

From: [Terry Philpott, Locum Clerk Queen Camel Parish Council](#)
To: [A303 Sparkford to Ilchester](#)
Cc: [REDACTED]
Subject: Submission from Queen Camel Parish Council
Date: 08 March 2019 20:14:37
Attachments: [QCPC A303 8 March 2019 submission.pdf](#)

Please find attached the submission from Queen Camel Parish Council

Regards

Terry Philpott

Locum Clerk, Queen Camel Parish Council

Sent from [Mail](#) for Windows 10

This email has been scanned by the Symantec Email Security.cloud service.
For more information please visit <http://www.symanteccloud.com>

Deadline 4 submission

Queen Camel Parish Council continues to encourage the project for the A303 from Sparkford to Ilchester to be made into a dual carriageway. Nevertheless we remain very disappointed by the apparent lack of recognition in Highways England's plans of the significant observations made in consultations. We believe that the points we have made on the design of the Hazlegrove junction and for a parallel road would fundamentally improve the scheme. We particularly endorse the submissions of Mr Bryan Norman and support the other neighbouring Parish Councils on these issues.

At the ISH1 hearing HE made the point that there was a minimum width for constructing an unclassified road which could form part of the suggested parallel road. Given this minimum width, HE contend that at the pinch point near the MoD site there was not room to build the parallel road as well as the dual carriageway. Our understanding of the regulations for road widths is that there can be discretion used, particularly if there are mitigating factors. Mr Norman has also gone into how the parallel road could be achieved in much more detail in his submission. Therefore we would request that HE review their observations on this and that they approach the MoD formally to acquire a strip of land.

Although it will come up for further consultation we are most concerned about the proposal for the widening of Blackwell Lane, with the historic listed Blackwell and Eyewell in the vicinity as well as the unspoilt rural setting along the river. If Traits Lane had access to the parallel road or even was linked from its northern end to Howell Hill by way of the service track, this would obviate the need to do anything in Blackwell Lane to allow large vehicles access to the farms.

We endorse all that has been said about the design of the Hazlegrove junction. A much more compact junction taking less land and being environmentally and economically more friendly would make clear sense.

Finally we have serious concerns about the absence of any detail on the Traffic Management Plan as, given the current proposals with the absence of a parallel road, Queen Camel and the other villages along the A359 to Yeovil are at high risk of being overrun by diverted and self diverting traffic. Such diversions will also seriously affect the other adjacent unclassified roads which will become rat runs when the A359 jams.

7 March 2019