

From: [REDACTED]
To: [A303 Sparkford to Ilchester](#)
Subject: A303 Sparkford to Ilchester Dualling - TR010036
Date: 16 September 2020 19:40:04

Registration Identity Number 200151731 for Planning Inspectorate

Dear Sirs,

I made two submissions to the Examining Authority and in so doing my approach was in respect of the 'buildability' of the Project.

I promoted the introduction of the 'Link Road/Parallel Road' from Howell Hill to just east of the fuel station to maintain a single track road, has, has been championed on the A30 at Chiverton to Carland Cross. I believe that this Link Road can be constructed at the outset of the Project and will minimally affect existing traffic on the existing A303 during this time. There would be a very small amount of land acquisition from the Crown Land, certainly less than the provision of the footpath, additionally the MOD would retain their access to the area much as it is presently. It is disappointing that Highways England have not pursued the possibility of the purchase when it was first highlighted in 2018.

One only has to take note of the section of the A303 from Sparkford Roundabout to Podimore Roundabout currently at weekends particularly to understand that the official designated diversion routes would have an adverse effect on the communities involved. The Link Road would avoid this nightmare. It is interesting to note that the traffic management for the project, as far as I am aware, has not been published. It is my view that because of the pinch point at the top of Camel Hill the original anticipated road closures during construction will not be adequate.

Much can be saved by this Link Road, no hammerheads, no need for substantial haul roads, no Bailey bridge, no work to Blackwell Farm, no traffic lights or traffic marshalls, no need for excavated material to be hauled excessive distances, etc. If the Link Road was to be constructed the contractor would be able to carry out the vast bulk of the works to the north of the traffic flowing on the retained A303 and Link Road.

Now that Galliford Try are in Contract to carry out the Project they might have some thoughts on the above from a 'buildability' point of view and no doubt recognise the economies that will flow from it. An extra over cost of £9m cited by Highways England does not, in my view, recognise the potential savings that will be made.

Yours faithfully
Allan Keith Tingey