

From: clerk@westcamel.org.uk
To: [A303 Sparkford to Ilchester](#)
Cc: clerk@westcamel.org.uk; david.warburton.mp@parliament.uk
Subject: Letter in response to the Secretary of State for Transport's letter of 21st July - please forward to Ms Nicola Kopala
Date: 04 August 2020 11:25:29
Attachments: [A303 Response to DOT letter 21 07 20 Final 04 08 20.pdf](#)

Dear Sir / Madam,

The three Parish Councils of Queen Camel, West Camel and Sparkford wish to highlight an omission in the questions addressed to the Applicant in the SoS's letter of 21st July 2020.

Unfortunately the direct response email address referred to in Ms Nicola Kopala's letter wasn't included in the letter – would you please be so kind as to forward this email and attachment to Ms Kopala for her attention.

Could I ask that you also confirm that this letter has been forwarded as requested.

Many thanks for your kind assistance in this matter.

Regards

Les Stevens

Clerk to West Camel Parish Council

Tel [REDACTED]

Web site – www.westcamel.org.uk

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Queen Camel, West Camel and Sparkford Parish Councils

Natasha Kopala
HEAD OF TRANSPORT AND WORKS ACT UNIT
DEPARTMENT FOR TRANSPORT
ZONE 1/14-18
GREAT MINSTER HOUSE
33 HORSEFERRY ROAD
LONDON
SW1P 4DR

4th August 2020

Dear Ms Kopala,

A303 Sparkford to Ilchester Dualling Scheme.

The three Parish Councils of Queen Camel, West Camel and Sparkford supported by their consultant Mr. Bryan Norman (BSc Est Man), (collectively the 'PCs') welcome and wholeheartedly applaud the letter of 21 July from the Department of Transport (DoT) to Highways England (HE) published on the National Infrastructure Planning website.

They also take great heart from the Examining Authorities' very comprehensive report detailing the many shortcomings of the current HE designs for the Sparkford to Ilchester A303 dualling scheme.

One single area the PCs would like to bring to the Ministers attention, is our serious concern about the environmental and road safety consequences of the poor design of the Hazlegrove junction.

Since the choice of the route was announced, this has been a controversial issue with HE, even before the formal consultation period. At the opening of the public examination counsel for HE said that any change to the junction would involve HE withdrawing this application for a DCO.

The PCs, nevertheless, have felt it necessary to continue proposing a more functional and less costly solution to take account of the problems which would be caused to local users by the present scheme. This position has been reinforced by the fact that Fairhurst, consulting engineers, have advised on the superiority of the PCs' scheme. Other than the statement at 10.5.1 in the Examining Authority's report, there is little information on the vital issue of the layout of the Hazlegrove junction and the operational effects of the scheme in terms of junction capacity and journey time dis-benefits.

We request the Secretary of State note the following and additionally invite HE to comment on the following points:

1. HE ignored answering the question asked by the PI in Action 12, 2.4.3, relating to traffic at the East on road slip. HE's comments related to the school turning, where no problem exists. The East on slip turn is where the problem will be, with peak hour congestion and safety issues being created. This is fully explained in Mr Bryan Norman's reply of 22 November to the DoT's letter of 5 November 2019.

Queen Camel, West Camel and Sparkford Parish Councils

2. The extra journey distances are recorded at JExA 10.4.29, but the resultant 780,000 kms (not miles) and extra 190 tons of CO2 cost to local users is not noted.
3. Full design parameters were provided by Bryan Norman and Fairhurst in replying to Action12 and Deadline 6.
4. Less damage would be caused to the RPG (SSDC 5.5.6)
5. Many NMU concerns would be addressed and local connectivity improved.
6. There would be substantial cost savings.

We believe that the HE proposals for the Hazlegrove junction are not in accordance with NNNPS regarding safety and good design.

We are aware that requiring change to the junction design would probably mean the refusal of the DCO and the need for a new one to be submitted, but the local damage of the present proposal is too great, in the opinion of the PCs, to be ignored.

We do not believe, as we said in our letter on 22 November 2019, that the delay caused by submission of a fresh DCO design, would have any overall impact on the timetable to complete the dualling of the A303 from the M3 to the M5 and would deliver a scheme with enhanced cost, economic and local community benefits that such a scheme should deliver.

We will comment on the other matters raised in your letter of 21 July when we have seen HE's reply.

Yours sincerely



Les Stevens

Clerk to West Camel Parish Council on behalf of Queen Camel and Sparkford PCs and Mr Bryan Norman (BSc. Est Man).

cc. Planning Inspectorate, David Warburton MP.