

**From:** [REDACTED]  
**To:** [A303 Sparkford to Ilchester](#)  
**Cc:** [REDACTED]  
**Subject:** Combined Answers to PINS Questions (ExQ1 20/12/18) on behalf of Queen Camel, West Camel and Sparkford Parish Councils.  
**Date:** 22 January 2019 11:51:00  
**Attachments:** [PINS ExQ1 - Joint Response v1 21 01 19.pdf](#)  
[PINS ExQ1 - Joint Response v1 21 01 19.docx](#)

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Dear Sir / Madam,

On behalf of the Parish Councils of Queen Camel, West Camel and Sparkford, please find attached answers to the questions posed to individual or combined PCs and a few others where the PCs have a view to share.

I have provided a Word version to facilitate ease of compilation.

Kind Regards.

Les Stevens

Clerk to Combined 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 (ExQ1)

Question No.	Question to:	Question	Answer
1.0.6	Parish Councils	Neighbourhood plans?	<p><b>QCPC</b> is in the final stages of the preparation of a neighbourhood plan and the draft is with SSDC for review, prior to consultation. The plan should be given full weight as any matters relating to or connected with the A303 are unlikely to change.</p> <p><b>WCPC</b>- do not have a neighbourhood plan.</p> <p><b>SPC</b> – do not have a neighbourhood plan.</p>
1.1.17	Many	d) are there better alternatives involving different land takes?	See Written Submission from Mr Bryan Norman on behalf of the three neighbouring Parish Councils and Hazlegrove school
1.1.26	Parish Councils	Diversion impact on Heritage assets?	<p>We think the cross-reference is to APP-067. We believe that the construction of the parallel road would mitigate the need for haul roads and any damage they will inflict. Also the parallel road will limit the likelihood of diversions through the Queen Camel Conservation area so mitigating any potential problems. Further as there is currently a 7.5 tonne weight limit on traffic along the A359 will suitable electronic surveillance equipment be installed to ensure that any diverted traffic is only below the weight limit? Post construction the parallel road will also help provide alternative routes if there are problems on the A303. Similarly there is an environmental 7.5 tonne weight limit through West Camel passing many of the Heritage Assets. Much will depend on the mitigation measures proposed in the <b>as yet unpublished TMP</b> and how rigorously HE propose to 'police' this plan?</p> <p>The Milestone Heritage Asset (MM30) could be re-sited on the parallel local road in a similar position?</p>
1.1.27	Sparkford PC	Listed Buildings in High St SP potential impact	<p>a) The increase in traffic flow would harm the tranquil setting of the listed buildings, and an increase in HGVs could physically harm the fabric of a listed building through traffic-induced vibration, particularly for fragile fabric, that close to the edge of the road and where there is an uneven road</p>

			surface such as road humps and similar traffic calming measures. The setting of the listed building would also be harmed by inappropriate traffic calming measures, i.e. highway lighting, signage, lining, bollards and build-out.
1.1.28	The Applicant SSDC Historic England	Listed Milestones	a) This historic milestone could be re-sited on the parallel local road in approximately the same position which would facilitate reasonably safe access to the many interested individuals who specialise in visiting such items?
1.1.33	The Applicant SSDC SCC	QC Bridge 7.5 tonne limit	Similarly questions need to be asked about Wales Bridge and WC Bridge both of which have environmental 7.5 tonne weight limits in place. Actual strength of Wales Bridge is unknown? Relevance is due to the inevitable 'rat-running' through these areas during A303 closure periods.
1.1.34	Affected PCs	Celtic Way	<p>The Celtic Way starts in Pembrokeshire to reach the Bristol Channel where the route crosses the Severn Bridge walkway then links with established footpaths in England to the Wiltshire Avon on its way to Windmill Hill, Avebury, Silbury Hill, West Kennet Long Barrow and through this designated Heritage Landscape to Stonehenge. From here it is possible to walk across the Hillforts of Wessex to <a href="#">Glastonbury</a>. There is a continuation from Somerset down to Penwith in Cornwall, and <a href="#">St Michael's Mount</a>, following routes across <a href="#">Exmoor National Park</a>, the Celtic Way Exmoor Option and over Dartmoor.</p> <p>In Queen Camel it crosses the parish in a north/ south direction from Blackwell Ln ascending to Camel Hill (using existing footpaths that are due to be diverted) before progressing northwards towards Babcary. Recently announced NMU bride in this vicinity?</p>
1.4.24	Paul Griffiths	Noise suppressing Bunds additional locations?	SP PC passed on this question to Mr Paul Griffiths.
1.6.1	The Applicant	One dwelling in WC to be demolished?	Where is this?
1.6.5	The Applicant	Baseline – inc West Camel Davis Hall	WCPC did ask for these areas to be included?

		and Playing Field – not available?	
1.7.4	SP PC	DMRB?	Sparkford PC concede that the design probably does comply with the DMRB but is excessive in scale (long east-bound slip) and environmentally unsound in its excessive use of Registered Park Land.
1.7.9	The Applicant SSDC SCC	Suspending 7.5 tonne weight limit	Also applies to WC and probably Wales as diverted traffic will 'rat-run' through these two communities during A303 closures.
1.7.10	Cliff Baker	Traffic Count	Passed to Mr Baker by WCPC.
1.7.12	The Applicant	Traffic Mitigation in SP & WC through the DCO Process	Fundamental area of disagreement – exacerbating an already high level of traffic is unacceptable. Large road scheme should be providing improvement!
1.7.13	The Applicant	B3151 – A303 Jcn – traffic increase in a 'Do Minimum' scenario	Nonsense – East-bound traffic doesn't use this junction it 'rat-runs' through Bridgehampton and Queen Camel to join the A303 at Sparkford!
1.7.14	SSDC SCC PCs	CoMMA Report? Are we happy that it contains sufficient information?	This report is hard for a layman without detailed professional support to comment on. Could the parishes be provided with an expert to assess it for them who is independent of HE? Also many of the assumptions made do not accord with actual driver behavior (see 1.7.13 above). Many of the figures have mysteriously changed from earlier versions and in some cases were withheld from public scrutiny (formal complaint from WCPC).
1.7.15	The Applicant	Sparkford High Street – is mitigation required?	Sparkford Parish Council are seeking formal mitigation tied into the 1000 vehicle movements per day forecast in the CoMMA report.
<b>GENERAL COMMENT</b>			Many of the questions asked by the Planning Inspectorate would be resolved by the inclusion of a parallel local road and a simplified design of the Hazlegrove interchange.