

From: [REDACTED]
To: [A303 Sparkford to Ilchester](#)
Cc: [REDACTED]
Subject: Comments on Applicant's document regarding Sparkford to Ilchester A303 improvements
Date: 26 August 2020 08:20:47
Attachments: [image001.png](#)

Dear Sir / Madam

Thank you for the opportunity to comment on the applicant's submission in response to the Secretary of State's appraisal of the Development Consent Order.

I represent the family members and business of Camel Hill Farm, which owns and farms most of the adjacent land north of the A303, between Sparkford Roundabout and Steart Lane. My unique reference is SPIL – SFP137.

My comments are as follows:

1. Regarding the 'Parallel Local Road' issue discussed in Chapter 6 of the response:
Whilst I am sympathetic to the general principle put forward by the parish; **please do not try to solve this by taking more land to the north of the current A303, or using the lane to our properties at Camel Hill and Vale Farm.** The current proposals will have a huge impact on our properties and the farm business. Our experience so far is that the compulsory acquisition procedure is inadequate in compensating for losses of amenity, time and emotional stress caused by the development. We therefore do not want any further road development on our property. We are not supportive of a Parallel Local Road unless it is to the south of the current carriageway.
2. I agree with the comments about the risk of anti-social behaviour caused by the carriage way to the Mattia and Filling station. I think it is a shame that more effort wasn't made to purchase the Mattia and Filling station, so that it could be taken down and made into woodland. This would improve the landscape, and the views from Hazlegrove Park, add habitat value to the woodland on Camel Hill, and would have saved effort in retaining an otherwise pointless carriageway from Sparkford roundabout. *Please note that I have no idea whether this option was explored and what the opinions of the owners would be. Perhaps this is something which could be added on to the project as an enhancement through the Designated Funds scheme.*
3. The weight given by the Secretary of State to Non motorised users is not proportionate in my opinion. From a map, it looks as though the proposals are cutting off existing routes. However, these routes are seldom used because of the difficulties in crossing the current A303. I think the SOS may have been swayed by affective lobby groups for bridleways etc. I think it is a shame that the applicant didn't put more pressure on the MOD, to give up their land at Camel Hill to create a route. The site appears to be under used, and I suspect if the right approaches were made (at a higher political level), it might have been sold. Also, I don't know why a simple cycle lane wasn't added adjacent to the proposed carriageway. However in summary, I don't believe the scheme will have a negative impact on NMUs and the SOS was unfairly critical of the application.
4. In conclusion: Whilst we think that the current design got many things wrong, *(Mattia carriageway, loss of woodland at Hazlegrove, curious design of Hazlegrove*

junction, retention of Sparkford roundabout, inadequate cycle lane along carriageway, the Haul Road): It also got many thing right. We are therefore broadly supportive of the scheme going ahead as designed. The continued delay of the scheme is causing us problems in our business, and we are very much looking forward to the project being over with, so we can get on with our lives and enjoy the benefits of an uncongested A303.

I would be happy to discuss any of these issues further, if anyone wants to get in touch.

Yours Faithfully.

Ben Turner

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<http://camelhillfarm.co.uk/>