

## **A303 Sparkford to Ilchester Dualling** **Project TR010036**

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Resident of West Camel for 33 years.

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

Highways England stated that they were aware of the call for a Parallel Road for some time and it therefore is extremely disconcerting that they have not recognised the benefits that flow from its inclusion.

From Howell Hill to Traits Lane the existing road is naturally lost due to the alignment of the new carriageway. A new link between these two points is fundamental to the viability of the construction of the new carriageway and the ultimate retention as a local road network. There are disadvantages with this requirement but there are advantages that far exceed the downside in respect of saving in costs to the public purse, resilience, and benefit to the local communities.

A letter dated the 19<sup>th</sup> July 2018 from Highways England (HE) to West Camel Parish Council referring to the 'alternative proposal' and comparing the projected cost of their Scheme and the proposed alternative (See AKT 1 attached). This letter identifies a) Construction, b) Land, c) Non-recoverable VAT, and d) Risk. Importantly it does not say that the 'alternative proposal' is not possible but, in their view, increases the cost of the Project overall by £9,000,000 which they would not countenance.

An analysis of costings shows that there was no attempt to offset the value of savings that would flow from the introduction of the Parallel Road.

Looking at AKT 1, the cost of the construction is £6.8M, it is noted that this included diversion costs of statutory undertaker apparatus, however, APP-006 2.3 Work Plans, Drawing DR-UU-2034 indicates that there will be minor re-alignment of proposed work identified as WORK NO. 45, 46, 47 and 48 where the Parallel Road joins the top of Howell Hill and WORK 72, 76 and 79 at the MOD Signal Station, therefore no cost implications of significance between the two schemes.

Looking at AKT 1 the cost of land is given as £600,000. The only additional outright acquisition is 370 metres of varying width to provide a straight section of new road, together with a further say 7 metres width for the whole length and to provide the bellmouth junction at Howell Hill (See AKT 2 attached). The road will use the land which has already been acquired for the construction of the tracks for Accommodation Works and Public Right of Way (Tracks 6 & 7) and for the compound and haul road. (See AKT 3 attached)

Looking at AKT 1 the cost of Non-recoverable VAT is approximately 10%.

Looking at AKT 1 the cost of Risk is 18% giving an uplift of £1.5M. If there is any risk, it should be minimal as the only area that has possibly not been investigated is the 370m strip of newly required land.

### **Adverse cost impact on Designed Scheme**

Cost of additional land between 5/3f and 7/1c shown on App-005 2.2 Land Plans, drawings DR-UU-2021 & 2023 NOTE Part of this land is haul road and the proposed compound for site accommodation adjacent to Traits Lane are already acquired for use temporarily to be reinstated after the project is completed. The haul road will not be required however, and the site accommodation site is totally in the wrong location (subject of a separate representation below). The additional new acquisition outside the Development Consent Boundary will be between 5.9c and 5/13b some 370 metres, (See AKT 4 attached).

Construction of a new carriageway 1,000 metres long overall and 7.3 metres wide with verge, from Howell Hill and joining the existing A303 at the MOD Signal Station. At Howell Hill there will be a bellmouth junction where it joins the already designed re-aligned A303 to form a priority A303 road, with Howell Hill as the subsidiary road. At the MOD location it will blend into the side of the existing A303 carriageway.

Drainage is already provided at the base of the embankment, but it will be necessary to provide additional pipework to larger diameters to form an attenuation system to prevent any increase in surface water discharging into Howell Hill and thence to the River Cam.

Light obscuring barrier fencing to the new dualled carriageway adjacent to the MOD Signal Station (fencing currently allowed for Accommodation and Right of Way Tracks 6 & 7 referred to on APP-009 2.6 General Arrangement Plans drawing DR-UU-2065 & 2066) can be used elsewhere.

It can be constructed without, but, it would be extremely beneficial if a 'wedge' of land 90 metres long starting from zero and widening to 4.50 at Traits Lane amounting to 202.50M<sup>2</sup> could be acquired from MOD Crown Estates. It is understood that they would be amenable to this arrangement.

It will require additional Consultant Fees in carrying out detailed production of new outline drawings created on CAD. Regarding investigation the only totally new area is the 370-metre section between 5.9c and 5/13b on drawing DR-UU-2021.

Slight deviation of the designed line of the dual carriageway to be detailed in the new CAD drawings, work would still be within the Development Consent Order Red Boundary. This deviation is notified by Fairhurst, their drawings are part of Bryan Norman's Written Submission and these drawings have also been shared with HE & Mott MacDonald.

## **Benefits over the Designed Scheme**

The Parallel Road can be constructed without affecting the existing A303 traffic for most of its length and should be progressed immediately. The re-alignment of the existing road link with Howell Hill and this new road would be completed expeditiously and would reduce the planned closure of Howell Hill from 18 months to less than half that time.

Connecting to the existing A303 at both ends is assisted by there being central shaded zones in the existing carriageway at Hill View, Sparkford Road, West Camel and adjacent the MOD Signal Station. This creates a further lane which can be used by traffic whilst the current inner used lane is coned off to provide a safe working area for the work force and enable the new carriageway to join the existing seamlessly. Protection of the Contractors Workforce is paramount whilst maintaining the benefit of continuous traffic flow.

The Parallel Road can, for the main part, follow the existing terrain thereby reducing the quantity of costly earthworks.

Comparison of costings between the HE designed scheme and the proposed Parallel Road show that contrary to a £9M extra cost to the Project there would be a saving to the public purse based on purely looking at construction. Adding into the mix savings in driver stress, savings in substantial extra journey distance and time when diversions occur and savings to the local communities of the scourge of additional traffic the overall saving in monetary terms is not quantifiable but is substantial.

- The access to the three fields will be formed directly from the Parallel Road as they are at present from the A303 thereby eliminating the need to construct new tracks for accommodation works and field access. Tracks 6 & 7.
- Traits Lane and Gason Lane can be reconnected to the Parallel Road to provide local access after the main construction work has been completed. This will have the effect of eliminating the need for the construction of the new access road to Blackwell Farm (This being away from the main works site)
- Cost saving for creating hammerheads at Traits Lane, Gason Lane and the closure of the A303 by the fuel station.
- All existing businesses operating along the A303 are retained intact for continuing trading.
- Compulsory purchase of land for haul roads. The haul roads are approximately 2 kilometres long for the north and scaled at 27metres wide and 0.600 kilometres for the south scaled at 18 metres wide, using an area of 64,500M2. NOT REQUIRED
- Construction of haul roads requires removal of top soil placed to one side, excavation to suitable sub-base, geotextile covered with granular fill fully compacted. When they have ceased being used as haul roads they will be returned to their original condition by removal of a depth of the granular material, replacing the top soil and applying suitable seeding. NOT REQUIRED
- Construction of a Bailey bridge with concrete abutments and future removal. NOT REQUIRED
- Temporary traffic lights at Steart Lane and Howell Hill together with Traffic Marshalls to allow local traffic preference when heavy plant is using the haul roads. NOT REQUIRED
- Compensation to Mattia Café, Fuel Station, Bakery and Wayne's Bistro due to lack of business as a result of loss of passing trade. NOT REQUIRED

- Virtually eliminates disruption to the general flow of traffic on the A303. The prescribed diversionary route when the A303 is closed is via A359 Queen Camel, Marston Magna, Mudford, Yeovil (College Roundabout) and A37 to Ilchester to re-join the A303 just over 19 kilometres.

In addition to providing a local road after the new dualled road is completed it will provide a suitable diversionary route when the new road is closed for whatever reason. A distance from Podimore Roundabout to Sparkford Roundabout of less than 6 kilometres. The alternative Somerset County Council prescribed diversionary route has been from Podimore to Lydford crossroads, Castle Cary, Hadspen and Wincanton and vice versa a distance of about 25 kilometres.

The benefit during the construction of the new dualled road is that all Works will be totally to the north side of the retained A303 and the Parallel Road giving the Contractors unfettered access to their operations. As AKT 3 shows the fully loaded dump trucks can exit the source area of excavated material, i.e. the cutting and wild life ponds and travel along the route of the displaced A303 to discharge to the south or north to provide the sub-base for the new dualled carriageways.

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In respect of the pinch point at the MOD Signal Station, I draw attention to RR1-001 Comments on Relevant Representations – at RR-024 Clause 24.2. HE states that they would have to acquire land from MOD through agreement, this presents high risk in time of the Project programme and potential buried services. In APP 161, 8.8 Statement of Common Ground with Ministry of Defence at Table 1.1, Records of Engagement, confirms that an initial discussion took place on the 6<sup>th</sup> February 2018 regarding methodology of acquisition of land currently owned by Secretary of State for Defence and used by MOD Signal Station. One month later the 9<sup>th</sup> March 2018, by email, HE provided drawings demonstrating a parcel of land required for a footpath. On the 16<sup>th</sup> April 2018 MOD responded by email, details in Table 3.1 (should read 2.1). This gave approval. Appendix A giving the copy of the letter is not within the documentation. Drawing DR-UU-2023 identifies the land as 7/6a, the land involved amounts to 2052.30 M2.

On the 31<sup>st</sup> May 2018 a meeting took place at West Camel, (See AKT 6 attached) the Minutes of that meeting at 2.5, 2.6, 2.7 and 2.8 questions were raised regarding the use of the MOD land. At Minute 2.7 it was explained that acquiring Crown Land was a lengthy process. The timetable given above suggests to the contrary and confirms that no approach was made for the area required for the road.

The required triangular piece of land for the Parallel Road is **202.50 M2** one tenth of that required and approved for the footpath.

In view of the substantial benefits of the Parallel Road illustrated above it is somewhat surprising that HE did not raise this requirement when submitting their drawings on the 9<sup>th</sup> March 2018. The time problem identified by them as high risk is clearly not the case.

## **Junctions at Downhead and Camel Cross**

Highways England asserted in a meeting in West Camel on the 31<sup>st</sup> May 2018 that the east bound junction was for local traffic, however, at a later point confirmed that it was for RNAS Yeovilton. This correctly acknowledged the agreement recorded in APP.061 8.8 Statement of Common Ground with Ministry of Defence at Table 2.1 where it confirms that the Ministry of Defence requested a junction at Camel Cross and Highways England's response was that a junction had been provided. It is the case that most local residents do not want an east bound junction. Presently they access the A303 east bound via Queen Camel to the Sparkford Roundabout. If the Parallel Road is adopted the journey will be directly using that road to the Hazlegrove Junction, saving traffic from the overcrowded High Street at Queen Camel.

Heavy slow-moving vehicles are introduced to the fast-moving traffic rising up the steepest section of the dualled road at Downhead, a dangerous and unnecessary arrangement when the use of the Parallel Road would feed this traffic into the system at either Podimore or Hazlegrove Junctions.

(See AKT 5 attached) Why would traffic heading east bound exit the A303 via this junction to find its way over the bridge and head west bound along the retained A303 and thence on the B3151 to RNAS Yeovilton? See the following presentation regarding the Podimore Link.

Non-local traffic currently travelling along the A303 and using either Plowage Lane or Howell Hill would still naturally use this junction and be fed onto the unclassified roads through West Camel, a route they currently use when travelling from the A37 and A372 from the north west heading towards the A359 and B3148 to the south east, and vice versa. The traffic from the south east area would not use this junction to travel east bound.

Elimination of the Downhead Junction and the Camel Cross junction at this stage will facilitate the potential for the scheme to be developed as an Expressway now or certainly without unnecessary costly works in due course.

As a result of the elimination of the Downhead junction there would be no requirement for the mini-roundabout where it joins the retained A303 as only local traffic would use this route, a simple bellmouth junction would suffice. As this is sited where the west bound lay-bye is located it would be possible to create a coned off area adjacent to the operations to protect the work force, closing the lay-bye and using it as the west bound lane whilst the bellmouth junction is formed.

Elimination of these junction would save a significant amount of money.

## **Podimore Link**

The title of this project is A303 Sparkford to Ilchester Dualling and it is noted that the actual works extend from Sparkford to connecting to the existing dualled road somewhat east of Podimore. I appreciate that this is probably regarded as outside the Inspectors remit, but I sincerely believe that for the benefit of all road users this proposal is worthy of detailed consideration.

A valuable link road from Podimore Roundabout through to the B3151 could and should be developed concurrent to improve the viability of the local road network. This road will be constructed sooner or later in any event and clearly it should be carried out now and not wait for the eventual re-routing of the A303 to form a dualled continuous road at the Podimore Roundabout location.

See AKT 5, the road would seek to use the exit slip from Podimore Roundabout to the Services area but would strike a route initially following the existing field boundaries and ditch line to the east of the Flood Zone 2 and then strike a straight route to the B3151 by the RNAS Yeovilton base about 1 kilometre.

By carrying out this work concurrent with the A303 dualling project it would ensure high quality roads from Podimore Roundabout through Camel Cross along the retained A303 and the Parallel Road through to Sparkford Roundabout and thence back onto the A303 dualled route. In times of closure of the dualled carriageway this would provide an acceptable alternative and save long distance diversions as stated above.

It would provide the alternative route for the non-local traffic heading from the North West (A37 and A372) towards the South East (A359 and B3148) and vice versa, prevented from using an east and west bound junction (removed as discussed above).

Savings made by removing the Downhead Junction and Camel Cross Junction would go some way towards the cost of this extra section of road.

There are two major benefits from this proposal, firstly the removal of the introduction of slow moving traffic entering the dualled high speed road, some of it being Heavy Goods Vehicles and Farm Vehicles, secondly the conversion, if it is not done at the outset, which of course it should be, would make it somewhat easier at a later stage of the upgrading to the trumpeted status of Expressway.

## **Hazlegrove Interchange**

The HE Designed junction has always been regarded by many as complex, not user friendly, requires too much land take and is un-economic to the users. Mr Bryan Norman in collaboration with Fairhurst has produced a scheme which eliminates these issues raised here.

The diagonal underbridge whilst having a 4-metre-wide footpath for NMU is not, I would suggest, suitable for horses particularly as it is almost 60 metres long and receiving a high volume of traffic to and from the dualled highway and users of Hazlegrove School. The provision of an underbridge from Sparkford Roundabout to the north side of the A303 for east bound on and off traffic and access to Hazlegrove School and a further smaller underbridge providing access to Camel Hill and Vale Farms will provide far superior provision for the NMU's. These two underbridges will be more economic to construct than the designed diagonal underbridge.

Mr Bryan Norman's detailed analysis of the layout and usage of this interchange and his resultant proposal has a great deal of merit and warrants proper appraisal and adoption.

## **Contractor Compounds**

As highlighted in the construction of the Parallel Road described above, the Contractor will be able to operate totally to the north of traffic flow on the existing A303. It is incredulous that the designated site for the main Accommodation Contractor Site set-ups (2 No.) are being placed to the south of the new Works - even if the Parallel Road is not accepted. All personnel, plant, movement of materials to and from the compound will have to interrupt the flow of traffic on the A303 to gain access to the Works area.

RR1-001 Comments on Relevant Representations, at RR-024 Clause 24.6, HE states that several buildability assessments have taken place, but buildability is based on making the process as simple and effective as possible. HE states "A temporary bridge is likely to be used to allow construction traffic to travel from one side of the A303 to the other" that doesn't sound simple or economical. The provision of these bridges would have to be at both compounds and represent a saving if the compounds are sited to the north of the new scheme.

The compound at the top of Traits Lane is totally unacceptable as a location because of the sloping nature of the bulk of the site requiring, no doubt, reshaping to accommodate the site cabins, storage of materials, vehicle parking, etc.

The compound at Camel Cross between the existing A303 and the B3151, identified as 2/5b on APP-005 2.2 Land Plans, drawing DR – UU – 2018, is further away from the action. The more appropriate location would be, it is suggested, to include the land identified at 2/3b on drawing DR – UU – 2018 and to use the whole area within the Development Consent Order (red) boundary. This area is immediately adjacent to the main Works for Administration accommodation, storage of Plant, materials, etc. Much of the material deliveries will be via the A37 and will immediately access the compound to the far west of the Project from the retained dualled A303.

This land at Camel Cross can then be used for receiving the surplus surface water from the dualled road. This area has a ditch to the west which could receive controlled release of water and return the field readily to usable farmland. This arrangement would, it is suggested, placate the Naval Station because the water would be there for a limited time and therefore not attract the bird life that the proposed wildlife ponds will do.

The Camel Cross attenuation suggested will save the costs of the creation of the wildlife ponds No 2 & 3 together with their associated additional pipework as included in the Designed Scheme by HE.

## Traffic Management

Traffic management will be greatly enhanced by adoption of the Parallel Road explained above. HE asserts that there will be little traffic interruption during the construction period taking place principally only on an evening and at weekends.

RR1-001 Comments on Relevant Representations at RR-024 Clause 24-7 states “A Traffic Management Plan (TMP) is being developed in consultation with Somerset County Council and will eventually contain measures for the implementation of temporary traffic diversions.”

I would anticipate that the east bound carriageway at the western end will be constructed immediately as the planned levels indicate little in the way of significant ground work and will quickly provide the access into the suggested compound area recommended above. Being constructed first to Camel Cross, a temporary diversion road then to direct traffic from the retained A303 onto this new carriageway will enable the existing westbound road to be removed, reshaped and reconstructed. The re-opened link to Downhead can be joined here also.

At the section between Conegore Crossroads and the fuel station on the eastern section over Camel Hill, the disruption to traffic is perceived to be very problematic. Construction of the westbound carriageway on the embankment south of the quarry can be carried out to some extent and the east bound section to follow on but the management of traffic by the MOD Signal Station becomes fraught due to significant changes in levels between each of those carriageways and the retained closed off section of the A303 at the fuel station. It is evident that rather than overnight temporary closures more prolonged closures will be inevitable. The introduction of the Parallel Road will eliminate this conundrum.

As stated above, the distance of diverted traffic is significant from Sparkford to Yeovil and back to the A303 at Ilchester and vice versa for traffic following the prescribed route. Clearly, as experienced on a regular basis by the local communities, lots of traffic of all sizes do not follow the prescribed route and seek alternatives through villages on unclassified roads, a recipe for disaster.

Allan Keith Tingey

### Associated documents

- |       |  |
|-------|--|
| AKT 1 | Highways England letter dated 19 <sup>th</sup> July 2018                                 |
| AKT 2 | Map showing additional land take for Parallel Road                                       |
| AKT 3 | Map showing Parallel Road  |
| AKT 4 | Map showing Parallel Road with minor DCO red line changes                                |
| AKT 5 | Map showing New Link Road at Podimore forming viable relief route if new A303 is closed. |
| AKT 6 | Minutes of Meeting held at West Camel on the 31 <sup>st</sup> May 2018.                  |



AKT 1



Our ref: HE551507-MMSJV-VSS-000-CO-ZH-0052

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Acting Project Manager  
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Thursday 19 July 2018

Dear Les,

### A303 Sparkford to Ilchester dualling scheme

Thank you for your letter of Thursday 12 July 2018. I appreciate that it is some time since we last met, and that the Parish Council had hoped to receive answers to the questions we took away from that meeting before now. I can only apologise that it has taken this long to respond, and reassure you that it is certainly not our intention to withhold information from the Parish Council.

### Alternative proposal costs

The table below includes the output of the commercial estimate prepared by Highways England comparing the current proposed design with West Camel Parish Council's proposed alternative. These are the costs which we discussed at our meeting of Thursday 31 May 2018. It is worth noting that this includes an updated outturn cost estimate for Highways England's proposal; the estimate has been revised down to £171m from £180m, based on our most recent design. Please note that this figure should **remain confidential** between Highways England and the Parish Council until it becomes publically available at the time of our DCO submission later this month. I hope that you will appreciate this sensitivity, but I felt that it would be best to share this with you in advance of the submission.

	Cost of element (£m)	
	Option 1	Proposed alternative
Historical Costs	4.9	4.9
Development and monitoring	9.4	9.4
Construction (including diversion of statutory undertaker apparatus)	104.5	111.3
Land	12.7	13.3
Non-recoverable VAT	13.5	14.3
Risk	26.1	27.6
Total	171.1	180.8

The construction duration for both assessed routes remains the same, at 30 months. Our buildability contractor advised us that they felt there would be no net benefit to construction duration for the proposed alternative design, and that in fact this could increase the

construction duration. In the interest of consistent and fair assessment we made the decision to keep the durations the same, though I understand that this may not be what the Parish Council had wanted to see.

Highways England remains confident that the scheme proposed is the right solution. I would reiterate that the Planning Inspectorate (PINS) will soon be requesting relevant representations, including from the Parish Council, and this will be the Parish Council's opportunity to ensure that this issue is considered by the nominated inspector.

### **Traffic calming**

I would be very happy to provide figures showing our analysis of the impact of traffic calming measures on the number of vehicles passing through West Camel. As part of our initial assessment, Highways England carried out a test using the traffic model and adding a 20mph speed limit within the built-up area of West Camel (Fore Street, a section of Howell Hill and a section of Parsonage Road). This speed limit was used to represent traffic calming measures slowing the vehicles through the village. We have provided results from the average daily modelled flows on Parsonage Road, as this location captures the traffic using both Plowage Lane and Howell Hill to access the A303.

We carried out the test for a scenario in 2038 with the scheme in place, and compared these to the baseline 2015 annual average daily traffic (AADT). This was 1700 vehicles per day, which we expect to decrease to 1400 vehicles per day by 2038 without the scheme in place because higher flows on the A303 would make it more difficult for traffic to turn onto the main road. We expect that some traffic would therefore be likely to re-route through Podimore village.

With the inclusion of the scheme (with no traffic management), we expect this to increase to 2000 vehicles per day as the traffic would be able to access the A303 much more easily again. With the inclusion of the 20mph speed limit representing the impact of traffic calming to the scenario with the scheme, we expect the daily traffic level to fall to 1100 vehicles per day.

These are estimates, and it is possible that these figures will change once a proposal for traffic calming measures in West Camel has been developed. It would be helpful if the Parish Council could confirm its view of traffic calming measures as discussed at the meeting of Thursday 12 July. At that time we can begin agreeing with Somerset County Council the process to develop and install these measures.

### **Availability of land**

Your letter raised a potential discrepancy between the information presented on the availability of land for the parallel road proposal at our meeting of Thursday 31 May 2018, and our meeting with Queen Camel Parish Council of Thursday 21 June 2018.

I have checked the informal note of the meeting on Thursday 21 June 2018 provided to us by Queen Camel Parish Council, as well as the note that we provided to Queen Camel Parish Council. These are both consistent, and show that we discussed a requirement for Crown Land at the meeting. There has therefore been no discrepancy in the information presented to West Camel Parish Council and Queen Camel Parish Council. To be clear, we believe that the proposal for retaining part of the existing A303 as a parallel local road would require Crown Land. This would pose a risk to the scheme if relied upon.



If you have any further questions or comments in the meantime, please contact us on [A303Sparkfordtollchesterdualling@highwaysengland.co.uk](mailto:A303Sparkfordtollchesterdualling@highwaysengland.co.uk) or on 0300 123 5000.

Yours sincerely,



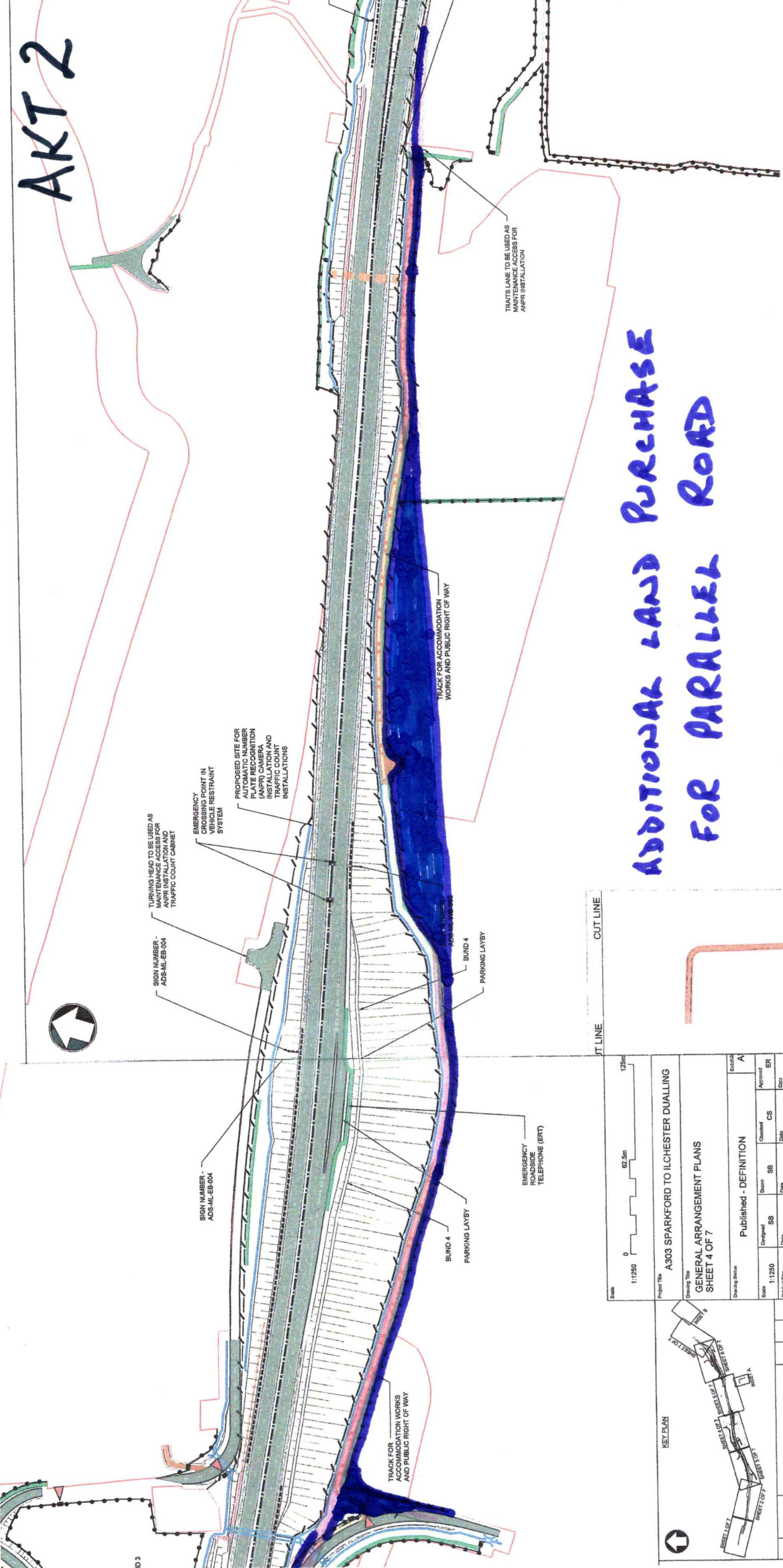
Elliot Hayes

Acting Project Manager

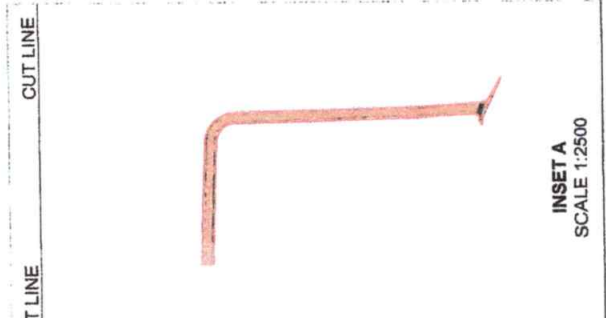
Email: [A303Sparkfordtollchesterdualling@highwaysengland.co.uk](mailto:A303Sparkfordtollchesterdualling@highwaysengland.co.uk)

Tel: 0300 123 5000

AKT 2



ADDITIONAL LAND PURCHASE FOR PARALLEL ROAD



Scale	1:1250	0	62.5m	125m	
Project Title	A303 SPARKFORD TO ILCHESTER DUALLING				
Drawing Title	GENERAL ARRANGEMENT PLANS				
Drawing Status	SHEET 4 OF 7				
Scale	1:1250	Drawn	SB	Checked	
Original Date	30/05/18	Date	16/07/18	Date	
Original Size	A1	Project Ref No.	389107	Revision	
Drawing Number	HE551507 - MMSJV - LSI	Location	DR - UU - 2065	Number	
HE PIN	000	Type	DR	Revision	
Author	DR - UU	Number	2065	Revision	
Checked	CS	ER			
Approved	ER				
REV.	DATE	DESCRIPTION	SB	CR	ER
C01	16/07/18	DCO SUBMISSION	ORIG	CHK'D	APPD
		AMENDMENT DETAILS			

KEY TO SYMBOLS

	DEVELOPMENT CONSENT ORDER (DCO) BOUNDARY		PROPOSED REDUNDANT PROPOSED GRASSLAND STRIPS		PROPOSED WOODLAND		PROPOSED WILDLIFE POND		PROPOSED BADGER FENCING WITH GASTRULLE GATE		PROPOSED ENVIRONMENTAL BARRIER		PROPOSED RIGID VEHICLE RESTRAINT SYSTEM		PROPOSED FLEXIBLE VEHICLE RESTRAINT SYSTEM		CARRIAGEWAY WITH KERBS AND ADJACENT PAVED SURFACE		CARRIAGEWAY WITH KERBS AND ADJACENT SOFT VERGE		PROPOSED ACCESS
	TRAITS LANE TO BE USED AS MAINTENANCE ACCESS FOR ANPR INSTALLATION		PROPOSED REDEVELOPMENTS		PROPOSED WOODLAND		PROPOSED WILDLIFE POND		PROPOSED BADGER FENCING WITH GASTRULLE GATE		PROPOSED ENVIRONMENTAL BARRIER		PROPOSED RIGID VEHICLE RESTRAINT SYSTEM		PROPOSED FLEXIBLE VEHICLE RESTRAINT SYSTEM		CARRIAGEWAY WITH KERBS AND ADJACENT PAVED SURFACE		CARRIAGEWAY WITH KERBS AND ADJACENT SOFT VERGE		PROPOSED ACCESS

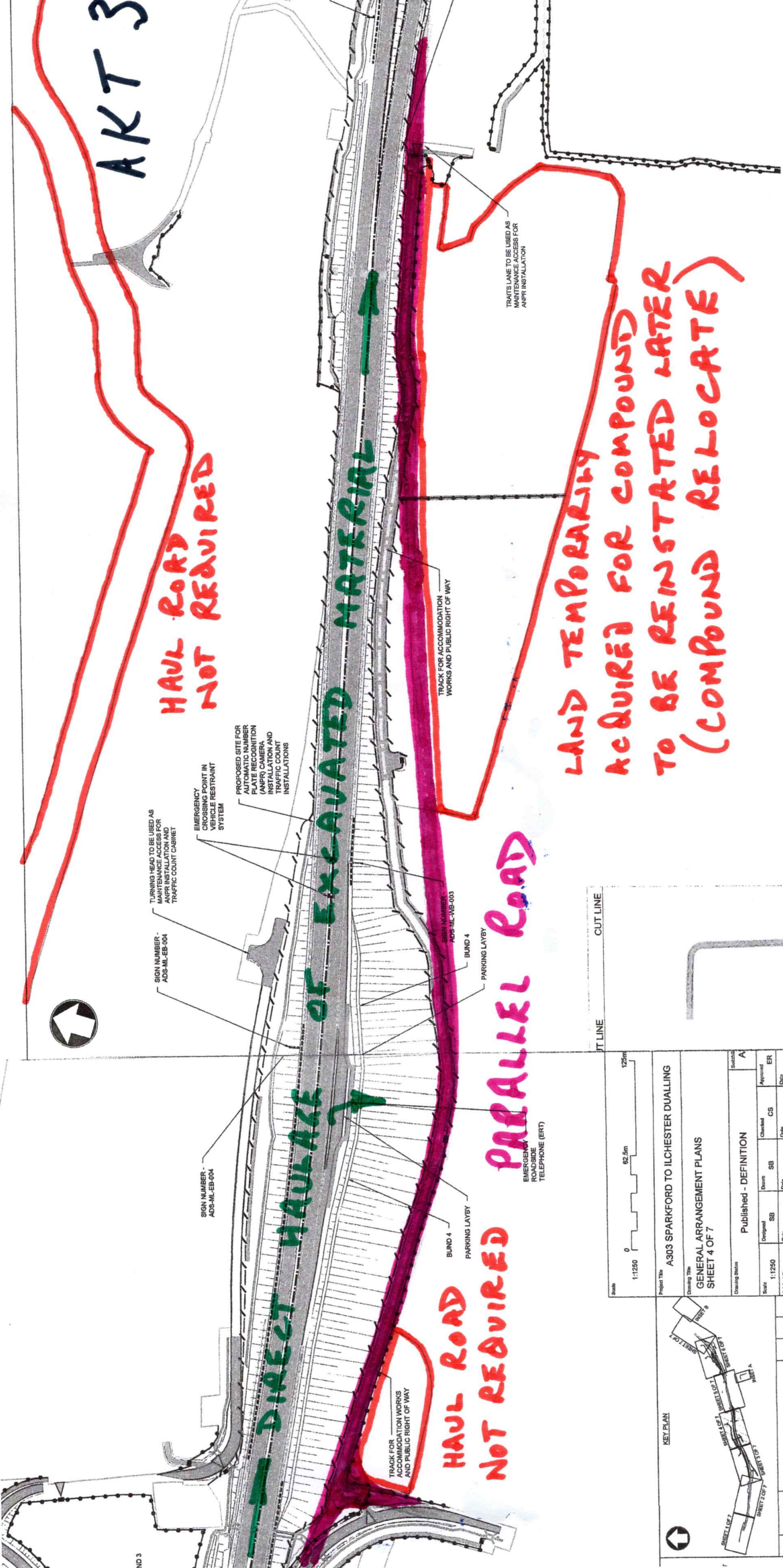
THESE PLANS SHOULD BE READ IN CONJUNCTION WITH OTHER PLANS AND DOCUMENTS IN THE DEVELOPMENT CONSENT ORDER.

THIS DOCUMENT IS ISSUED FOR THE PARTY WHICH COMMISSIONED IT AND FOR SPECIFIC PURPOSES CONNECTED WITH THE CAPTIONED PROJECT. IT SHOULD NOT BE RELIED UPON BY ANY OTHER PARTY OR USED FOR ANY OTHER PURPOSE. THE COMMISSIONER ACCEPTS NO RESPONSIBILITY FOR THE CONSEQUENCES OF THIS DOCUMENT BEING RELIED UPON BY ANY OTHER PARTY, OR BEING USED FOR ANY OTHER PURPOSE, OR CONTAINING ANY ERROR OR OMISSION WHICH IS DUE TO AN ERROR OR OMISSION IN DATA SUPPLIED TO US BY OTHER PARTIES.

REV.	DATE	DESCRIPTION	SB	CR	ER
C01	16/07/18	DCO SUBMISSION	ORIG	CHK'D	APPD
		AMENDMENT DETAILS			

REV.	DATE
C01	16/07/18





CUT LINE

REV.	DATE	DC
C01	16/07/18	DC

**HAUL ROAD NOT REQUIRED**

**EXCAVATED HAULAGE**

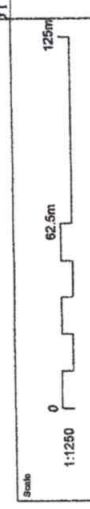
**PARALLEL ROAD**

**HAUL ROAD NOT REQUIRED**

**LAND TEMPORARILY ACQUIRED FOR COMPOUND TO BE REINSTATED LATER (COMPOUND RELOCATE)**

TT LINE

CUT LINE



Project Title		A303 SPARKFORD TO ILCHESTER DUALLING	
Drawing Title		GENERAL ARRANGEMENT PLANS	
Sheet		SHEET 4 OF 7	
Published - DEFINITION			
Scale	1:1250	Checked	CS
Original Date	30/05/18	Date	16/07/18
Author	HE551507 - MMS/IV - LSI	Project Ref No.	389107
Issue	000	Revision	C01
Location	DR - UU - 2065	Location	

REV.	DATE	AMENDMENT DETAILS	SB	CR	ER
C01	16/07/18	DCO SUBMISSION			

INSET A  
SCALE 1:2500

THESE PLANS SHOULD BE READ IN CONJUNCTION WITH OTHER PLANS AND DOCUMENTS IN THE DEVELOPMENT CONSENT ORDER.

KEY TO SYMBOLS	
DEVELOPMENT CONSENT ORDER (DCO) BOUNDARY	PROPOSED FENCING WITH GAPS/STILEGATE
EXISTING FENCING WITH GAPS/STILEGATE	PROPOSED BARRIER FENCING WITH GAPS/STILEGATE
PROPOSED ENVIRONMENTAL BARRIER	PROPOSED ROAD VEHICLE RESTRAINT SYSTEM
PROPOSED FLEXIBLE VEHICLE RESTRAINT SYSTEM	SURFACING & KERBS
CARRIAGEWAY WITH KERBS AND ADJACENT PAVED SURFACE	CARRIAGEWAY WITH KERBS AND ADJACENT SOFT VERGE
PROPOSED ACCESS	
ENVIRONMENT	
PROPOSED HEDGEROW	PROPOSED TREES AND SHRUBS
PROPOSED WILDLIFE POND	BADGER TUNNEL
STREET LIGHTING COLUMN	PUBLIC RIGHTS OF WAY
PROPOSED PUBLIC RIGHT OF WAY	PROPOSED NON-MOTORIZED USER FACILITY IN VERGE
DRAINAGE	
PROPOSED DRAINAGE POND	PROPOSED DRAINAGE DITCH
PROPOSED CULVERT	
SIGNAGE	
PROPOSED ROAD SIGNS	PROPOSED MAINTENANCE ENTRANCE POINTS

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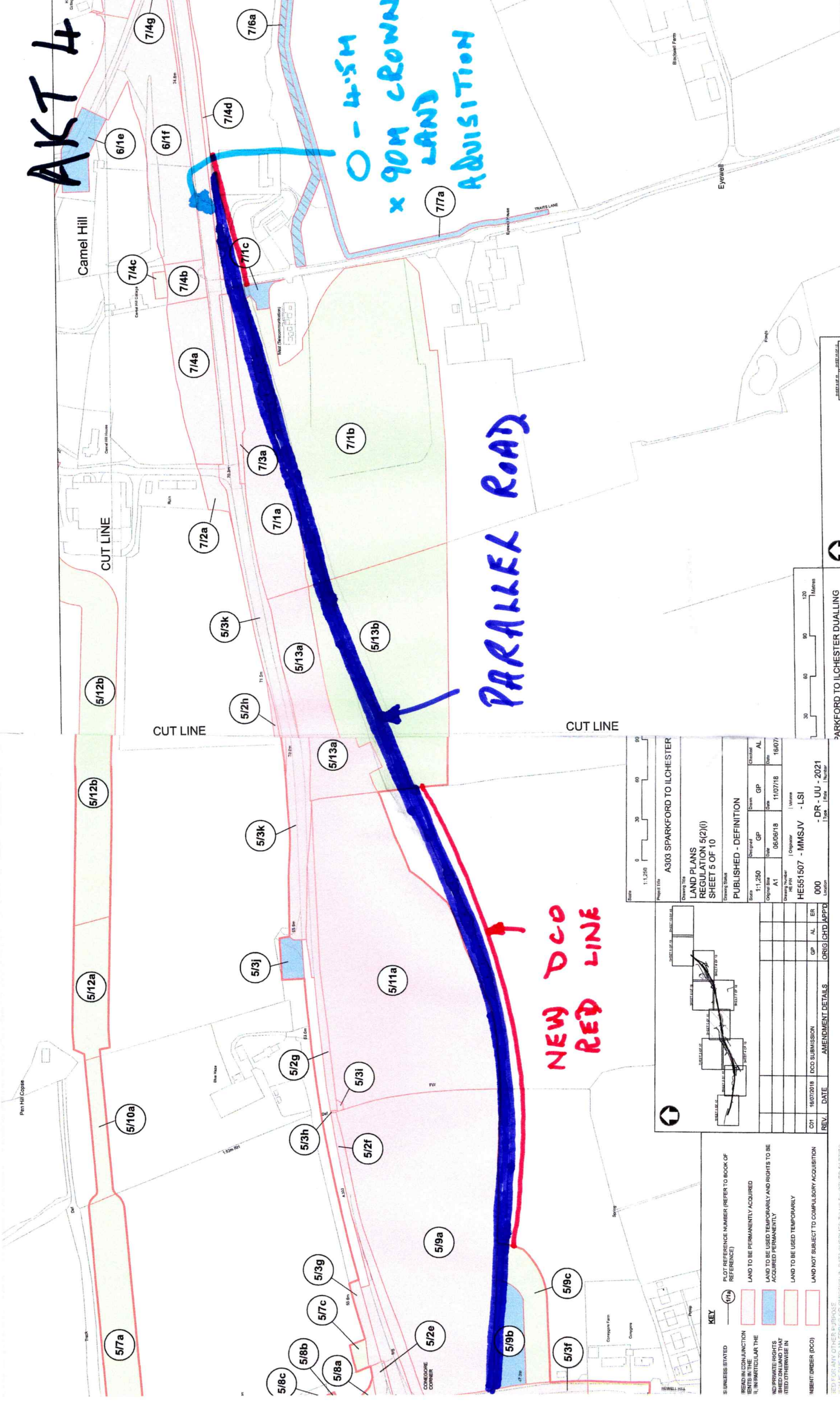


# AKT 4

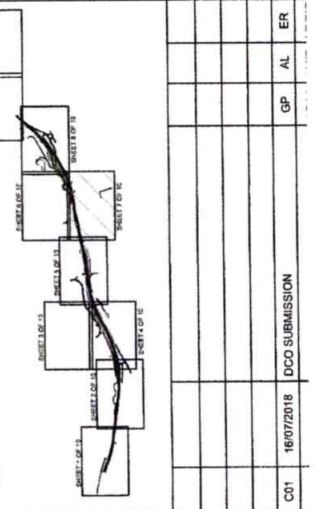
O - 4.5M  
x 90M CROWN  
LAND  
ADVISITION

PARALLEL ROAD

NEW DCO  
RED LINE



- NOTES**
1. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
  2. THESE LAND PLANS SHOULD BE READ IN CONJUNCTION WITH OTHER PLANS AND DOCUMENTS PART OF THE BOOK OF REFERENCE.
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  - LAND TO BE USED TEMPORARILY
  - LAND NOT SUBJECT TO COMPULSORY ACQUISITION
  - CROWN LAND



REV.	DATE	AMENDMENT DETAILS	ORIG (CHD APPD)
C01	16/07/2018	DCO SUBMISSION	GP AL ER
000			GP AL ER

Scale	Designed	Drawn	Checked	Approved
1:1,250	GP	GP	AL	ER
Original Date	Date	Date	Date	Date
06/06/18	11/07/18	16/07/18	15/07/18	15/07/18

Drawing Status	Separability
REGULATION 5(2)(I) SHEET 7 OF 10	A3

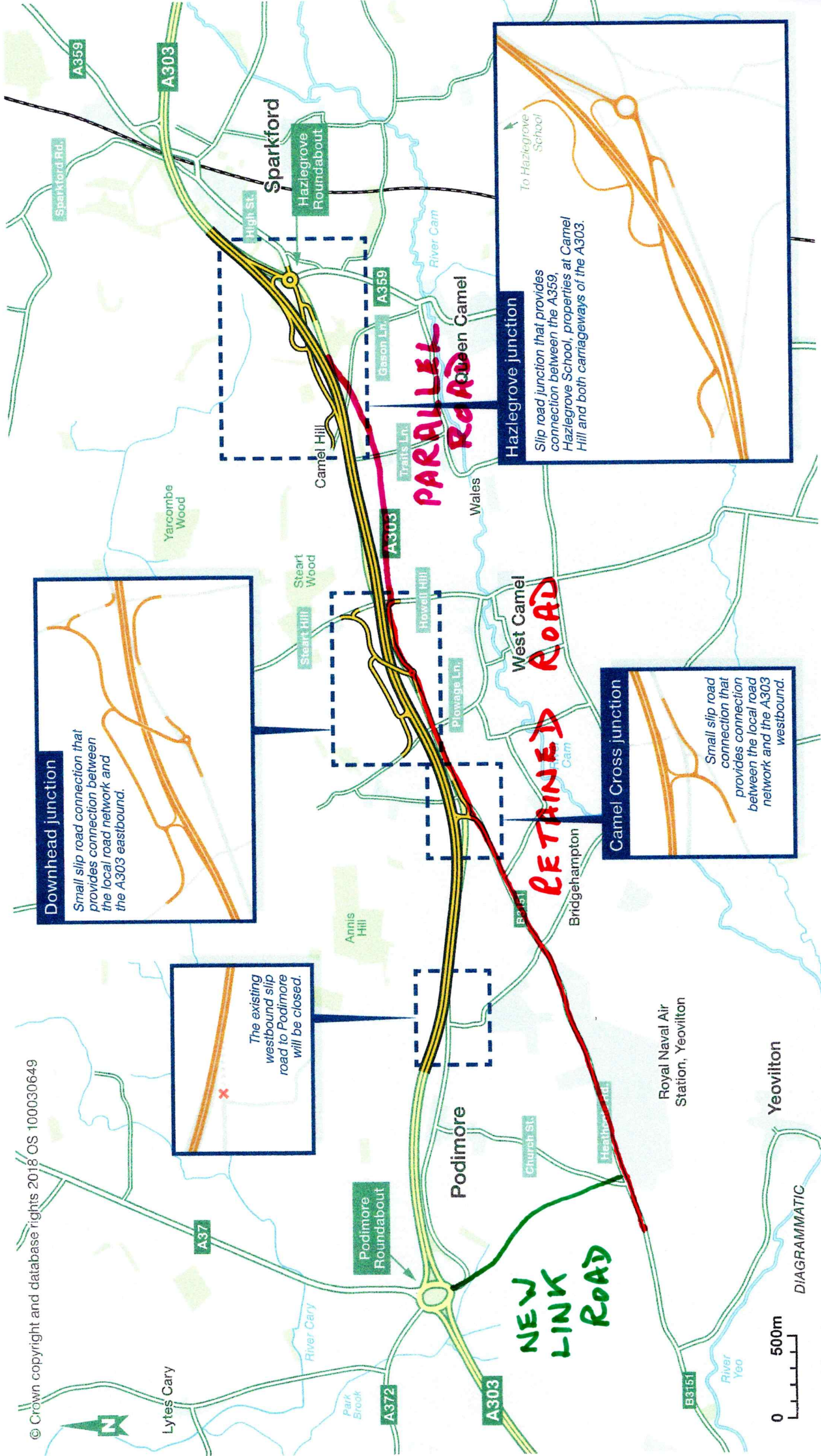
Project Title	Location
A303 SPARKFORD TO ILCHESTER	- DR - UU - 2021

Drawing Status	Scale	Original Date	Designed	Drawn	Checked	Approved
PUBLISHED - DEFINITION	1:1,250	06/06/18	GP	GP	AL	ER
Drawing Number	Original Date	Date	Date	Date	Date	Date
HE551507 - MMSJV - LSI	11/07/18	16/07/18	15/07/18	15/07/18	15/07/18	15/07/18

REG FOR ANY OTHER PURPOSE  
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# AKTS



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The existing westbound slip road to Podimore will be closed.

**Downhead junction**  
Small slip road connection that provides connection between the local road network and the A303 eastbound.

**Camel Cross junction**  
Small slip road connection that provides connection between the local road network and the A303 westbound.

**Hazlegrove junction**  
Slip road junction that provides connection between the A359, Hazlegrove School, properties at Camel Hill and both carriageways of the A303.

**PARALLEL ROAD**

**RETAINED ROAD**

**NEW LINK ROAD**

0 500m

DIAGRAMMATIC



## A303 Sparkford to Ilchester dualling scheme

### Meeting note

**Date:** 31 May 2018 **Time:** 1400

**Location:** Davis Hall,  
Howell Hill,  
West Camel,  
Yeovil BA22  
7QX

**Attendees:** Barry Gadsden (West Camel Parish Council)  
Les Stevens (West Camel Parish Council)  
John Wade (West Camel Parish Council)  
Keith Tingey (West Camel Working Group)  
Phil Gamble (West Camel Working Group)  
Cllr Mike Lewis (South Somerset District Council and Somerset County Council)  
David Warburton MP (Member of Parliament for Somerton and Frome)  
Mike O'Dowd Jones (Somerset County Council)  
Jo Manley (South Somerset District Council)  
Alex Murphy (Mott MacDonald Sweco Joint Venture)  
Douglas Johnson (Mott MacDonald Sweco Joint Venture)  
Chris White (Mott MacDonald Sweco Joint Venture)  
Andrew Alcorn (Highways England)  
Elliot Hayes (Highways England)

**Apologies:** None

No.	Actions / Key Messages	Owner
<b>1.0</b>	<b>Introductions</b>	
1.1	David Warburton MP (DW) opened the meeting, introducing himself as the local MP and inviting attendees to introduce themselves.	
1.2	Barry Gadsden (BG) set out that he is Chairman of West Camel Parish Council (WCPC), and that the purpose of the meeting was to understand how Highways England had responded to feedback from the recent statutory consultation.	

AKT 6

	Elliot Hayes (EH) noted that WCPC had set out a number of agenda points prior to the meeting, and proposed to address each of these in turn.	
<b>2.0</b>	<b>Scheme design</b>	
2.1	Alex Murphy (AM) set out changes to the design of the scheme that had been made following the statutory consultation, particularly with regards to the proposed new junctions at Hazlegrove, Downhead and Camel Cross. Camel Cross junction has been amended to include a roundabout. The layout of Downhead junction is now significantly more compact, as the skew bridge shown during the statutory consultation has now been straightened. Hazlegrove junction now includes a roundabout north of the A303; the need to reduce impacts on Hazlegrove Park and Garden remains a key consideration for the design of this junction. Highways England has considered Somerset County Council's comments about traffic speed and merging in updating the design for each of these junctions.	
2.2	BG set out that these changes did not address a major concern raised by WCPC in its response to the statutory consultation, that the inclusion of a junction at Downhead would encourage more traffic to pass through West Camel. The scheme did not include the retention of the existing A303 as a parallel local road, as suggested by WCPC.	
2.3	AM set out that Highways England had assessed the proposal for a parallel local road, and had not included in the scheme because: <ul style="list-style-type: none"> <li>An analysis of the environmental impact of the scheme had shown it would be marginally worse than the current proposal, due in part to the presence of the Camel Hill Transmitter Station Local Wildlife Site</li> <li>There was uncertainty about the availability of MOD land, which would be necessary for the parallel local road proposal. It would not be possible to rely on the use of this land, and doing so would be a risk to the delivery of the scheme</li> <li>The cost of the parallel local road proposal, estimated at £180 million, was more than the £171 million estimated for the current proposal</li> </ul>	
2.4	EH set out that Highways England recognises the concerns about the impact of the scheme on traffic on local roads raised during the statutory consultation. However, Highways England's modelling show that the effect will not be great enough to be considered significant in transport assessment terms. Taken with the fact that the scheme is deliverable without the proposed alternative, Highways England would	



	not be able to justify the inclusion of the parallel local road.	
2.5	Phil Gamble (PG) asked whether it would be physically possible to fit the parallel local road between the Camel Hill Transmitter Station to the south and the Scheduled Ancient Monument to the north. AM set out that this would require the use of MOD land.	
2.6	DW asked if there was uncertainty over the MOD land because of a difficulty communicating with the MOD. He offered to facilitate this contact if required. AM explained that Highways England had been in contact with the MOD, but that there was no formal agreement on the use of the land.	
2.7	Andrew Alcorn (AA) set out that there is a lengthy process required to acquire Crown Land. The delivery timescales required of Highways England by the Government mean that it must submit a DCO application in July 2018. Were Highways England to submit a DCO application including the proposed parallel local road, it could not be certain of the use of the MOD land; this in turn would present a risk to the delivery of the project. BG set out his disappointment that the parallel road would not be included due to a relatively small strip of land.	
2.8	Cllr Mike Lewis (ML) asked whether the district or county councils could buy the land. EH explained that only the relevant Crown Authority has the ability to dispose of Crown Land.	
2.9	Les Stevens (LS) asked whether Highways England had considered the benefit in terms of cost of removing the need for a haul road. EH noted that the calculation of cost and benefit is more complex; removing the all-movements junction at Downhead would negatively affect the cost-benefit ratio. AM confirmed that the cost estimate for the parallel local road did not include a junction at Downhead, but that it did include an overbridge. PG asked whether Highways England would supply its cost estimate for the parallel local road; AA said that it would.	EH
2.10	PG set out that the proposal for the parallel local road was rooted in safety concerns. He noted that there are several local businesses, such as Hopkins and Lindsay Clark, which farm large areas and need to access Podimore roundabout. The inclusion of a junction at Downhead would therefore create a risk of 2 lanes of slow moving agricultural traffic. In addition, the eventual shift to expressway standard would result in these businesses either switching to use local roads or losing their ability to work effectively in the area. BG noted there is an additional risk with the junction or an overbridge that these vehicles will simply move through West Camel. PG set out that the proposal for a parallel local road would allow businesses to access the local road network without	

	moving through West Camel.	
2.11	LS set out that he did not recall the Local Wildlife Site from the statutory consultation, and asked what it comprised. He noted it is regularly mowed and includes a footpath. AM set out that it was included in the Environmental Constraints Plan published during the statutory consultation, and that Highways England would revert on the designation of the site. Jo Manley (JM) noted that the Camel Hill Transmitter Station Local Wildlife Site is included in South Somerset District Council's website.	EH
2.12	DW asked whether the junction at Downhead was necessary. Chris White (CW) said it was required to maintain local access. PG asked who benefits from the junction; EH set out that the junction will provide local businesses with the access they need to the A303, and that it would prevent community severance. AA noted that he had challenged the junction during the design process, and that its removal would affect the cost benefit ratio for the scheme. PG asked to see the figures supporting this argument; AA agreed.	EH
2.13	PG set out that his main concerns remained safety. AA noted that safety is one of Highways England's central imperatives, and that it was important to maintain a balance with access.	
<b>3.0 Traffic calming measures in West Camel</b>		
3.1	CW said that traffic modelling did show that the proposed parallel local road would relieve traffic through West Camel. However, the modelling also showed that implementing traffic calming would be as effective in relieving traffic through West Camel. AM set out that, given that the parallel local road performed worse than the existing scheme, Highways England was proposing to fund traffic calming measures in West Camel and would welcome WCPC's views.	
3.2	CW noted that the traffic volumes in question are relatively low, with an increase of several hundred vehicles per day by 2038. LS set out that the issue was that the roads in West Camel are not classified, unlike those in Sparkford and Queen Camel. The real issue is that traffic levels in West Camel are already a problem; Highways England has designed the scheme using a local baseline, but for WCPC the baseline is already unacceptable. There are issues with volume, which WCPC has measured reaching 800 vehicles per day, and speed. CW noted that traffic calming measures would address the projected increase by 2038. PG asked whether it would be possible for Highways England to share these numbers; CW confirmed that it could.	EH



3.3	LS questioned whether traffic calming measures would actually relieve traffic through West Camel. WCPC had understood from previous meetings with Somerset County Council that it is not possible to calm volumes of traffic. BG set out that satnav systems were contributing to the volume of traffic through the village.	
3.4	EH said that traffic calming would reduce vehicle speeds and encourage drivers to use classified road. With regards satnav systems, AA set out that this would result in these appearing slower, and therefore less attractive, to drivers when presented as an option on satnav systems. PG noted this relied on drivers and satnavs behaving as expected; AA set out that data collection through phones meant that satnavs were becoming more effective.	
3.6	LS asked what the model shows happening to traffic which would have gone through West Camel. CW said that it in part goes to Podimore.	
3.7	CW set out Highways England's proposals for traffic calming. He noted that these included horizontal measures such as pinch points rather than vertical measures such as speed bumps, as the latter would require the introduction of permanent street lighting in the village. The design of these measures would need to be appropriate to the vehicles which travel through the village; PG noted this includes combine harvesters.	
3.8	DW asked whether traffic calming measures would result in an increase in noise for residents. AA set out that reducing the speed and volume of traffic would reduce noise impacts.	
3.9	LS set out that there is already a gate at the top of Howell Hill, which is not effective in reducing traffic volume or speed through the village. Traffic calming measures would therefore need to be physical to be effective.	
3.10	BG set out that he would like to see more significant measures at the top of the village. DW asked whether speed humps would be more effective in this regard. BG set out that the measures proposed at the bottom of the village are similar to those that WCPC has requested from Somerset County Council.	
3.11	LS asked whether any consideration had been given to closing Plowage Lane to traffic. This would allow traffic calming measures to be concentrated, and also reduce issues on Fore Street. PG said that the change in road size on Plowage Lane meant it was one of the most dangerous roads in the village. AM suggested it might be possible to add in another narrow point further along Plowage Lane.	
3.12	BG asked whether Highways England would listen to requests to close Plowage Lane if this was in keeping with	

	local opinion. LS noted that it is a Somerset County Council road, and asked for their view. Mike O'Dowd Jones (MODJ) set out that Somerset County Council did not close roads lightly: there would need to be a robust assessment, supported by consultation. The County Council would likely prefer to resolve the issues using other measures if possible.	
3.13	DW said that even more mitigation would reduce the impact of traffic further. PG noted that, in his view, the most effective mitigation would be the inclusion of the proposed parallel local road, and that this would be worth the additional 5% cost.	
3.14	AA reiterated the reasons for not including the proposed parallel local road in the scheme. He also set out that Highways England would like to understand what it could do to address WCPC's concerns about the traffic impacts of the scheme. If Highways England can make the situation better, it would consider that a benefit.	
3.15	AA set out that Highways England understands the issue with securing traffic calming in West Camel has been delivery, and the availability of funding to Somerset County Council. He said that Highways England would provide funding to Somerset County Council which would enable it to put in place traffic calming measures in West Camel in advance of the upgrade to the A303 between Sparkford and Ilchester.	
3.16	BG said this would be welcome as it mirrors what WCPC has already asked for, but that it would only begin to offset the impact of the junction at Downhead.	
3.17	LS asked whether Highways England would deliver the traffic calming measures. AA explained that Highways England would not be able to include the traffic calming measures within the DCO; this will allow them to be delivered in advance. Instead, Highways England will provide Somerset County Council with funding to do the work. He noted it was likely Highways England would include a condition with the funding to ensure it was used for the traffic calming measures, and in advance of the upgrade of the A303.	
3.18	MODJ accepted that there the introduction of traffic calming measures in the village had been slow to date. However, he felt the allocation of funding would enable the measures to be delivered before the upgrade of the A303. He also noted that he was pleased with the fact that Highways England had taken WCPC's concerns seriously, and that the measures proposed exceeded what many other developers would provide. DW agreed with this latter point.	
3.19	ML asked whether and why more traffic would go through	

	Podimore, which he noted fell within his division at Somerset County Council. AM explained the proposal for a junction at Camel Cross.	
3.20	JM asked how the traffic calming measures would sit alongside the DCO when they were related to the upgrade of the A303. EH set out that, because traffic modelling does not show a significantly adverse effect on West Camel, the measures would effectively be voluntary mitigation outside of the DCO. MODJ noted there would need to be a legal discussion to ensure that the proposals for traffic calming did not prejudice the planning process.	
<b>4.0</b>	<b>Expressway standard</b>	
4.1	LS asked how the evolution of the A303 to an expressway would work. AA set out that the RIS talks about an intention to create a route to the south west which meets expressway standards. However, Highways England is still in the process of developing an appropriate timescale for this. Delivery will need to take place on extended sections of road to be effective.	
4.2	PG set out that he felt there was an opportunity to deliver a road to expressway standards in this section of the A303 by including the proposal for a parallel local road. This would mean Highways England did not need to return at a later date with fresh proposals to upgrade the road to expressway standard.	
4.3	MODJ set out that Somerset County Council believes the questions of finding alternative routes for users who will be removed from the A303 as part of the move to expressway standard needs to be addressed.	
<b>5.0</b>	<b>Noise</b>	
5.1	EH noted that WCPC had also asked about noise mitigation east of Howell Hill. AM set out that noise modelling did not show any significant effects at that location after mitigation. Mitigation would include quiet surfacing, bunds, planting and the use of a false cutting.	
5.2	PG asked about the height of the false cutting. AM said that Highways England would report back on this point.	EH
5.3	PG asked about the impact of noise on Orchard Park, and set out that it would be good to see Highways England's noise assessments. AM explained that noise assessments had been carried out as part of the production of the Environmental Statement, and that this information would be available when it is published as part of the DCO application.	

<b>6.0</b>	<b>Close of meeting</b>	
6.1	BG set out that WCPC had a difficult message to take to people in West Camel following the meeting. He said he was disappointed that the parallel road had not been included due to the presence of a small strip of MOD land; he felt people in the village would likely ask why this had not been required for a similar scheme in 1991. He noted that this meant Highways England would need to return in the future to upgrade the road to expressway standard. However, WCPC would explore the proposed traffic calming measures with Somerset County Council.	