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**Subject:** A303 Sparkford to Ilchester Dualling  
**Date:** 08 March 2019 21:17:15  
**Attachments:** [AKT Response to Deadline 4 \(LS\).docx](#)  
[AKT 7.pdf](#)  
[AKT 8.pdf](#)

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Dear PINS,

Registration Identity Number 20015173

I attach my Deadline 4 submission including a Summary, narrative responding to Written Representations following Deadline 3 submissions together with documents headed AKT 7 & 8.

Please acknowledge receipt.

Regards

Allan Keith Tingey

[REDACTED]

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# **A303 Sparkford to Ilchester Dualling**

## **Project TR010036**

**Allan Keith Tingey**

Registration Identity Number 20015173

Resident of West Camel for 33 years.

### **Deadline 4**

### **Summary**

This submission is to challenge the response given by the Applicant to the issue of the Parallel Road and the Expressway as recorded in "Deadline 3 Submission - 9.11 Responses to the Local Impact Report, Written Representations and comments on responses to the ExA's Written Questions" published on the 11/2/2019.

I have repeated their comments in red type and my comments follow in black type.

The big issue with the parallel road is the pinch point. This project has been considered by Highways England since 2015 and it is self-evident to virtually everyone that the way to resolve the problem is to approach the Crown Estates/MOD to secure a modest amount of their land, which is not encumbered with actual MOD Signal Station apparatus, to facilitate what surely must be appreciated as a solution to the problem. Highways England have been reticent to approach Crown Land/MOD for years and proclaim that any approach now would affect the programme for the Project. How disgraceful not to have even tried or accepted support offered by David Warburton, the Member of Parliament for the area.

### **Provision of a Parallel Road.**

Clause 1.3.7

PLRs are often employed as a solution to the loss of local connections caused by improvement schemes. They follow roughly the same corridor as the original road and provide the local road connections and direct accesses to adjacent property that are disrupted by the trunk road upgrade. Whilst provision of a continuous PLR can be an advantage, particularly in providing for local connections which are stopped up by upgrading the trunk road, they are not considered essential and not every trunk road improvement scheme is required to include one. The Applicant continues to stress that that the scheme is being designed as an all-purpose trunk road; no vehicle types will be banned.

The Parallel Local Road (PLR) is perceived by the Applicant primarily as a loss of a local road connection. Studying my previous submissions will reveal that the construction of the PLR at the outset of the Dualling Project will provide substantial benefits to the Contractors in simplifying the

transporting of excavated material from the cuttings to the embankment locations. It will prevent the need to have minor and major Traffic Management issues by creating a continuous highway whilst the new construction work is carried out to the north of it. It will save all the Land Take required for the Projects haul roads because they are not required at all if the PLR I adopted.

The temporary land take for the south haul road is approximately 10,600M<sup>2</sup>, for the north haul road it is approximately 21,230M<sup>2</sup>. This does not include the areas of land over which the haul roads will traverse that are purchased for permanent use. The haul roads are 12 metres wide and will require construction to withstand the constant passage of 40 tonne fully loaded dump trucks moving a reported 400,000 tonnes of excavated material. The PLR will require 12,000M<sup>2</sup> of permanent land take.

The DCO red boundary lines will require minor re-alignment in Field 5/11a shown on APP-005 drawing DR-UU-2021 and to create the wedge-shaped piece of land at the MOD Signal Station. This change is minor compared to that already contained in the Applicant's existing amendment of the principle compound West of Camel Cross shown on APP-005 drawing DR-UU-2018 C02.

Reference has been made recently to the PLR not meeting current highway standards regarding width of carriageway and verge. The existing A303 that runs from the B3151 towards the Podimore slip road does not comply either although it has proved quite adequate for several years. The width is approximately 6.80 metres and the verge particularly on one side is barely a metre. If this sizing is acceptable so far on the existing road it surely will be adequate for what will be in real terms a relatively short life span as the temporary substitute A303 before it does become the local road. As a local road after completion of the dualled road this and the retained de-trunked A303 could conceivably become the B3151 from Ilchester to Sparkford.

When the Project is completed it is acknowledged that the PLR will be just that, BUT additionally it will provide a means of significantly reducing the length of any detours that would be necessary should the new dualled road be closed for whatever reason.

#### Clause 1.3.8

PLRs require additional land-take and therefore require careful and sympathetic design particularly in rural areas. The provision of a new single carriageway in addition to the new dual carriageway in the same corridor can also constitute over-development, especially in rural locations

This PLR requires a modest amount of new land take. The haul road to Howell Hill currently takes more land than will the PLR. At the eastern end at Traits Lane it traverses the area currently designated for the Compound, so this is, apart from the two small new areas mentioned in 1.3.7 is already taken by the Applicant.

Between Blackford and Holton, some 6 kilometres east of Sparkford there are two locations where the PLR (both retained former A303 and replaced connectivity) is immediately adjacent to the dualled highway in a rural location.

#### Clause 1.3.9

Approximately half of the proposed scheme length is covered by a PLR. The majority of local roads and accesses have been connected to these PLRs and onto the nearest available junction with the A303. For the majority of accesses, the retained sections of former A303 carriageway enable access to the local road network and onto the next adjacent junction of the A303. Along with the provision of some additional local roads and access tracks, the scheme enables access to the local road

network and the A303 at either the B3151 and A359 junctions. A continuous parallel non-motorised user (NMU) route has also been provided using a mixture of dedicated paths, mixed use tracks and local road verges

It states that the majority of local roads and access have been connected to the retained PLR and the balance have been catered for by non-motorised user route. By inclusion of this section of PLR all connections of roads and accesses will be maintained. This will have the effect of providing Gason Lane and Traits Lane with full connectivity and eliminating the requirement for separate construction work for Blackwell Lane.

#### Clause 1.3.5 and 1.310

The design has been progressed to accommodate constraints which cannot reasonably be removed, including a scheduled ancient monument and an operational Ministry of Defence site. The Applicant has engaged productively with the Ministry of Defence on its proposals however that does not mean that the Ministry would make any other land available, especially land in use as and immediately adjacent to the operational site. The Parish Councils' proposal simply does not reflect the reality of Highways England's inability to acquire and / or use Crown Land unless the Ministry of Defence consents and the risk to the programme that inclusion of such land would represent.

The horizontal alignment of the existing A303 is not compatible with modern geometric standards, and so the alignment of the proposed dual carriageway will be straighter than the existing road. Given that the existing road could not be used as part of the dual carriageway, the alignment of the preferred route (when first conceived as Option A2) was therefore deliberately aligned either slightly north or slightly south of the existing carriageway for much of its length. Although this was prompted by geometric design reasons, it was also seen as an opportunity to retain as much of the existing carriageway as practicable for local use. Due to land constraints at Camel Hill however a continuous PLR between the B3151 and A359 has not been possible (see paragraph 1.3.5 above).

The alignment of the proposed dual carriageway at the western end of the route has in fact been moved south over the existing road during the period between the initial Public Consultation notice, publication code PR103/16 and the subsequent one as a means of saving £5,000,000. It was NOT therefore "seen as an opportunity to retain as much of the existing carriageway as practicable for local use" as has been stated.

The land constraints at Camel Hill, firstly the Scheduled Ancient Monument is totally accepted as being conclusively not available for encroachment. Secondly the operational Ministry of Defence site. The Applicants assertion that it has engaged productively with the Ministry of Defence on its proposals but has not produced any evidence. We do know, of course, that if the Applicant do approach the Ministry of Defence, as they did in a meeting on the 6<sup>th</sup> February 2018 as recorded in APP-161 and submit drawings, as they did on the 9<sup>th</sup> March 2018 that some 4 or 5 weeks later the MOD did give approval for the use of some of their land amounting to 2052.30 M2 for footpath use. This is approval for roughly more than 10 times of the area that is required to facilitate the introduction of the PLR. The risk to the programme is totally spurious. Our local MP, Mr. David Warburton at a meeting of the 31<sup>st</sup> May 2018 held at the Davis Hall, West Camel, offered his services to progress the matter with the MOD but this was rejected by the Applicant.

#### 1.3.11.

Scheme development has followed Highways England's 7 stage Project Control Framework (PCF). The scheme is currently in PCF Stage 4, having progressed through the previous three stages between October 2015 and July 2018. Each stage included a period of design development culminating in at least one design fix intended to take account of feedback and observations from the previous stage. Buildability advice was obtained from Highways England's delivery supply chain at each stage. Stages 2 and 3 included public consultation exercises. The development of the Application has repeatedly reviewed and re-considered PLR provision for this scheme, particularly with regard to consultation responses.

It is difficult to understand how buildability advice received by the Applicant could reasonably conclude that the provision of the PLR would not provide substantial benefits to those offering the buildability advice, namely the Contractors. Buildability is the concept of identifying obstacles before a project is actually built to reduce or prevent errors, delays and cost overruns. Surely a contractor who is provided with the facility of loading his haulage machine and providing it with a straight run from pick up to deposit is going to favour that to having on the one hand to haul significantly further using temporary (constructed and repairable) haul roads using traffic marshals and traffic signals and on the other hand having firstly to construct a Bailey bridge and ramps and thence for his vehicles to traverse the bridge and again use traffic marshals. This does not seem like common-sense.

#### 1.3.15

The proposed Option 1 (the current scheme) route crosses the existing carriageway at two locations; Canegore Corner and Camel Hill. The two crossings at Canegore Corner and Camel Hill present an obstacle to the development of a continuous PLR between the B3151 and A359.

This is incorrect. Only in the Applicant analysis does Camel Hill present a problem to the PLR providing a continuous route between B3151 and A359 which is rejected.

#### 1.3.16

Construction to the north of the proposed A303 at Camel Hill would encroach into the Camel Hill Scheduled Monument. When consulted on this prospect Historic Buildings and Monuments Commission for England (HBMCE) advised that they would not support such a proposal. Constructing to the north of the proposed dual carriageway was therefore rejected

As stated above this statement is accepted.

#### 1.3.17

Construction to the south of the proposed A303 would encroach into an operational site currently owned by the Ministry of Defence. Highways England do not have powers of compulsory acquisition over the Ministry of Defence, and as such any scheme requiring the use of this land would be reliant on the successful acquisition of it by agreement, of which there is no guarantee of a successful outcome within required timescales for delivery of the project. In addition, there is a high potential for buried services to be present within the communications site, and the fact that it is a designated local wildlife site weighs against development of this land

This has been dealt with in 1.3.10 above. On reading the Applicant comments it begs the question 'well why not ask them'. Any buried services are no doubt well documented and would be dealt with like other services on the Project if indeed they exist. The designated local wildlife site does not appear to have weighed against the development of the land regarding the 2052.30M2 acquired for the footpath/bridleway,

### 1.3.18

At the end of PCF Stage 2 Option 1 was selected as the preferred route. The principal reasons why Option 1 was selected in favour of Option 2 were that it minimised land-take, minimised construction in an unspoilt rural setting as the route follows the existing corridor very closely, was preferred by stakeholders and most of the local community, has less impact on biodiversity, and is the shortest of the 2 options so will provide the best journey time. It was decided that reliance on acquiring Ministry of Defence land through agreement to accommodate a continuous PLR presented a high risk in terms of the project's programme, and construction to the south of the dual carriageway was therefore rejected.

The Applicant was prepared to decide on the reliance of acquiring Ministry of Defence land through agreement to accommodate the footpath/bridleway but were not prepared to follow the same reliance for the benefit of constructing a Strategic Road and eliminating as far as possible the inconvenience of thousands of travellers using the A303 daily due to inevitable road closures and diversions during the construction process.

### 1.3.19

The preferred route decision took full account of the limitations of Option 1 in respect of its ability to accommodate a continuous PLR between the B3151 and A359, and of the comments made during the non-statutory consultation and buildability review. However, whilst there are potential benefits, there are also expected to be disbenefits, and it may not have been possible to satisfactorily mitigate the adverse environmental impacts of Option 2.

The Applicant recognises that there are potential benefits and also disbenefits, but it is hard to understand why saving on land take, reducing disruption to the travelling public and potential cost savings cannot outweigh the disbenefits to this Project.

### 1.3.20

In February 2018 the potential for a PLR at this location was again reviewed in response to Statutory Consultation feedback. A highway and PLR arrangement aligned such that it did not encroach into the Scheduled Monument to the north was produced, which demonstrated that an area of land approximately 5 metres wide and 100 metres long would be required from the MOD site to allow a PLR. Despite the relatively small size of this plot, the risk to the project of not being able to secure it by agreement within the required timescales was considered to be unacceptable, and so a continuous PLR between the B3151 and the A359 was again rejected.

In February 2018 the Applicant reviewed the PLR with Statutory Consultation feedback. It was not known precisely what area of the MOD site would be required although all my submissions from as far back as November 2017 had indicated that it would be a relatively small wedge shape taken from the north western corner of the MOD site. Current clarification provided by Fairhurst, Transport Planning Engineers, shows, as the Applicant states that an area of land 5 metres wide maximum and 100 metres long would make the PLR viable. Note that the Applicant reviews took place in February 2018 precisely the time that they were engaged with the MOD for acquiring the land for the footpath/bridleway. Failure to raise the request for this small area of land at that time for the PLR is clearly negligent.

### 1.3.21 = 1.3.29

The Applicant seeks to explain the various degrees of change that can be made to the application. Changing locations of field entrances is fine, that has little or no bearing on anything. Changes that can be beneficial to the whole Project, having been allegedly considered but rejected for whatever reason, cannot be pursued or the Project is withdrawn by the Applicant. Minor or non-material changes within the red line and do not need further environmental information are fine. It is submitted that as the vast majority of the PLR is well within the red line and on land that will have been scrutinised from all environmental angles that the PLR is a viable proposal. It has been considered over previous months and therefore a design to some extent will or should have already been established.

It is noteworthy at 1.3.25, that because **the Applicant** is compelled to make a material change involving relocation of red lines substantially, involving new land, new land owners and submission of totally new environmental information. **The Applicant** is themselves asking the Examining Authority to determine whether this is a material change.

1.3.25

Material changes are substantial changes to the scheme which do not go so far as affecting the substance of what has been applied for. The determination of what is or is not a material change ultimately lies with the Examining Authority, although Applicants are expected to address this question in asking for changes. In this case, the Applicant has notified an intention to make a material change to an accommodation work and the construction compound location. This change is clearly material as it requires the amendment of the Red Line Boundary (RLB) of the scheme, the inclusion of new land and therefore new affected landowners and the submission of further environmental information. The change, however, does not go to the substance of the scheme as it does not amend the fundamental elements (which are the provision of the dual carriageway and associated connections between Sparkford and Podimore) of the design and layout shown in the indicative drawings and assessed in the ES.

The material change required here is for the relocation of the Compound previously between the existing A303 and the B3151 and now to be further west against the south side of the existing A303. It is still a source of wonderment that the main accommodation, material and plant storage area would be sited on the land which is at the south side of the existing highway which will continue to be fully used for a large part of the programme period and more importantly is totally disconnected to the area of primary construction (see AKT 7 attached). APP-005 drawing DR-UU-2018 shows Work No 10 within the existing DCO red boundary line. Work No 10 is at the correct side of the majority of construction operations and can readily be serviced by vehicles carrying substantial quantities of aggregates and tarmac approaching on the eastbound carriageway from the A37 the main source of supply of such materials. If area Work No 10 is not available, then it is suggested that other locations adjacent should be investigated.

## **Expressway**

1.3.37

There are repeated references to expressways and future-proofing this road for expressway status. Any future alteration of, or upgrade to, the strategic road network is out with the scope of this application. An expressway standard has not yet been published. The design of the current scheme has been cognisant of the emerging requirements, however there is no proposal or funding in place to apply the standard retrospectively to the design when it is published.

**The Applicant** states that an expressway standard has not yet been published. In Highways England 'Strategic Road Network Initial Report' dated December 2017. There are numerous references to the A303 a Planned and potential expressway. At page 59 (see AKT 8 attached) there is an illustration of the features of an expressway. Save for the signage being blue instead of green and a Traffic Officer Service it appears that there is little to stop this very short section of trunk road being upgraded to be compliant with expressway proposals.



AKT 7

PLEASE NOTE THE OS DATA DISPLAYED IS IN ADHERENCE

③ CONSTRUCT PHASE I  
EASTBOUND CARRIAGEWAY

① EXISTING A303  
REMAINS IN USE UNTIL  
PHASE I OF NEW EASTBOUND  
CARRIAGEWAY COMPLETED

USE THIS AREA  
AS THE COMPOUND

WHY HAVE PERSONNEL,  
VEHICLES, PLANT +  
MATERIALS CROSSING  
A + B WITH A303 BOTH LIVE  
TRAFFIC WHEN VAST  
MAJORITY OF WORK IS ON THE  
OTHER SIDE OF BOTH

WHEN ③ COMPLETE  
ALL A303 TRAFFIC TO  
DIVERTE ONTO NEW  
CARRIAGEWAY

KEY:  
--- PROPOSED CLEARWAY EXTENTS ON TRUNK ROAD  
--- EXTENTS OF EXISTING CLEARWAY IN BOTH DIRECTIONS TO BE REVOKED ON TRUNK ROAD  
--- DEVELOPMENT CONSENT ORDER BOUNDARY  
--- PARISH BOUNDARY  
--- T5 TONNE  
--- EXCEPT F

NOTES:  
LETTERED REFERENCES RELATE TO THE EXTENTS OF EACH ELEMENT AS DESCRIBED IN SCHEDULE 3.

KEY:  
--- PROPOSED CLEARWAY EXTENTS ON TRUNK ROAD  
--- EXTENTS OF EXISTING CLEARWAY IN BOTH DIRECTIONS TO BE REVOKED ON TRUNK ROAD  
--- DEVELOPMENT CONSENT ORDER BOUNDARY  
--- PARISH BOUNDARY  
--- T5 TONNE  
--- EXCEPT F

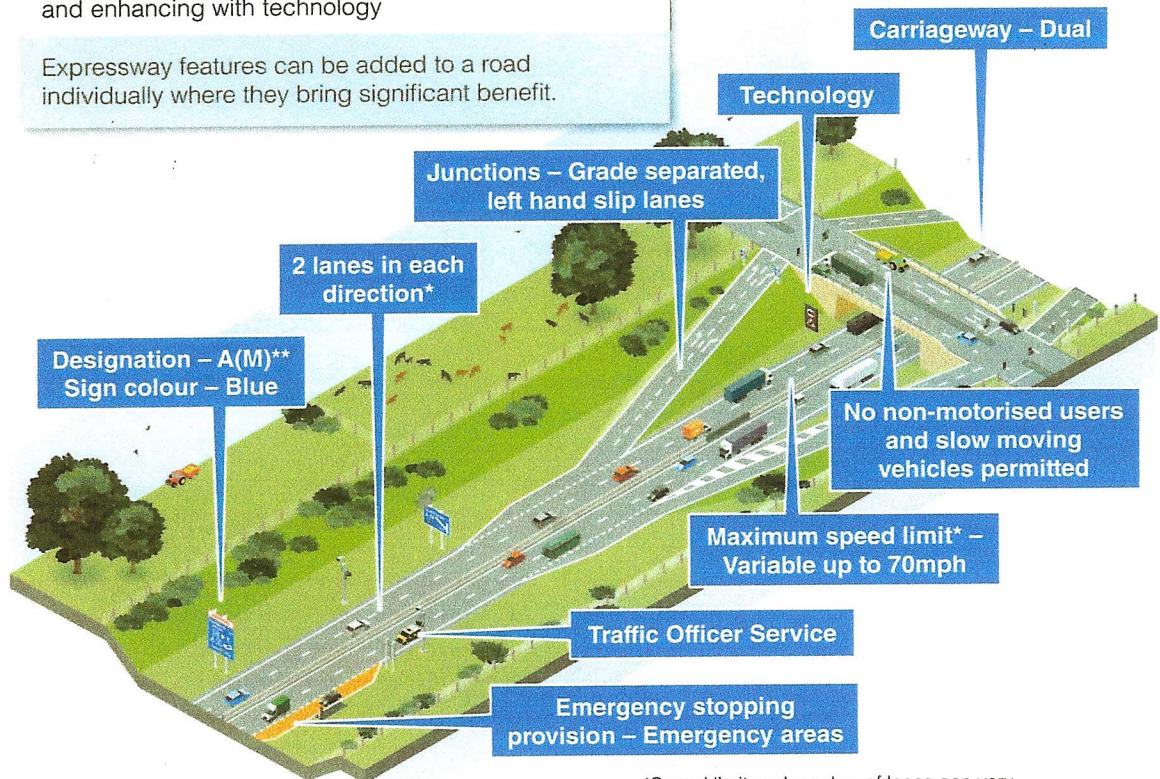


# AKT 8

## Proposed features of an expressway

Motorway performance achieved by upgrading A-roads and enhancing with technology

Expressway features can be added to a road individually where they bring significant benefit.



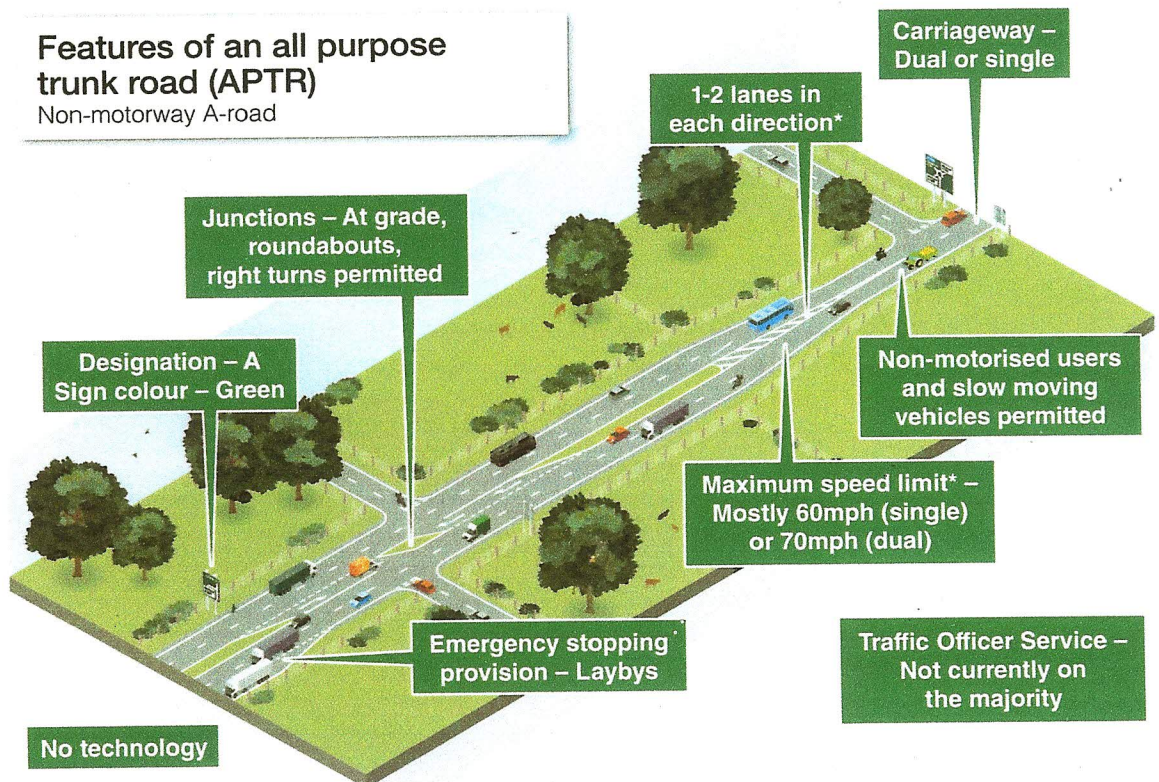
Diagrammatic

\*Speed limit and number of lanes can vary

\*\*Some A(M) roads are conventional motorway, e.g. A1(M)

## Features of an all purpose trunk road (APTR)

Non-motorway A-road



Diagrammatic

\*Speed limit and number of lanes can vary