

**From:** [REDACTED]  
**To:** [A303 Sparkford to Ilchester](#); [REDACTED]  
**Subject:** Deadline 2 Submission  
**Date:** 23 January 2019 17:23:11  
**Attachments:** [Inspectors presentation Summary.docx](#)  
[Inspector presentation - Parallel Road.docx](#)  
[AKT 1.pdf](#)  
[AKT 2.pdf](#)  
[AKT 3.pdf](#)  
[AKT 4.pdf](#)  
[AKT 5.pdf](#)  
[AKT 6.pdf](#)

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A303 Sparkford to Ilchester Dualling  
My Registration Identity Number: 20015173

Dear PINS,

I attach hereto:-

- 1 Summary of Written Submission
- 2 Written Submission together with 6 attachments.

I have not entered a request to speak at the Scheduled Hearings but would very much hope that it would be possible to enter into dialogue with Highways England and their Designers to develop the contents of my submission.

Regards

A 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.

**Summary of Written Submission**

As soon as Option 1 was chosen in October 2017 I obtained a copy of the plans of proposals of the 1990's scheme and drew a line that was to show the route of a southern link road to join the part of the existing road that had been severed by the new dual carriageway, it made common sense. This has become the Parallel Road which has so much going for it in terms of making the construction of the new scheme much easier (traffic away from construction), cheaper (a substantial amount of land shown within the DCO Red Boundary is no longer required), quicker (closure of local roads can be reduced), less disruptive (closure of the road will not be required as much as would have been the case), and has been generally accepted by the local communities as a must have requirement.

I believe that the attached maps to my Written Submission, AKT 2,3 & 4 show clearly the ease with which the Parallel Road can be accommodated into the Scheme.

Removal of the planned Downhead and Camel Cross junctions in a 6-kilometre length of carriageway between two major junctions enables upgrade to Expressway with minimal cost. Savings can be allotted to new link road between Podimore Roundabout and the B3151 at RNAS Yeovilton Base giving a more resilient local road network with the retained A303 and Parallel Road. Any forced closure of the dualled road would have a suitable relief road, this is clearly illustrated in AKT 5.

The Hazlegrove junction design is not user friendly, uses too much land and can be re-designed to achieve results that are more in keeping with existing highway designs, providing good safe access to Hazlegrove School and for users of the existing Services site and those entering the local road network.

The planned compounds are at the wrong side of the planned Dual Carriageway starkly emphasised by Highways England's suggestion that bridges over the A303 would be used.