

From: [Les Stevens](#)
To: [A303 Sparkford To Ilchester](#)
Cc: [Les Stevens](#)
Subject: Deadline 5 Answers to ExA ExQ2
Date: 05 April 2019 15:03:12
Attachments: [PINS ExQ2 - Parish Councils" Joint Response Final 05 04 19.pdf](#)

Please find attached a response to the ExQ2 written Questions issued by the ExA on behalf of the Parish Councils of Queen Came, West Camel and Sparkford.

Les Stevens

On behalf of the Parish Councils of Queen Camel, West Camel and Sparkford.

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Joint Feedback from Queen Camel, West Camel and Sparkford Parish Councils to PINS Written Questions (ExQ2)

Question No.	Question to:	Question	Answer
2.0.1	The Applicant	Parish Councils Proposal	Comment – we note the similarity with Case Law and are seeking professional Planning and Legal opinion on this matter.
2.5.5	SSDC / PCs	Bunds	We draw your attention to the omission in proposed bund provision mentioned by WCPC in (REP4 – 042) and point out that the alternative design proposed by Mr Norman and the Parishes would do away with unsightly bunds within the RPG by substituting mounds.
2.5.6	SSDC / PCs	Visual receptors Nos 14, 17, 25, 27, 28 and 38	The Parish Councils note that this query was raised by the SSDC Landscape and Heritage Officer and as such the Parish Councils have no further comment to make at this time.
2.6.1	The Applicant	Accepted Change <i>While it is appreciated that the alterations at the junction of Traits Lane with Blackwell Road are to facilitate the access to Blackwell Farm, it is understood that this junction forms part of the public highway network. Therefore, is the notation “New Private Means of Access” and in respect of the third “Private Means of Access to be Stopped”correct?</i>	Blackwell Lane Proposed Change - This comment and question raise further observations about the need for this planned ‘widening’ of the junction of Traits Lane and Blackwell Road. We have previously observed that the inclusion of a parallel road at the north end of Traits Lane would eliminate the need for the modifications at the south end with Blackwell Road as larger vehicles could access from the north. We reiterate this point, but we also add to this based on the Examiners’ observations. The south end turning has been used for many years by farm machinery and other vehicles for access to Traits Lane and, although a tight corner, the traffic has coped with all but perhaps the largest vehicles. However, any widening of this junction would require other improvements in Blackwell Road which would be inappropriate in a very rural setting and would encourage more traffic. We therefore see no reason for this junction to be modified as part of the A303 being dualled. Access should be maintained from the north end of Traits Lane for the largest vehicles. Keeping Blackwell Road as a quiet country lane with the listed Blackwell and Eyewell nearby is an important objective. We do not want this road to become more used by any form of traffic as

			it is a country road used by ramblers, cyclists and horse riders. We also refer you to attachment 10 from the original submission (AFP001) made by Mr B G Norman, which is a copy of the minutes of the QCPC meeting 10.09.18 which records residents' concerns.
2.6.3	The Applicant	The Bakery	Comment – surely this question appertains to each and every business impacted by the Applicant's proposed scheme e.g. Mattia Diner raised similar concerns at the first Open Hearing on 12 th December? A comprehensive plan detailing actions to mitigate the adverse impact on each and every business should form part of the Economic Assessment provided by The Applicant.
2.6.5	The Applicant	Effect on Local Communities	Comment – The three Parish Councils have been asking this question repeatedly over the last two years – without an acceptable answer. Supplementary Information West Camel – in their response (REP4 – 035) SCC provided some Traffic Accident Data, in particular pertaining to the Parsonage Rd Crossroads in West Camel. Further to comments in (REP4 – 042) we reiterate that this is <u>not</u> a definitive record, in so much as only RTAs attended by the Police are fed to SCC. Their records missed the last 3 accidents on 9/11/18, 15/11/18 and 17/12/18 (photos available of the last two) – NB the Police elected not to attend the RTA on 15/11/18 despite an ambulance attending and treating both drivers.
2.6.6	The Applicant	Hazlegrove Underbridge	Comment – Parish Council proposals separate NMU and slow moving Agricultural traffic through a separate short underbridge providing a much improved level of safety for all road users and horses in particular.
2.7.2	The Applicant	Parallel Road	Comment – The Parish Councils also noted the absence of this information at Deadline 4 – ref our response of 19/03/19.
2.7.3 2.7.4 2.7.5	The Applicant	Parallel Road	Comment – The Parish Councils wish to bring the approach taken on a very similar scheme in Cornwall where The Applicant agreed a number of 'exceptions' to road width in order to maintain a parallel road for local traffic. We refer to the 'A30 - Temple to Higher Carblake' scheme

			<p>https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR010014/TR010014-000184-9.04%20Departures%20from%20Standard%20Report.pdf</p> <p>A similar approach is proposed in the DCO process for another A30 HE scheme between Chiverton and Carland Cross –</p> <p>The quote below is an extract from the A30 Chiverton to Carland Cross, Cornwall, 6.2 Environmental Statement Chapter 2 The Project, 21/08/18.</p> <p><i>Clause 2.6.49 "The existing A30 trunk road would be downgraded to county road status (detrunked) between Chiverton and Carland Cross. Approximately 12.7km (7.9 miles) of the existing A30 route would be downgraded to county road status, with maintenance liability transferred to Cornwall Council. The existing road will connect with a number of realigned sections, at Chybucca, Zelah and Carland Cross, providing a local road connection between Chiverton, Chybucca and Carland Cross and maintaining connections for the local communities and side roads"</i></p> <p>This is a total parallel link road.</p> <p><i>Clause 2.7.32 "The traffic management will reduce the temporary lane widths to at least 3m and temporary speed limits may be implemented to ensure safety of construction operations and road users."</i></p> <p>This can be achieved at the MOD Station.</p> <p>Viewing the A30 documents we believe that Arup, the Engineers, have done a far more comprehensive job than Mott Macdonald.</p>															
2.7.6	The Applicant	NMU Routes	<p>Observation – we note from the SoCG document between HE and the DIO that the proposed Bridleway around the MOD Camel Hill property has been agreed to be downgraded to a footpath effectively severing the Bridleway network!</p>															
2.7.8	The Applicant	Sparkford High Street	<p>Supplementary Information Sparkford - data from SCC SID traffic monitors in High St –</p> <table> <tr> <td></td> <td>Jan 17.</td> <td>Feb 17.</td> <td>Aug 17.</td> <td>Sept 17.</td> </tr> <tr> <td>M.</td> <td>1491.</td> <td>1451.</td> <td>1524.</td> <td>1353</td> </tr> <tr> <td>T.</td> <td>1536.</td> <td>1481.</td> <td>1492.</td> <td>1554</td> </tr> </table>		Jan 17.	Feb 17.	Aug 17.	Sept 17.	M.	1491.	1451.	1524.	1353	T.	1536.	1481.	1492.	1554
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2.8.1	The Applicant	Climate Change	Comment – we refer to our response (REP4 – 042) which queries whether some of the new supporting road network is proposed to drain via Howell Hill into the River Cam. Any exacerbation in climate change would logically have an adverse impact on this design error.
2.9.1	The Applicant	Cumulative Effects	Comment – in addition to the developments highlighted by SSDC in (REP4 – 037), the Parish Councils would also wish to bring to the Inspectors attention a very large proposed development on the A359 south of Mudford Parish and Yeovil Without Parish of 700+ houses at Primrose Lane, which will access the A303 through either Queen Camel (East bound) or West Camel (West bound).