

From: [REDACTED]
To: [A303 Sparkford To Ilchester](#)
Subject: Deadline 7 submission on A303 Sparkford to Ilchester
Date: 30 May 2019 17:41:22
Attachments: [QCPC A303 Deadline 7 submission .docx](#)

Please see the Deadline 7 submission on behalf of Queen Camel Parish Council.

kind regards

John Brendon, Councillor

[REDACTED]
Queen Camel Parish Council makes every effort to handle personal information in accordance with the General Data Protection Regulations (2018). For details see the [Queen Camel Parish Council Privacy Notice](#) published on the website.

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

Queen Camel Parish Council

Deadline 7 submission to the Planning Inspectorate regarding the Sparkford to Ilchester dualling of the A303.

We note the recent joint submissions by the Parish Councils on behalf of Queen Camel, Sparkford and West Camel. We also note the submission by Mr Bryan Norman. We endorse both submissions.

We also wish to emphasise the need for the local parallel road adjacent (LPR) to the dualled A303 for two further reasons. Firstly such a road would obviate the need for any modifications to the Blackwell Road/ Traits' Lane junction as all larger vehicles wanting to access properties on Traits' Lane could get to Traits' Lane via the LPR. Secondly the absence of the proposed bridleway adjoining the MoD station between Traits' Lane and Gason Lane means that some (horse riders) NMUs will have no easy link between these two roads and will have a lengthy diversion, whereas if the LPR was included, this problem would be solved.

We also wish to bring to your attention that a traffic survey has been conducted in Queen Camel and the level of passing traffic has increased by over 4% since the last one conducted in 2017. A brief initial analysis of the new survey suggests that, if growth continues at the rate indicated, the east slip of the Hazlegrove junction will, at peak hours, not function properly as early as 2023 and be even worse by 2028. We believe that further surveys to establish precise data relating to the functioning of this junction should be made to enable proper consideration of its design capacity, unless of course the alternative design proposed by Mr Norman and the three Parish Councils is adopted which would cope with this anticipated increase of traffic.