apparently, carried out a degree of design work on the two main areas of requirement already in order to compare costs etc. This in itself would limit design amendments to what we believe to be no more than a few weeks for each change.
- The parallel road is quoted by Highways England as costing an additional £9M, but when requested by the PCs, detailed costings of the multiple potential cost savings e.g. not creating and removing two 'haul routes' to transport excavate fill around the work site and the temporary 'Bailey Bridge' were not forthcoming.
- Our own estimate of the cost of building the parallel road are £4M which is more than recouped through not constructing the haul routes mentioned above and savings in not having to divert traffic during the construction phase. Also many hidden cost such as compensating existing businesses on the old A303 could be avoided altogether or at least mitigated potentially saving many millions.
- Provision of the parallel road would also overcome outstanding issues over access to Blackwell Farm and to the fields inaccessible to heavy agricultural farm machinery mentioned by Mr Dan Hewlett at the First Open Meeting.
- The Parish Councils, supported by Hazlegrove School and Heritage England believe that the current design of the Hazlegrove Junction is too complex and will exacerbate traffic volumes both in Sparkford High St and West Camel Village as drivers divert to avoid this junction. There are also real concerns regarding the safety of users of this junction and the excessive and unnecessary use of registered parkland.

We would be grateful if you could give those whom we represent an assurance that our concerns and suggestions will be taken seriously and we will not have to suffer the ill effects of Highways England's, as we perceived it, flawed design' for years to come.

Yours sincerely

*Les Stevens*

Les Stevens - Clerk to West Camel Parish Council  
On behalf of the Parish Councils of Queen Camel, West Camel and Sparkford.