

Bryan G Norman, B.Sc. (Est Man.) F.R.I.C.S
Representation/Evidence to Planning Inspectorate
Ref A303, Sparkford to Ilchester Dualling

I will be providing evidence which support the major, in principle, objections of the Parish Councils of Queen Camel, West Camel and Sparkford together with Hazlegrove School, in relation to Highways England's design of Hazlegrove junction and the omission of a local parallel road from their application.

There seems to be a complete misconception about the magnitude of these proposed changes to H.E. proposals for Hazlegrove junction and the need for a parallel road.

I would like to draw your attention to Mr Julian Boswall's reply following my short presentation at the First Open Hearing on 12th December, whereby he effectively claimed that any lawyer would classify these as major changes and that the only option would be for H.E. to withdraw their current submission and resubmit.

I was frankly astounded at this statement. He had not seen our proposals, which became even clearer when he referred to a 'dumb-bell' design, which as you now see is not included. I found, as did Mott-MacDonald that it does not work. The actual design proposed (see BGN 6 A/B) is simple, cost effective, user friendly and minimises the effect on the Grade II listed Park and Garden.

In my opinion it is unusual and unhelpful to effectively threaten to withdraw a whole scheme without first seeing the detail of what is proposed. I will, therefore, prove that these are minor variations which can easily be accommodated within the Planning Inspectorate timetable and pose no threat to the commencement of work on time in Spring 2020.

This view is backed by Fairhurst who, in just two weeks were able to concept proof my drawings.

Accordingly I hope H.E. will now consider the detailed evidence I have produced on its merits and the Planning Inspectorate will allow, if appropriate, specific issue hearings on these two matters to be scheduled.

I am willing to discuss and explain the basis of my proposals with Mott-MacDonald and Highways England at any time.

In my opinion these minor variations are easily absorbed within both the P.I. and H.E. timetables, as little change to the 6km of the main carriageway is involved, the minor adjustments are mainly to slip road locations. The main design work involved would take approximately two weeks for each item as Fairhurst have already proved and further environmental investigations should be completed within six weeks as most of this information is available and the areas concerned a largely within the DCO boundary.

The net cost of construction of the revised junction is approximately £5m (excluding contractor's overhead and profit) a tiny percentage of the £171m total. There are also considerable savings to be achieved for the tax payer in the region of £9m by substituting my design for the current H.E. proposal, plus further substantial indirect savings by eliminating the excess one million kilometres per annum.

The net cost of new construction to achieve a parallel road is also in the region of £5m but the equivalent direct savings will more than cover the extra costs. If I was a contractor offered the alternative to keep the parallel road, at the same price, I would clearly chose the alternative.

The Planning Inspectorate should be cognisant that the 'Option 1' chosen route included a much simplified junction arrangement (see BGN 1). In my experience the proposed changes are very minor compared to those already made by H.E. when they changed the design of Hazlegrove junction, from the 'dumb-bell' solution, to accommodate 155,000 Cu M of surplus fill. There are a number of much cheaper alternative ways to dispose of this than contrive an expensive road system that is environmentally and functionally unsound.

These changes can, with a little goodwill, be accommodated within the Planning Inspectors overall programme and individually or together they will make a substantial improvement to the overall scheme. They would also provide an appreciable saving to the taxpayer and would receive the wholehearted support of Hazlegrove School, Historic England and the three Parish Councils.

The effect of the design of Hazlegrove junction on the registered park and garden is a serious environmental and planning issue. H.E.'s current proposals uses 2 ½ times more land within the park than the design we are proposing and should not be allowed.

As an experienced Project Manager, I have been concerned ever since receiving the statutory Public Consultation document, in these two aspects, which I will now explain in more detail.

HAZLEGROVE JUNCTION

The latest statutory Public Consultation document is very different from the preferred route announcement and the earlier public consultation document on the choice between routes 1 & 2. In particular, the latest junction design bears little resemblance to those put forward on Page 85 of the 'Technical Appraisal Report' (TAR) or to that envisaged in the 1995 approved design.

I attach copies of these drawings marked BGN1 and BGN 2.

Having regard to the unusual design, I believe unique throughout the UK trunk network, and its excessive use of land, particularly in the Grade II listed Park and Gardens at Hazlegrove. Together with information derived from a Traffic Survey in Queen Camel High Street, carried out in 2017, it was clear that further detailed investigations were necessary.

These further investigations proved that the H.E. proposed solution would create a number of serious problems –

(a) Based on Queen Camel Traffic Survey 2017 (PF1 on A359 and subsequent observations that the design involves a 1.12Kilometre (K) detour from the existing (retained) roundabout for

Hazlegrove School users and a 0.82K detour for East on-slip users. This will amount to approximately **1,000,000K** of unnecessary travel per annum, in perpetuity.

Furthermore, conflicts at the right turn to the East on-slip will cause grid lock at peak hours. The full calculations supporting these conclusions are set out in P. Farrar's attached document (marked FP1).

I draw your attention to the Road Safety Audit July '18, in particular para 4.9.9. which states that *'provision of right turn facilities have been investigated but are not considered necessary due to the relatively low flows associated with traffic travelling West on Camel Hill link. The majority of traffic will be turning right onto the East on-slip and therefore, slowing.'*

This may be true at non-peak hours, where less than 100 vehicles per hour will meet some 220 making this turn. Due to the complication of the school, these figures drastically change at peak hours, where approximately 600 vehicles meet 280 travelling in the opposite direction, which will lead to vehicles backing up to Sparkford roundabout within 10 minutes.

As this involves young children being taken to and from school by their parents, there is a clear safety issue, which has not been solved by the minor changes introduced following Somerset County Council (SCC) consultation feedback.

Effect on Registered Park / Gardens

(b) I attach a copy of H.E. memo (marked BGN 3) of 21.6.18 and draw your attention in particular to paragraphs 3.1 and 3.7 where they state "the impact on Hazlegrove Park and Gardens remains a key consideration and that their design requires less land within the park". I have prepared a drawing (BGN 4) colouring H.E. design in green and my proposed alternative in orange which shows they use 2 1/2 times as much land within the park, (2.6 Hectare (H) together with a further 2H to the west, against the 0.94 H used by my proposed scheme). Furthermore, my proposal will make use of the lower ground (43 od - 48 od) and remains largely hidden from the main House and Garden, whereas the H.E. solution extends from 43 od to 68 od and is much more in their direct view.

I also draw your attention to the H.E. letter of 20/07/18 (marked BGN 5) to the Parish Clerk of Queen Camel confirming the strong advice received to minimise the impact on the Grade II listed regional Park and Garden.

Having finally obtained access to all detailed drawings, I investigated a number of alternative solutions to overcome the shortcomings of the H.E. design of this junction. Largely basing them on the original envisaged solutions (TAR page 85 and the 1995 solution), but none that relied on an East off-slip being sited West of the School entrance would work. I found that only by putting it East of the School entrance worked, because it halved the problem of numbers exiting the School. This resulted in the design shown on the attached proof of concept drawing at 1/2500 scale (marked BGN 6 A / B), taking detailed information from H/E Drawings 2114/2115 and for levels from 2066/2067.

In order to be certain that the concept was sound and in compliance with standards in the manual of 'Design for Roads and Bridges', this concept was submitted to Road Engineers FAIRHURST and their more detailed drawing No.1267/1003 is attached at 1/200 scale (BGN 7).

(Their full scale 1/1000 drawing was handed to Dean Alford at the first Open Floor Hearing).

The total length of 7.3m wide road is 0.49K plus 0.27K at 3.85m wide for the school, whereas the comparative totals used in the H.E. design is 1.7K (of 7.3) and 0.8K (of 3.85).

A line drawing BGN 6 B enclosed shows a later variation which would simplify the changes involved as it utilises the design for the West on-slip as envisaged in the H.E. scheme. Although it reduces the subsequent return of parkland, it might be preferred to that shown at variation 6A?

NMU Arrangements

The H.E. Hazlegrove design for footpaths, bridleways involves a substantial diversion of WN23/10 and WN 23/14. The resulting arrangement would divert the bridleway from the proposed West end of the old A303, travel 0.62 k east to the roundabout and then follows the road to the West, passing under the new carriageway a further 0.65K to the bridle way crossing, this is a very long diversion.

It is much simplified in the alternative arrangement, whereby a 5m high x 7 m wide tunnel under the proposed main carriageway provides a simple and safe connection, more than halving the travel distance and also serves as a road connection to Camel Hill and Vale Farm thus simplifying the footpath connections for NMUs. It will however, involve a diversion footpath WN 23/10 via Gason Lane to join WN 23/10 to 23/11 (currently overgrown). This will avoid crossing the entrance to the café and petrol station. This avoids the dangers for horses passing, if they do not refuse to so do, under the long diagonal tunnel next to very busy traffic with a concrete wall on the other side, whereas my proposed bridge will be quiet, as it will be little used by vehicles.

I am aware that this involves an additional tunnel under the main carriageway but the two will together, cost no more than the expensive diagonal crossing used in H/E design.

These serious disadvantages of H.E. design caused me to try to understand the basic reason for its choice. I therefore, prepared approximate quantities of the excavation and fill required for the Hazlegrove system. Sheet 2 (marked BGN 8a) attached shows the calculation at 143,000 cu metres. I followed this up with similar calculations for the main highway, sheet 1 (marked BGN 8b) at 395,000 cu metres excavated, exceeding that needed for fill (240,000 cu metres) by approximately 155,000 cu metres i.e. roughly balancing that needed for the H.E. proposed road system for Hazlegrove. Any excess having been absorbed by the 15m wide central reservation.

The excavation required by my alternative scheme is approximately 18,000 cu metres and all is reused within 100 metres of the excavation.

This is important since costs of disposing of fill off site is expensive.

Whilst I accept the need to dispose of the excess as far as possible, on site, it is quite another thing to build an environmentally unsound and user unfriendly and expensive road system to disguise the problem.

The excess could be simply spread without the need to extensively contour, consolidate and drain to construct a road system. Alternatively, perhaps the area of 5.7 H around Pepper Hill

Copse which is intended to be developed as woodland might be used, or, and I think beneficially, a bank could be created on the North side of the proposed new dual carriageway between chainage 4300-5100, where the land is lower than the carriageway and could contain up to 140,000 cu m, based on typical sections and slopes indicated by contour levels shown on H.E. drawings This would be of considerable benefit, largely hiding the new A303 from the Registered Park and Garden.

I, with the assistance of Quantity Surveyors have made approximate estimates of costs between the two schemes, showing a saving by adopting my alternative design This shows a direct saving of £9M plus indirect savings relating to the economic costs of the 1 million kilometres and although I am not aware of a formula for calculation but at least 100,000 litres of fuel and 50,000 hours will be lost per annum which I calculate at £730,000 pa.

RETENTION OF OLD A303 AS A LOCAL ROAD

I spent most of my professional life Project Managing major developments, many of which had highway involvement.

If, at the beginning, I had thought that it might be possible to keep this very busy traffic flow away from the construction it would have been the very first thing to investigate. In this case, the note on the plan from 1995 scheme (marked BGN 2) states *“Proposed dual carriageway could be constructed alongside the existing A 303 which would then remain open for local traffic”*.

Clearly what was possible in the 1995 proposals, broadly holds good in 2018, which would inevitably make life easier for those responsible for Project Management and the Contractors who would be largely relieved of the problems of interrupted working. Above all, road users would benefit as would local communities through a reduction in diverted traffic ‘rat running’ using unclassified roads through local villages.

Indeed, I would have advised my client to proceed with planning and costing these “accommodation works” quickly, as it would very likely prove economic and certainly environmentally beneficial, as the extra cost of construction would, very likely, be more than recouped elsewhere, as subsequent investigations have so proved, with clear benefits accruing to all interested parties.

I wish to draw attention to the recently completed H.E. project on the A 30 at Bodmin which was described by that project’s manager as a success, *‘finishing on time and within budget, largely down to keeping open the old road for use during construction’*.

The work required in order to have the benefit of a parallel road is as follows:-

- a) Design for three carriageways to pass through the two ‘pinch points’ and consequent realignment of main carriageway.
- b) Design and Construction of the missing section of 0.9k between ‘Traits Lane’ and ‘Howell Hill’.
- c) Future upgrade to ‘Expressway’ status

d) Other improvements that should be made for the more efficient management of the project to fully utilise the benefits of the parallel road.

I attach a drawing (BGN 10) which enables a complete picture of the proposals and more fully illustrates its many advantages.

On this drawing, the route of the old A303 is coloured Green the hatched green section North of the new will only be used until the 0.9k missing section coloured Red is brought into use, but the old road can then serve as a haul road.

I will give further detail on the above, starting with (a) above –

a). The main issue/problem for H.E. seemed to be dealing with the 'pinch point' at Traits Lane. This is caused by the need to accommodate two apparently fixed locations marked A & B (See BGN 10). The one on the North side is the boundary of an 'iron age' burial ground and on the South side the MOD land and adjacent wildlife site. In this connection, I draw your attention to a meeting Note with H.E. @ Queen Camel on Thursday 20th June, 2018, copy attached (Marked BGN 5). Particularly the answer to a question '*why would it not be possible to join up sections of the old A303?*'

Answer 'The requirement for Crown Land in the area of Camel Hill transmitter Station complicated the situation and posed a risk to the scheme. In addition there would be an impact to a local wildlife site. Also it was said not to be possible to deal with MOD within a timetable to enable scheme submissions (July 2018) to ensure delivery within the current funding period.'

Statement of Common Ground, Ministry of Defence, shows that successful negotiation took place, to reroute the footpath/bridleway connecting 'Traits Lane' to 'Gasson Lane' over Ministry land.

I had ascertained from the operators of the Signal Station that some land (up to 4 M) next to the Highway could be released without affecting their operations. Whilst this would have eased any problem, 'Proof of Concept' will show that this parallel local road can be achieved without using any MOD land or involving the wildlife site.

I have again referred this detail design problem to the **Highway Engineers Fairhurst** to be sure that three lanes can be accommodated at this pinch point and without affecting the local wildlife site as was envisaged at the time of the 1995 plans (see BGN 2). I submit drawing Nos 127643 / 1001/1002 prepared by Fairhurst, 'Proof of concept' in detail

This design, prepared by Fairhurst, shows that to comply with the manual of road and bridges some realignment of the proposed carriageways will be required between Abt 4000 - 4800 M marks. This will not involve any change in the centre line levels so no additional cost will be involved in earthworks, but there will be the cost of an extra lane between 4200 and 4550.

The design criteria in the 'Manual of Road and Bridges, however, allows for an acceptable narrowing of the local road at this point to 6m (from 7.3). This could be avoided, however, if the small section of 4.5 m by 90.0m (coloured mauve on Fairhurst plan 127643 / 1002) of land on this corner was acquired from the MOD. It would make construction easier at this point and enable the full 7.3m width to be maintained.

I recommend an approach to be made to MOD to acquire rights over this land, it is not necessary, but preferable, should the P.I. and H.E. decide that the parallel road should be included. This small section falls within the area of a wildlife site of unimproved grasslands, although this classification might now be questioned. The area of 200 M² is under 1% of the total area of 2.175 H of the grassland site.

b) A description of the missing section follows –

The 0.9k missing link would be constructed broadly along the base of the new highway embankment replacing the field access tracks 6 and 7, but using approximately the same datum levels, be 7.3 m wide with 2.5 m verges except at the pinch point where it would reduce to 6m. It would drain into the planned drain which may need some enlargement.

The completion of this missing section, most importantly could enable all the very busy traffic to be separated from crossing and re-crossing the works site with resultant benefits to the A303 road users, the contractors and by reducing inevitable delays assist the local Parishes by reducing rat running which all anticipate would continue long after works completion at peak period until eventual improvements are made at Podimore junction.

The early fast track development of the 'local road' for use as a temporary A303 during construction of the proposed dual carriageway will also obviate construction and later removal of some 2.5k of temporary 'haul roads to the South and North of the proposed new carriageway.

Properly planned in advance, this should take no longer than four months to construct with 7 day working.

c) Future upgrade to 'Expressway' status –

As the consultation process has evolved, any reference to 'Expressway' status has quietly been 'parked' by H.E. as contentious, yet remains a very real future part of their strategy. Designing and building a dual carriageway in the period 2020 - 2023 that cannot be easily redesignated as 'Expressway' without further costly works, appears short sighted. Linking up the de-trunked section of the existing A303 with a relatively short section (0.9 km), in place of planned field access tracks, will provide an alternative route for slow moving agricultural vehicles that ultimately will be excluded from the A303(m) at some point in the latter 2020s

d) Other improvements –

The land chosen for a Works site to the West of MOD site (7/1b and 5/1b outlined in yellow on BGN 9) is unsuitable for such use for a number of reasons (and this applies whether the parallel road is built or not) -

(i) It is steeply sloping dropping 10 metres - in 120 at the East end and 6m in 60m at the West end. It will have to be terraced and tarmacked to be usable, thus losing at least one half of the area to embankments and roadways. A more suitable site would be the 3.4H just to the north of Sparkford roundabout as it is near catering, other facilities and bus routes and could then, more easily, be returned to parkland on completion of the new dual carriageway. This site has not been allocated for such uses on any of the H/E Drawings.

(ii) It is the wrong side of the traffic flow, such sites should be on more level ground to the North of the moving traffic to avoid crossings.

(iii) Failure to understand the value difference between ordinary grazing land and where attached to a dairy. This choice was criticised in the 1995 examination so I was surprised to find the same site allocated this time. The owner is providing more evidence relating to its productive capacities being ruined for many years.

Likewise the land selected for a works site at Camel Cross is the wrong side of the works and should be relocated to the north where there appears to be unallocated land within the DCO boundary.

The disposal of surplus fill is important and depending on what decision is reached concerning Hazlegrove Junction, there could be some 143,000 Cu Metres to dispose of. The nearest and therefore cheapest, and I believe, the most environmentally beneficial would be to create a 4/5m high mound along the north side of the new carriageway, between 4300 and 5100 where the existing land level is below the proposed dual carriageway levels.

A parallel road will also allow South Gasson Lane and Traits Lane to be connected to the de-trunked A303, overcoming the problems of dead-ends and HGVs in Blackwell Lane. It will also overcome the associated problems related to closure of the Mattia Diner and Petrol Station and how to deal with problems of vandalism and unwanted occupation by travellers etc.

One of the biggest advantages of incorporating this parallel road is that it will make the site of the new construction free from traffic enabling the movement of excavated material to proceed directly along the line of the new road base or using the now redundant A303 between Howell Hill and The MOD Site without the need for haul roads, which are 15m wide and 2k and 0.6k in length. This will make a substantial cost saving and will be very welcome by the landowners and local residents, who will otherwise suffer noise and dirt disruption. Indeed I anticipate problems on local roads will continue long after completion of the proposed works until such time as improvements are made to Podimore Roundabout (i.e. proposed fly-over).

By reducing the likelihood of traffic congestion and a big reduction in the need to make road closures from time to time will be important since H.E.'s arrangements for proposed diversions, fail to take into account the likely result on the ground for the villages of Sparkford, Queen Camel and West Camel. The fact that H.E. diversion proposals fail to show the many minor side roads (compare H.E. sheets with copies of O/S – BGN 11) which sat-nav's locate, shows a lack of understanding of the serious consequences for the villages of any closures or delays. Drivers just will not use the 'official' diversion routes.

I attach a copy (BGN10) of a Council minute which records some of the problems already suffered by local residents where delays or closures of the existing A303 cause diversions. The parish councils are very concerned that these incidents will be much increased during the 2 ½ years of construction and beyond, particularly through Wales, along West Camel Road, passing Countess Gytha primary / Junior School, Queen Camel High Street, West Camel Village and Sparkford High Street, all of which are already busy at peak periods and should be visited at such periods.

The various mitigation proposals, whilst welcome, are not effective and will not allay villagers and the Councils' concerns.

The most effective way of allaying these concerns is to incorporate the retention of a parallel local road.

In the longer term this will be of value when the dual carriageway is brought up to the intended 'Expressway' standard, as further disruption will be avoided and traffic types banned from the re-designated A303(m) will have an alternative route. Furthermore this will avoid closures of the Shell Station and adjacent Mattia Diner

With the help of Quantity Surveyors, I have prepared approximate estimates of the cost benefit by incorporating the parallel road into existing proposals, which show a small direct saving, but substantial indirect benefit relating to the reduction in allowance for interrupted working and the ability to keep three businesses open etc.

The prime benefit however, will be the increased convenience for A303 users and contractors working arrangements and reductions in rat-running which will be of considerable benefit to local communities.

ADDENDUM TO SPIL - AFP001

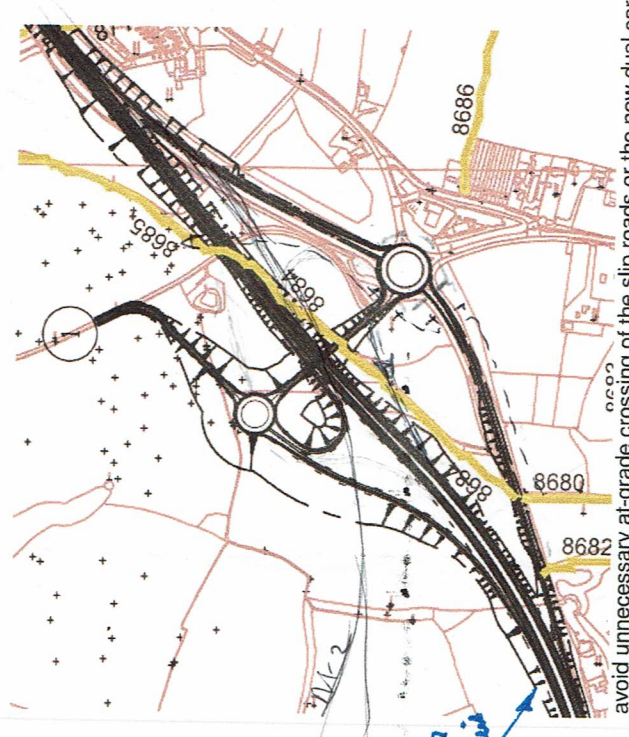
List of drawings and documents attached to B.G. Norman's Representation to the Planning Inspectorate (PINS).

Ref	Description	Attached / Post
BGN 1	Page 85 from Technical Assessment Report (TAR)	Attached
BGN 2	1995 A303 Design	Attached
PF 1(a-e)	A359 Traffic Survey	?
BGN 3	H.E. Memo 21/06/18	
BGN 4	Drawing Comparing land use within Hazlegrove Park	
BGN 5	H.E. Letter of 20/07/18 relating to the above	
BGN 6a	'Prof on Concept' drawing 1/2500 of proposed revised junction	
BGN 6b	Later simplified variation of BGN 6a above.	
Fairhurst 127642/1003	Hazlegrove junction alternative layout proof of concept drawing 1/1000	
BGN 7	Calculation of fill required for H.E. Hazlegrove Junction	
BGN 8 a / b	Calculation of excavation fill for main dual carriageway	
BGN 9	Drawing of A303 as a parallel road	
BGN 10	Copy of minutes of QCPC Meeting 10/09/18	
BGN 11	H.E. Closure plan compared to OS map.	

BAN 1

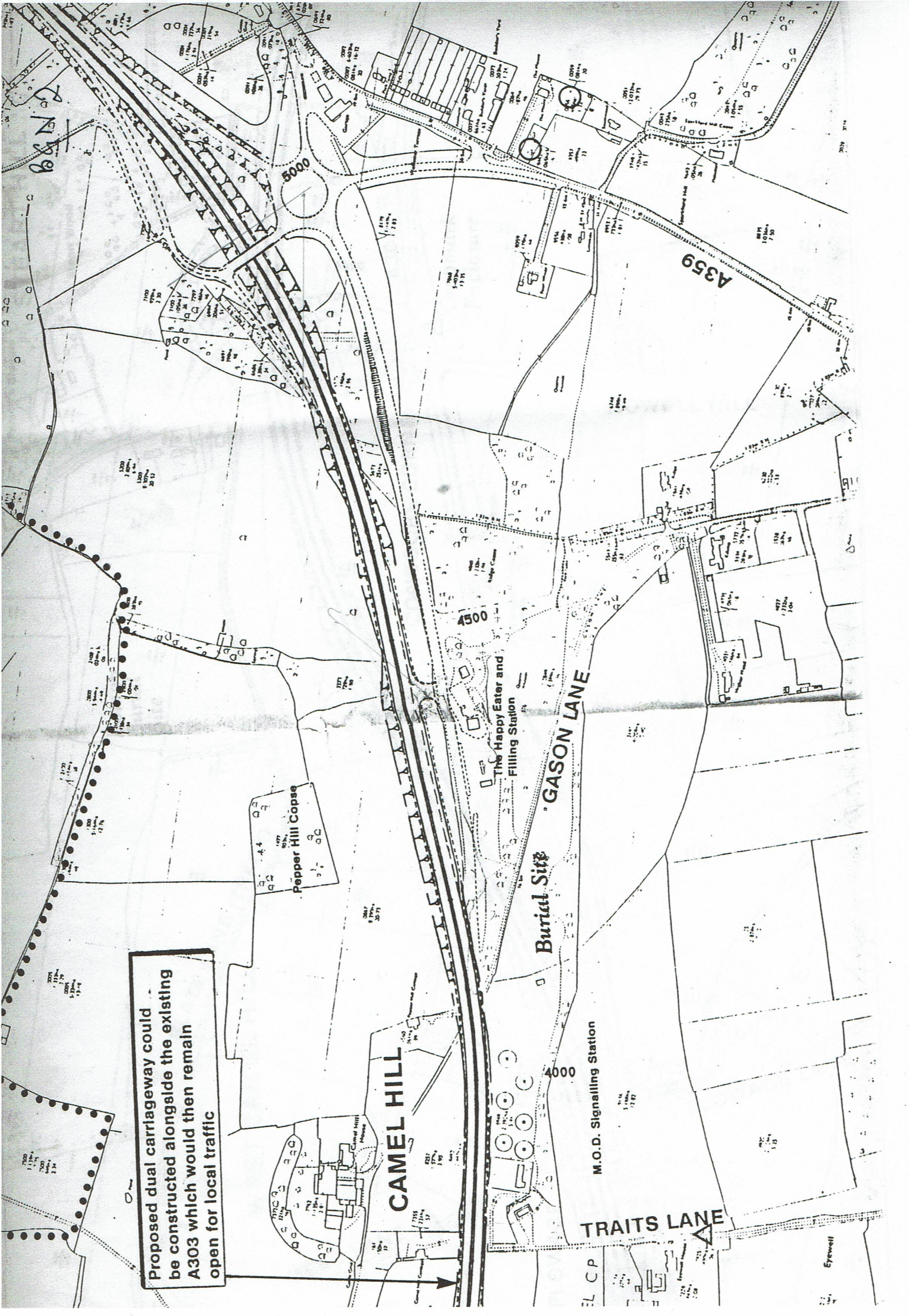
Technical Appraisal Report

BAN 1

Location	Option design/existing feature	Route option A - road safety comments
Hazlegrove Junction	Provision of new grade-separated junction	<p>The location of the new junction at Hazlegrove overlies an existing footpath (see diagram below). It is unclear from the option design how this NIMU route will be catered for within the design of the junction. The incorporation of this footpath into the design of the junction will need to be carefully considered, to</p> 
Hazlegrove Junction - southern roundabout	Conversion of existing 5-arm roundabout with one minor arm providing access to Hazlegrove Preparatory School only to full five-arm roundabout forming part of new grade separated junction and changed function of some arms.	<p>avoid unnecessary at-grade crossing of the slip roads or the new dual carriageway, while maintaining a reasonably direct route.</p> <p>As a general rule, the more arms on a roundabout the more risk of accidents. In paragraph 2.2 of TD16/07 Geometric Design of Roundabouts (Design Manual for Roads and Bridges Volume 6, section 2 part 3, Highways England 2007) it states that the number of accidents per year at roundabouts increases with the number of arms because of the corresponding increase in conflict points. It provides the following figures; 4-arm = 1.79 accidents/year, 5-arm = 3.66 accidents/year, 6-arm 5.95 accidents/year. These figures suggest a 6-arm roundabout is 1.6 times more dangerous than a 5-arm roundabout and 3.3 times more dangerous than a 4-arm roundabout. Converting the Hazlegrove Roundabout from 4-arms plus a school access to a full 5-arm roundabout therefore has the potential to increase accident rates at this junction.</p> <p>It is acknowledged that this will be offset to some extent by the lower traffic flows likely to use the roundabout in future and the alteration of the existing eastern A303 arm from dual carriageway to a single carriageway slip-road. In paragraph 2.2 of TD16/07 it states that on average, there are more</p>

will be over-sized when less traffic

Proposed dual carriageway could be constructed alongside the existing A303 which would then remain open for local traffic



CAMEL HILL

Burial Site
GASON LANE

M.O.D. Signalling Station

TRAITS LANE

A359

Pepper Hill Copse

The Happy Eater and Filling Station

4500

4000

5000

Eyewell

ELCP



A303 Sparkford to Ilchester dualling scheme

Meeting note

Date: Thursday 21 **Time:** 1600

Location: June 2018
Queen Camel
Memorial Hall,
High St,
Queen
Camel,
Yeovil, BA22
7NF

Attendees: Cllr John Brendon (Queen Camel Parish Council, Chair)
Patrick Pender-Cudlip (Queen Camel Parish Council, Clerk)
Cllr Simon Stapely (Queen Camel Parish Council)
Cllr Bryan Norman (Queen Camel Parish Council)
Cllr Chris Bennett (Queen Camel Parish Council)
Cllr Trevor Tuck (Sparkford Parish Council)
Elliot Hayes (Highways England)
Alex Murphy (Mott MacDonald Sweco Joint Venture)
Douglas Johnson (Mott MacDonald Sweco Joint Venture)

Apologies: None

No.	Actions / Key Messages	Owner
1.0	Introductions	
1.1	Patrick Pender-Cudlip (PPC) introduced members of Queen Camel Parish Council, and explained that Cllr Trevor Tuck from Sparkford Parish Council was attending in an observational capacity.	
2.0	Consultation update	
2.1	Douglas Johnson (DJ) summarised Highways England's statutory consultation process. Highways England consulted on the scheme from Friday 26 January to Friday 9 March 2018, hosting 4 consultation events in the local area during this period. Highways England received 241 completed consultation questionnaires in this period. Key themes included:	

	<ul style="list-style-type: none"> • 57% strongly agreed or agreed with proposals for Hazlegrove junction, 21% disagreed • 48% strongly agreed or agreed with proposals for Downhead junction, 32% disagreed • 45% strongly agreed or agreed with the NMU proposals, 15% disagreed • Asked about environmental impact, 32% raised drainage, 15% noise, 10% community impacts • A proposal to retain a section of the existing A303 as a local road running in parallel to the upgraded A303 • Requests to amend the layout of the proposed junctions at Camel Cross, Downhead and Hazlegrove • A requirement for a transport assessment to understand in detail the operational performance and impact of the upgraded A303 • A desire for traffic calming measures on local roads in West Camel, Queen Camel and Podimore • Calls to ensure appropriate long-term provision for non-motorised users • Requests for further information to be included in the DCO application on environmental impact and mitigation, particularly with regards air quality, cultural heritage, drainage, landscape, noise and vibration • The need to strike a balance between the public benefit of upgrading the A303 and the impact on Hazlegrove registered historic park and garden 	<p><i>Handwritten notes:</i></p> <ul style="list-style-type: none"> ✓ ✓ ✓ ✓
2.2	<p>Cllr Brendon (JB) asked about the source of the percentages. DJ set out that these were the result of analysing responses to the closed question parts of the consultation questionnaire. He explained that Highways England would include a breakdown of all comments received and its response to each in the Consultation Report. This will be submitted as part of the DCO application. JB suggested this section of the report was likely to be of significant interest to anyone reading the report.</p>	<p><i>where is this</i></p>
3.0	Scheme design	
3.1	<p>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</p>	<p><i>Handwritten notes:</i></p> <ul style="list-style-type: none">

see high

	junction. These changes had been made as a result of consultation responses and a road safety audit.	where
3.2	Elliot Hayes (EH) noted that a representative of Somerset County Council was involved in the road safety audit. PPC asked whether the road safety audit was a public document; EH said he would check. Cllr Tuck (TT) asked who had been present from Somerset County Council at the audit. EH said he did not believe it would be appropriate to share information about specific individuals.	EH
3.3	TT asked whether Camel Cross junction would give priority to the existing A303, and said that he felt that the volume of traffic coming down the slip road would be higher.	
3.4	Cllr Bennett (CB) asked whether the drainage ponds to the west of the Downhead junction would be dry most of the time. AM set out that they are designed to retain a minimum water level to prevent them from becoming covered in scrub.	∴ flight path problem
3.6	Cllr Norman (BN) asked whether it was still proposed to allow right hand turns from the road on the northern side of the Hazlegrove junction. He remains of the belief that this would be dangerous.	no answer
3.7	JB asked why a dumbbell roundabout had not been included in Hazlegrove junction. AM highlighted the need to balance the needs of traffic against impact on the registered park and garden at Hazlegrove House. EH added that the relevant statutory advisers on environmental issues had advised strongly against the inclusion of a dumbbell roundabout in the scheme. The current design of junction would require less land from the registered park and garden than a dumbbell roundabout.	not so
3.8	BN set out that, in his view, the scheme would have a greater impact on the registered park and garden than a dumbbell roundabout due to the views down the hill from Hazlegrove House. AM set out that Highways England would include mitigation against this impact, and that the DCO application would include photomontages showing this.	
3.9	TT set out that the design of Hazlegrove junction at present involved a large number of roundabouts and junctions in a small stretch of road. BN asked whether Highways England had considered the extra mileage that would result for regular users of the junction, and the consequent environmental impact. AM set out that this was assessed in the Environmental Statement.	where
3.10	JB asked whether it would be possible to make the curve of the road tighter as it approach the main roundabout which forms part of Hazlegrove junction. TT observed that the curvature of the road resulted in a greater impact on the registered park and garden. AM set out that this would be	

	too tight for a road at 70mph, due to the need to maintain visibility on the slip road.	
3.11	BN set out that he felt it would benefit Highways England to delay its application to allow it to resolve community objections before submitting. EH explained that Highways England needs to submit an application by July 2018 to ensure that the scheme is delivered within its <u>current funding period</u> .	
3.12	PPC asked whether there would be any benefit in the Parish Council engaging with the environmental bodies currently advising against the inclusion of a dumbbell roundabout. BN asked for the details of these groups; PPC noted that this would be included in Highways England's Consultation Report. EH set out that it is the role of the examining authority to look at representations from different bodies during the DCO examination.	
3.13	AM set out that traffic modelling shows people choosing to use the Hazlegrove junction. TT asked whether modelling includes Sparkford services at the weekend; AM said that it did. TT expressed scepticism that people would use the junction, and concern that this would result in more pressure on local roads.	
3.14	CB observed that the scheme resulted in the creation of isolated pockets of land. AM set out that many of these are used for environmental mitigation.	
3.15	JB asked how the smaller roundabout included in Hazlegrove junction worked as a safety feature with low volumes of traffic.	
3.16	BN said that, overall, he felt that the proposal for Hazlegrove junction would be larger, take more land, be more environmentally damaging and be more expensive than a dumbbell roundabout.	
3.17	TT said that he did not think the design would reduce the number of vehicles driving straight over Sparkford roundabout and tipping over. EH said that, in part, this was due to the roundabout currently on the main line of the road and drivers are approaching it at 70mph and not braking properly.	
3.18	BN asked whether the issues with the short approach to the railway bridge over the A303 had been considered in Highways England's accident modelling. AM said that they had.	<i>where</i> ✓
3.19	JB said it sounded like landscape and heritage issues had been afforded greater weight than community views. BN said that Highways England had not taken a broad enough view of environmental impact. EH set out that, while Highways England takes environmental issues seriously,	

	they are not the only consideration.	
3.20	TT raised concerns about the impact of the scheme on Sparkford services, a significant local employer. In particular, he felt it would reduce the amount of eastbound traffic using the services.	
3.21	TT said that he felt the noise impact of the scheme would be significant, particularly where the road is proposed to be on an embankment. AM said that Highways England had conducted noise modelling and where appropriate proposed mitigation. CB asked about the impact of quiet surfacing. AM explained that it is difficult to provide a straightforward figure, as noise generation will depend on the road condition and vehicle.	
3.22	JB asked whether West Camel Parish Council was comfortable with Highways England's proposal for Downhead junction. BN noted that this would provide an access for the proposed garden village in the vicinity of the scheme. EH set out that South Somerset District Council had advised that, as the garden village was not in the Local Plan, it should not be considered in the scheme's design.	
X 3.23	TT asked why it would not be possible to join up sections of the old A303. EH explained that the requirement for Crown Land in the area of Camel Hill transmitter station complicated the situation, and posed a risk to the scheme. In addition, there would be an impact to a local wildlife site. <i>which</i>	
X 3.24	BN said that the proposal to retain the existing A303 as a parallel local road would save Highways England time and money. EH said that Highways England had been advised differently by the contractors it had contacted on the matter.	
4.0 DCO process		
4.1	EH set out that, in Highways England's view, it had a scheme that is appropriate, environmentally justified and deliverable. It would be for the examining authority to resolve outstanding differences of opinion.	
✓ 4.2	EH set out that the DCO process will take place in a fixed timeframe of 18 months. Given the need to secure planning permission before the end of Highways England's current funding period in 2020, this meant it had little flexibility in terms of its application date.	
5.0 Construction period		
5.1	PPC set out that Queen Camel Parish Council's main concern remained the impact of construction on the village. He set out that there is a risk that the slowing of traffic on the	

	A303 during construction would lead to more vehicles using local roads. He asked who has responsibility for this.	
5.2	EH set out that, overall, Highways England has responsibility for the impact of construction. He recognised that construction is rarely welcomed by the communities it affects. The scheme contractor would start developing a construction management plan in more detail <u>next year</u> .	
5.3	JB asked how the construction management plan would be enforced. AM said that Highways England's buildability advisers had suggested a number of measures such as the possibility of 'local access only' signs.	
5.4	PPC asked how the weight restriction through the village would be enforced. He referenced an ANPR system used during construction by Hinkley Point C. EH noted this is an issue for Somerset County Council but that Highways England is aware that it is a concern. CB asked whether the measures in question had been applied to all HGVs or merely those associated directly with a scheme, noting that this is a major distinction. AM noted the particular difficulty here was that the weight restriction did not apply to vehicles entering the village for access.	
5.5	JB asked whether Highways England had included funding for construction traffic management in its scheme budget. AM sought clarification on whether JB meant temporary or permanent measures.	

PLEASE NOTE THE OS DATA DISPLAY

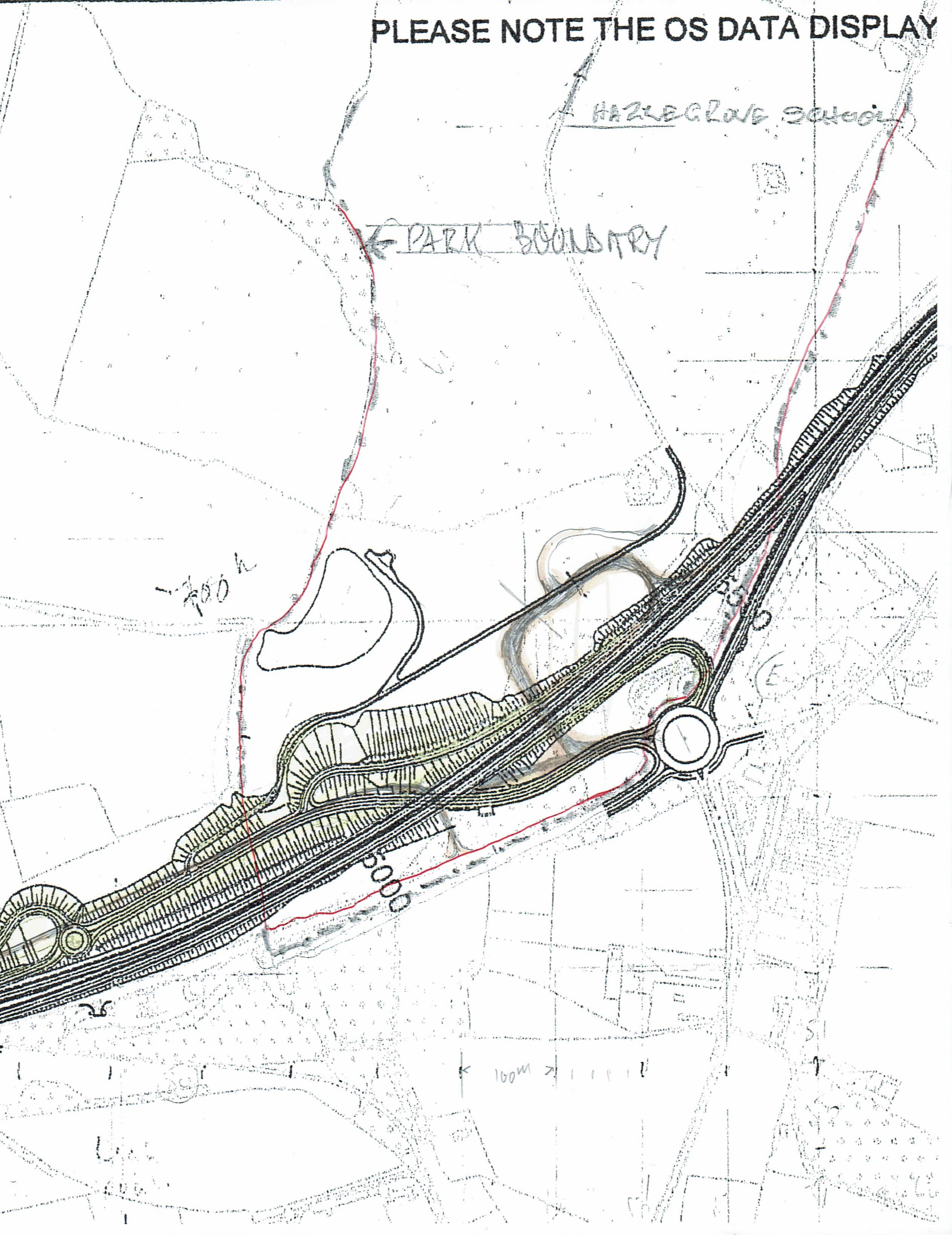
HAZLEGLAVE SCHOOL

PARK BOUNDARY

700m

500

160m



250
 200
 200
 200
 200

Area within park.

of

H/E

$320 \times 75 \text{ m}$ 24,000
 $+ 270 \times 30 \text{ m}$ 8,100
 250×20 5,000
 200×20 5,000

25,810 m²

outside park.

400×50

20,000 m²

Ben

450×20

9,000 m²

nil

Cross shaded areas roughly equal. ignored.
 lead to Hazlegrove School and Camel Hill
 ignored as roughly equal.

2nd sent
CIS in

Ben #5



Our ref: HE551507-MMSJV-VSS-000-CO-ZH-0053

Patrick Pender-Cudlip
Clerk
Queen Camel Parish Council
By email: queencamel.clerk@gmail.com

Elliot Hayes
Acting Project Manager
2/07K Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6HA

Enquiries: 0300 123 5000

Friday 20 July 2018

Dear Patrick,

A303 Sparkford to Ilchester dualling scheme

Thank you for your letter of Tuesday 17 July 2018. It is helpful to have the Parish Council's considered reflections following our meeting of Thursday 21 June 2018. I thought it would be helpful to respond to a number of points raised in your letter directly.

Hazlegrove junction

Your letter raises concerns that we have not considered the strong views raised by the local community and the Parish Council about the design of Hazlegrove junction. I wanted to reassure you that we are very much aware of these concerns.

However, as we discussed at our last meeting, we are required to balance a wide range of views in designing the scheme. In the case of Hazlegrove junction, we have received strong advice from relevant statutory advisers on environmental issues that we should minimise the impact of the scheme on the Grade II Listed Registered Park and Garden at Hazlegrove House.

Additionally, we received feedback on the design of the junction following a road safety audit involving Somerset County Council as the local highways authority. Clearly, this must carry significant weight in the design of the scheme; the safety our road users is a core priority for Highways England.

I
relaxed
only to
minor
changes

The design we have prepared for Hazlegrove junction reflects these inputs, and we believe it is the right solution for this part of the scheme. We do not therefore believe there is a need to prepare an alternative design for Hazlegrove junction.

Parallel road proposal

Your letter also questions why we have not incorporated suggestions made during the recent statutory consultation on the scheme to retain additional sections of the A303 as a parallel local road. I wanted to clarify a point made in your letter, which states that, 'we believe you acknowledge that there is adequate space for the dual carriageway and a local road without having to acquire land from the Ministry of Defence.'

This does not match our understanding of what we discussed at our meeting of Thursday 21 June 2018. I have checked the informal note of the meeting which you kindly provided on Friday 22 June 2018, as well as the note that we provided to you on Tuesday 3 July 2018. These both show that we discussed a requirement for Crown Land at the meeting.

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. We also set out at our last meeting that the parallel road proposal would impact on a Local Wildlife Site.

We're grateful to the Parish Council for its continued engagement, and have taken note of all of the points raised in your letter. 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 the issues raised in your letter are considered by the nominated inspector.

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

Yours sincerely,



Elliot Hayes
Acting Project Manager
Email: A303Sparkfordtollchesterdualling@highwaysengland.co.uk
Tel: 0300 123 5000

BCN 6A



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POND

WOOD

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PARKLAND
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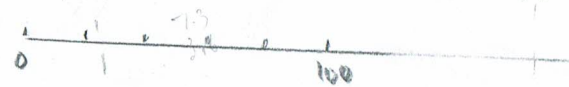
RED Xmas

A 303

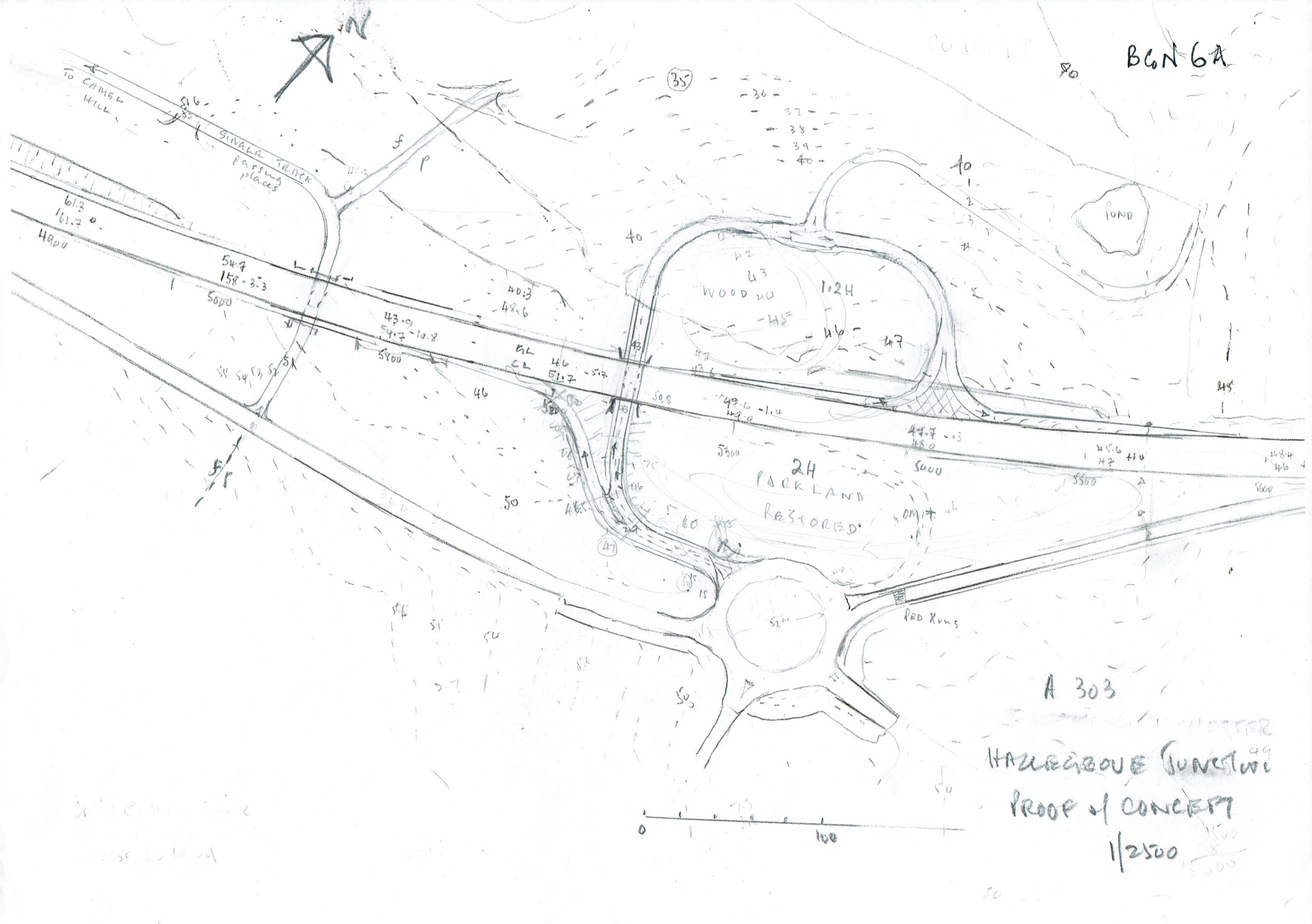
HALLGROVE JUNCTION

PROOF OF CONCEPT

1/2500

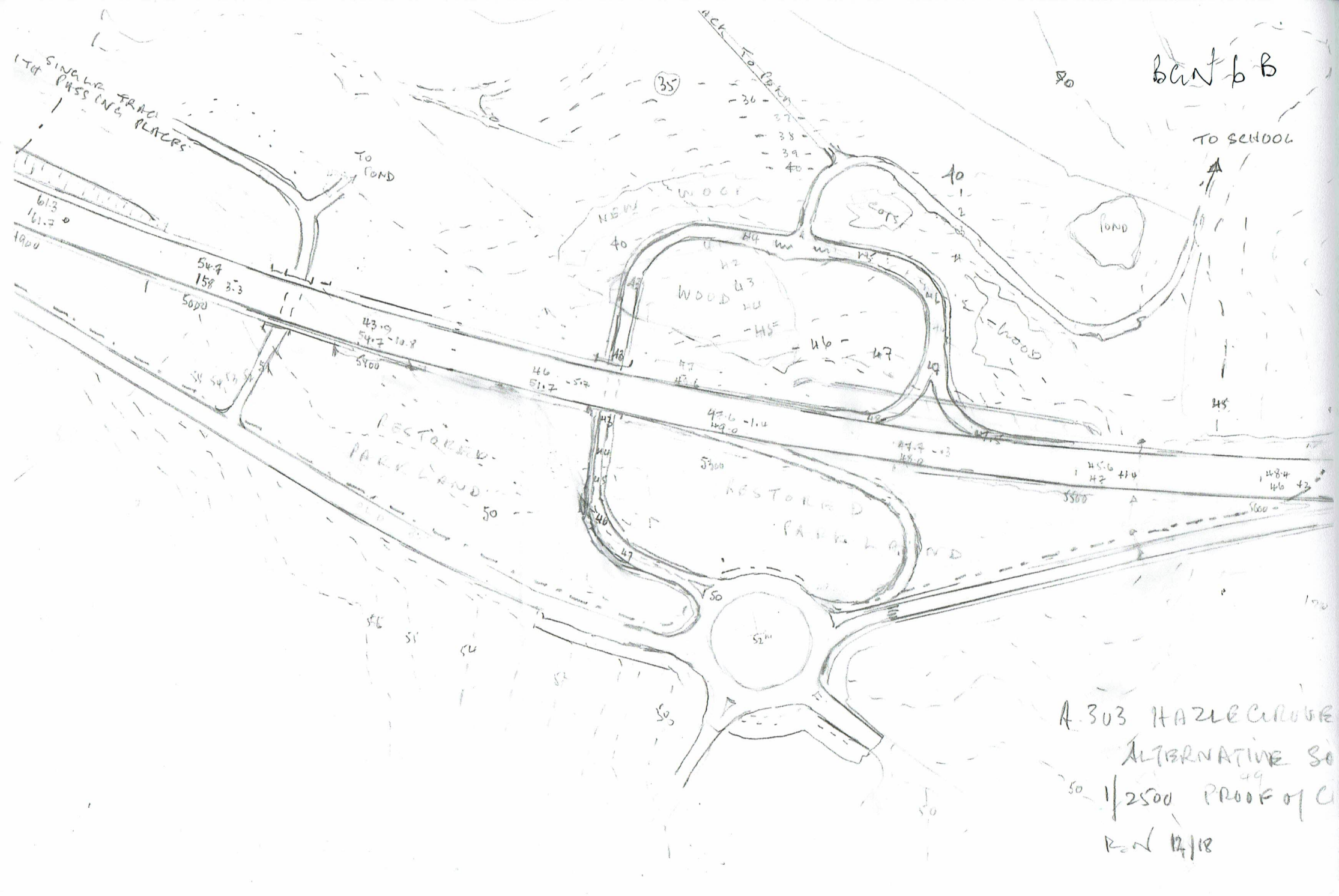


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TO SCHOOL



A.303 HAZLE CREEK
 ALTERNATIVE 50
 1/2500 PROOF OF C
 PLAN 12/18

Bryan G. Norman B.Sc. Ext. Man, FRICS

re: A303, Sparkford to Ilchester Dualling

CALCULATION

HAZLEGROVE JUNCTION (H/E) A 303

HE Drawing No.		Work No.	Depth Average	Width Average	Length	Fill	Excavate
2173	Hazlegrove E off slip	50	2.35 x	13 x	200	6,110	
2173	Hazlegrove E on slip	85	6.20 x	18 x	400	44,640	
2183	Hazlegrove W on slip	86	1.05 x	14 x	300	4,410	
2173	Hazlegrove W off slip	87	0.73 x	14 x	300	3,079	
2174	Under bridge	54	6.75 x	16 x	260	28,080	
2177	C. Hill Leak	81	3.15 x	21 x	600	39,690	
2179	Hazlegrove School Access	92	2.56 x	8 x	300	6,144	
2180	Cancel Hill Roundabout	65	6.10 x	11.3 x	113	7,789	
						139,942	
						say 140,000	

Bryan G. Norman B.Sc. Ext. Man. FRICS3

re: A303, Sparkford to Ilchester Dualling

CALCULATION		MAIN CARRIAGEWAY					
HE Drawing No.			Depth Average	Width Average	Length	FILL	EXCAVATE
2171	1 - 1400	Balanced de minimis					
2171	1,400 to 2,000	de minimus					
2171	2,000 to 3,100		7.65	47	1,100		395,505
2172	3,100 to - 3,300	Balanced / Small					
2172	3,300 to 3,700		6.6	40	400	105,600	
2172	3,700 to 4,500	Balanced / Small					
2172	4,500 to - 4,800		3.7	3.7	300	41,070	
	4,500 to 5,400	Balanced / Small					
	5,400 to 5,900		4	39	600	93,600	
							<u>395,505</u>
						<u>240,270</u>	<u>-240,270</u>
		Surplus excavation					<u><u>155,235</u></u>
		H/E use at Hazlegrove Junction see Sheet 2					<u><u>140,000</u></u>
		Balance, say					<u><u>15,235 cu.m.</u></u>

N.B. The balance has been disposed of by widening of the central reservation (10/13 metres) between 4,300 and 4,700 (14,500 c.m.)



Queen Camel Parish Council

Ben 10

MINUTES of the MEETING OF QUEEN CAMEL PARISH COUNCIL

held in The Marples Room at the Memorial Hall
on **Monday 10th September 2018** at **7.30pm**

Present: Councillors **John Brendon (JB)** – Chairman
Chris Bennett (CB)
Andrew Dollard (AD) (after procedural item 5)
Kathryn Grainger (KG) (after procedural item 5)
Bryan Norman (BN)
Kit Stapely (KS)
Simon Stapely (SS) – Vice Chairman
Claire Ward (CW) (after procedural item 5)

In attendance: **Mike Lewis (ML)** - District and County Councillor
Patrick Pender-Cudlip (PPC) - Clerk
10 members of the public

Procedural Items

1. **Welcome and introduction** - JB opened the meeting, welcoming all present.
2. **Public session** – [Clerk's note: *In the interests public accountability the public session took place after Procedural item 5 but it is minuted here for the sake of clarity*]. A resident of Wales spoke on behalf of many fellow residents who had recently convened a meeting to address the difficulties and dangers facing residents and motorists alike as a result of increasing numbers of vehicles using Blackwell Lane and Wales Lane to avoid congestion on the A303. They appealed to the Council to press Somerset County Council Highways Department (Highways) to find a solution before someone gets hurt, or worse. Among the points made were the following:
 - Recently the traffic problems have become far more severe than formerly.
 - Satnavs identify Blackwell Lane and Wales Lane as a way of bypassing congestion on the single carriageway section of the A303 which is normal on Fridays and at weekends.
 - Drivers liberated from the frustrations of sitting in stationary traffic often drive recklessly and far too fast along the narrow lanes, endangering themselves and other road users.
 - There have been three head-on collisions recently outside the spokesman's house alone and skid marks in the road bear witness to many more near misses.
 - Drivers including local commuters using the lanes to bypass congestion on the A303 freely admit to ignoring signs warning that the lanes are narrow and unsuitable for through traffic.
 - Walkers, cyclists and horse-riders are particularly vulnerable but motorists are also at risk.
 - On the Friday (7th September) three days before the Council meeting traffic in Wales was blocked for an hour, and this is typical rather than unusual.
 - Some drivers become angry and aggressive when they are caught up in such traffic jams, on occasion entering and even damaging private property in an effort to escape the jams.
 - Large agricultural vehicles based in Wales do not mix well with through traffic using the lanes as

01 230
a bypass and their drivers suffer great frustration and delays in consequence.

- The road edges and verges of the lanes are getting badly damaged.
- Recently a vehicle pulling off the road to let another pass almost toppled into the river.
- Emergency vehicles are unable to get through when the lanes are congested.

Residents are convinced that signs will not put off determined drivers and that the only viable solution is to erect a fixed barrier at the junction of Blackwell Lane and the A359 so that Blackwell Lane and Wales Lane are no longer through roads. [See also 04.1, below]

3. Apologies – Zelda Sowerby (ZS) sent her apologies for being unavoidably absent. A member of the public who had put herself forward for co-option and was later co-opted apologised that she would be unable to stay for the whole meeting.

4. Declarations of interest – There were no declarations of interest.

5. Co-option of new Councillors – Following the resignations from the Council of John Carnegie, Jo Pender-Cudlip and Andrew Hoddinott, and in the absence of a formal request for an election, the Council had appealed for residents to put their names forward for co-option. Three residents did so and gave a short account of themselves (at this and the previous meeting, severally), explaining why they wished to join the Council

It was RESOLVED 5-0-0 [For-against-abstained] that Andrew Dollard, Kathryn Grainger and Claire Ward be invited to join the Council. All three accepted the invitation, signed Declarations of Acceptance of Office and were welcomed onto the Council.

At this point CW had to leave the meeting for personal reasons.

6. Councillor training – It was agreed that the newly co-opted Councillors would attend a training course at the earliest available opportunity.

7. It was RESOLVED 5-0-0 to confirm as correct the minutes of the meeting held on 9th July, 2018.

Business Items

01 [0918] District and County Councillor's report – ML reported that Somerset County Council (SCC) had reduced expenditure by £130m. in the course of the last eight years but is still £7.5m. in deficit. Spending on Children's and Adult's social services (which account for c.70% of SCC's expenditure) is currently c.£1m. over budget every month, largely in response to critical reports from Ofsted. A new Chief Financial Officer intends to reduce the deficit to £2m. by 31st March, 2019.

02 [0918] Crime and Safety - [Clerk's Note: *In July one Public Order offence was reported and there were two reports of Anti-social behaviour*]

03 [0918] Update on Fingerposts – CB had been looking into the practicalities of purchasing and fitting traditional, cast-iron 'fingers' and would bring three quotations to the Council's November meeting.

04 [0918] Highways matters:

1. Traffic problems on Blackwell Lane and Wales Lane: Councillors have great sympathy with the residents of Wales and share their concerns [see *Procedural* item 2, above]. The Clerk was instructed to press Highways to find a solution to what is becoming an increasingly serious problem and to contact SatNav companies whose customers are ill-served when a route through Wales is shown as a viable way of bypassing congestion on the A303.

2. High Street:

i. Corner by the Iron box – A resident had sent an eye witness account of a lorry mounting the pavement, plus a photograph showing the wheel marks on the narrow pavement which dramatically illustrated the dangers facing pedestrians there. Highways had responded to

previous approaches by advising the Council to seek an SCC Small Improvement Scheme via the local County Councillor but ML explained that currently no SCC funds are available for this kind of project. CB and PPC were asked to approach the neighbouring landowners about the possibility of diverting the footway onto their property on the other side of the roadside wall.

- ii. **Speed Indicator Device (SID)** – PPC was asked to approach Sparkford, Marston Magna and West Camel Parish Councils with a view to sharing a SID with all four parishes. PPC reported that West Camel had already expressed interest in such a scheme.
 - iii. **20mph speed limit** – PPC reported that Highways would require more than anecdotal evidence even to consider extending the 20mph speed limit along the whole High Street. He added that traffic speed data garnered via a SID might help make a case for such a limit.
 - iv. **Road markings** – It was agreed that the new *School* road markings by the Old School site are redundant but they might help to slow down traffic and removing them would be costly.
 - v. **Tarmac deposits at the pinch points** – Highways is in touch with the party thought to be responsible for the unauthorised tarmac deposits.
 - vi. **Car parking in the Conservation area** – JB will be approaching interested parties in search of a solution to current parking problems.
3. **West Camel road** - PPC will approach the school authorities, Highways and retailers to gauge support for 'Wig wag' flashing speed reduction signs outside the school and their likely cost.
4. **A303 Sparkford to Ilchester dualling scheme** - The Council's major concerns are:
- i. Heavy traffic flows and congestion on the High Street and West Camel road caused by traffic trying to get round congestion on the A303 during the construction phase.
 - ii. Avoidable environmental damage and extra costs incurred by the Highways England (HE) proposed design for the Hazlegrove junction.
 - iii. Avoidable environmental damage and extra costs incurred by HE's refusal to retain the carriageway of the existing A303 as a local road alongside the new dual carriageway.
- PPC was asked to include a summary of these concerns when registering the Council as an Interested Party for the Planning Enquiry [**Clerk's note: This has now been done**]. The presentation of an alternative junction design was discussed at some length. A resident's email highly critical of the A303 proposals was received too late to get onto the Agenda but it will be on the Agenda of the November meeting.
5. **Church Lane** – Councillors will produce plans and photographs for PPC to use as evidence to convince Highways that blocked drains really are a problem.
6. **Kerb at Hill View** – PPC will press Highways to complete the safety audit and install the much needed dropped kerb at the foot of the hill by the junction with Gason Lane.

05 [0918] Planning Applications.

1. Planning Committee:

- i. The Planning Committee had not met since its inception because no Planning Applications requiring consideration had been received by the Council.
- ii. The Council had received and acknowledged a notice of intent **18/02621/AGN** in respect of a lean-to extension to an existing cattle building at Camel Hill Farm.
- iii. The Planning Committee arranged to meet on 24th September to consider a newly received Planning Application.

2. Neighbourhood Plan:

- i. The Council was told about a Neighbourhood Plan Steering Group (NPSG) meeting where the

draft Neighbourhood Plan marked *Confidential* was presented to Councillors able to attend.

- ii. **It was RESOLVED 7-0-0 to remove the *Confidential* designation and to hold an extraordinary meeting of the Council on 24th September to review and approve the draft Plan.**

Once the draft had been approved it would be forwarded to South Somerset District Council (SSDC) for a 'health check' and to see whether a Strategic Environmental Assessment would be required. [Clerk's note: *In order to save time SSDC officers very kindly agreed to start checking the draft Plan even before it had been approved by the Parish Council*].

It was RESOLVED 5-0-2 to accept Dorset Planning Consultant's quotation of £2,588.45 for the next stage of the Neighbourhood Plan, with possibly as much again for the final stages depending on what is required by the relevant authorities.

It is expected that these costs will be met out of *Frontrunner* funds held by SSDC.

06 [0918] Councillors' reports and motions:

1. **Old School Site** – It was reported that the Community Land Trust (CLT) was maintaining its efforts to acquire the site for the community and that SCC is offering the site for a discounted price of £250k., with contracts to be exchanged by Christmas and completion by 31st March 2019.

It was RESOLVED 5-0-0 that the Chairman would write a formal letter on behalf of the Council supporting the CLT's efforts to acquire the Old School site.

2. **Youth** – KS sought Council support for a plan to revive the Youth Council with the support of residents, possibly making use of Council reserve funds ring-fenced for Youth projects.

It was RESOLVED 7-0-0 to support this initiative which would be publicised in The Camels Magazine.

07 [0918] Other reports and motions:

1. Footpaths:

- i. PPC reported that the SCC Rights of Way team are overwhelmed with work and are unlikely to be able to confirm the registration of footpaths any time soon.

- ii. It was agreed that PPC would write to SCC Rights of Way to thank them for strimming and mowing the Henshallbrook footpath and ask when they would be taking the promised action to repair or replace sub-standard, broken or missing stiles.

- iii. [Clerk's note: *Following the meeting KG volunteered to take on the posts of Footpath Warden and Environment Warden. This will be on the Agenda of the November meeting*].

- iv. **It was RESOLVED 7-0-0 to order 200 sets of the Parish walks leaflets.**

2. **Flood Committee (FC)** - The Council noted the minutes of the FC meeting of 26th July. CB pointed out that the Road Closure team report to the Police, not to the Council or to any Parish Group.

3. **Crab apples** – The Council agreed that it would be appropriate to express formal thanks to a resident who has cleared up crab apples from around the bus shelter throughout the season.

08 [0918] Clerk's report – nothing to report.

09 [0918] Finance:

1. **Community Benefit Fund** – the Council agreed to defer detailed consideration of possible uses of the fund until its next meeting.

2. **It was RESOLVED 7-0-0 that the Council contribute £5,000 from the Community Benefit Fund to the Church Roof Appeal, to be paid when the contract is placed.**

3. **It was RESOLVED 5-0-2 to transfer £1,000 from General Reserves to a Ring-fenced Reserve to be available to support any bid for the Old School site backed by the Council, reaffirming a Council decision taken in November 2016.**

BLN 12



3.5 miles
3.25

Why not send
E traffic N
W traffic S.

A303 Sparkford to Podimore

- section of Road CLOSURE
- Diversion Route (2 Way)

17/1/18

Bar 12



**ROAD
CLOSED**
A303
Wincanton to Sparkford

only closure.

Why not send
E traffic N on A371's
A303 Wincanton to Sparkford
- section of Road CLOSURE
- Diversion Route (2 Way)
B 3145 to S
B 3148 to W

22/11/18



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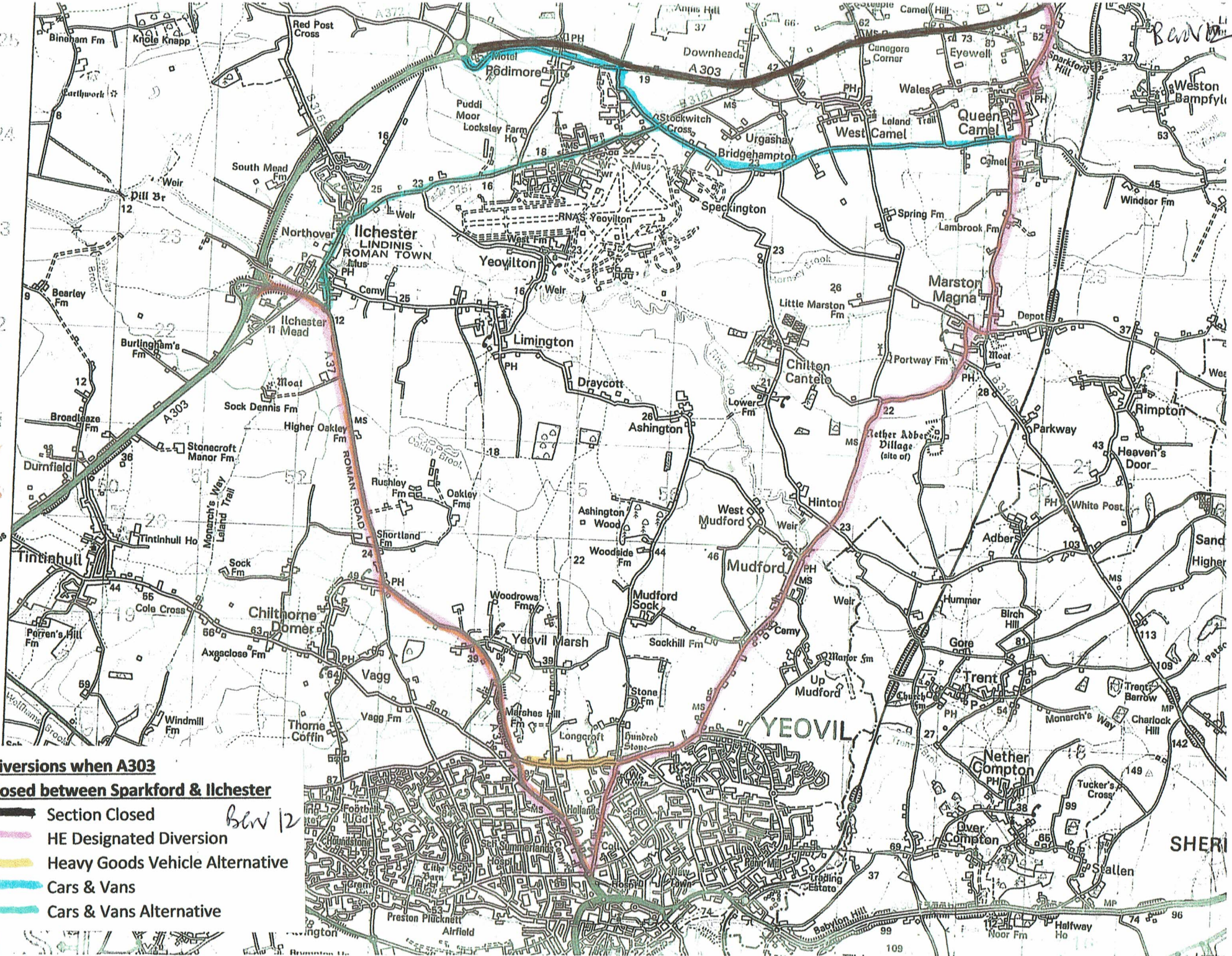
u/f route
Mark up
most prob:
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42 km or 26 miles
A303

**Diversions when A303
closed between Sparkford & Ilchester**

-  Section Closed
-  HE Designated Diversion
-  Heavy Goods Vehicle Alternative
-  Cars & Vans
-  Cars & Vans Alternative

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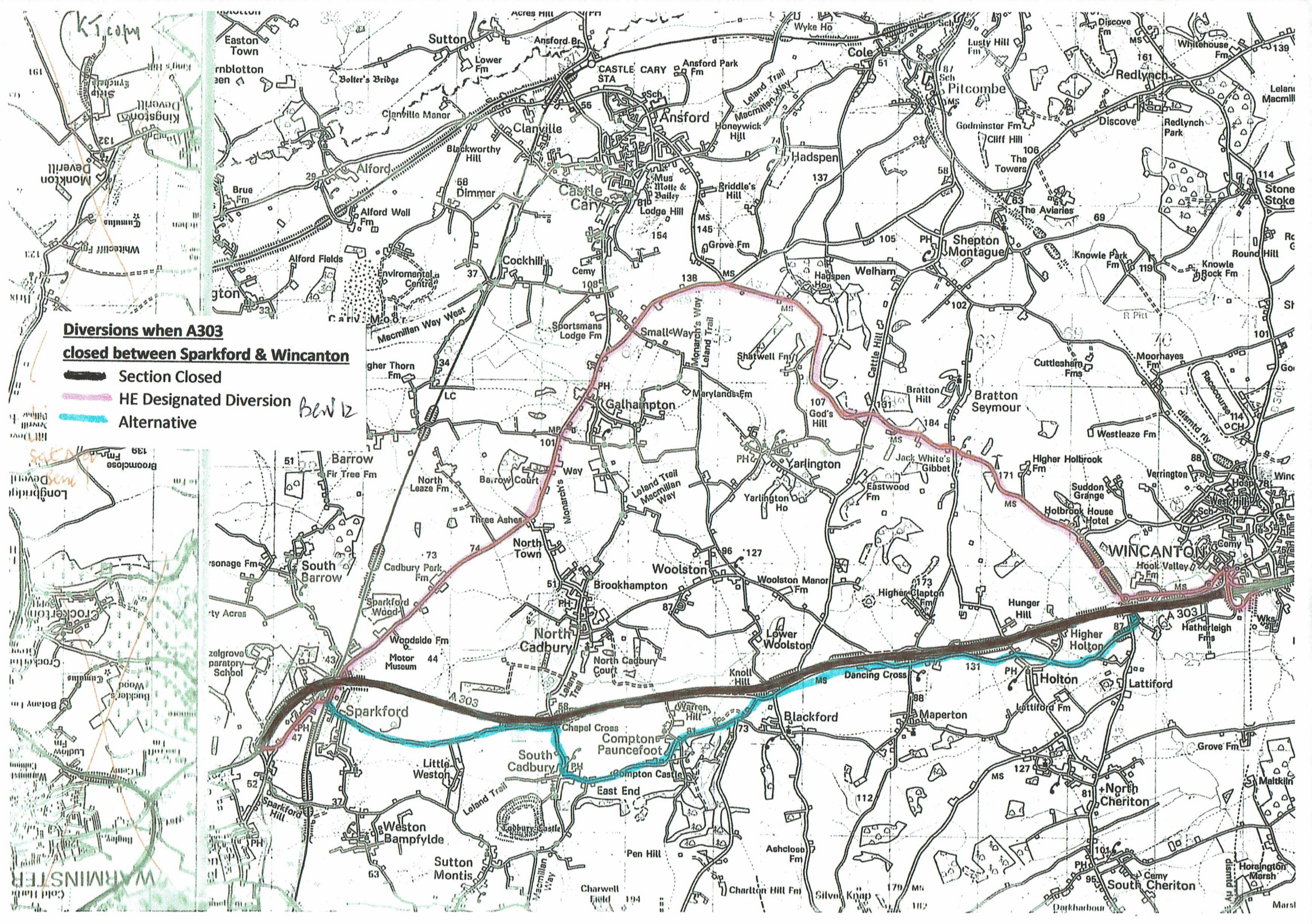


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Diversions when A303 closed between Sparkford & Wincanton

-  Section Closed
-  HE Designated Diversion
-  Alternative

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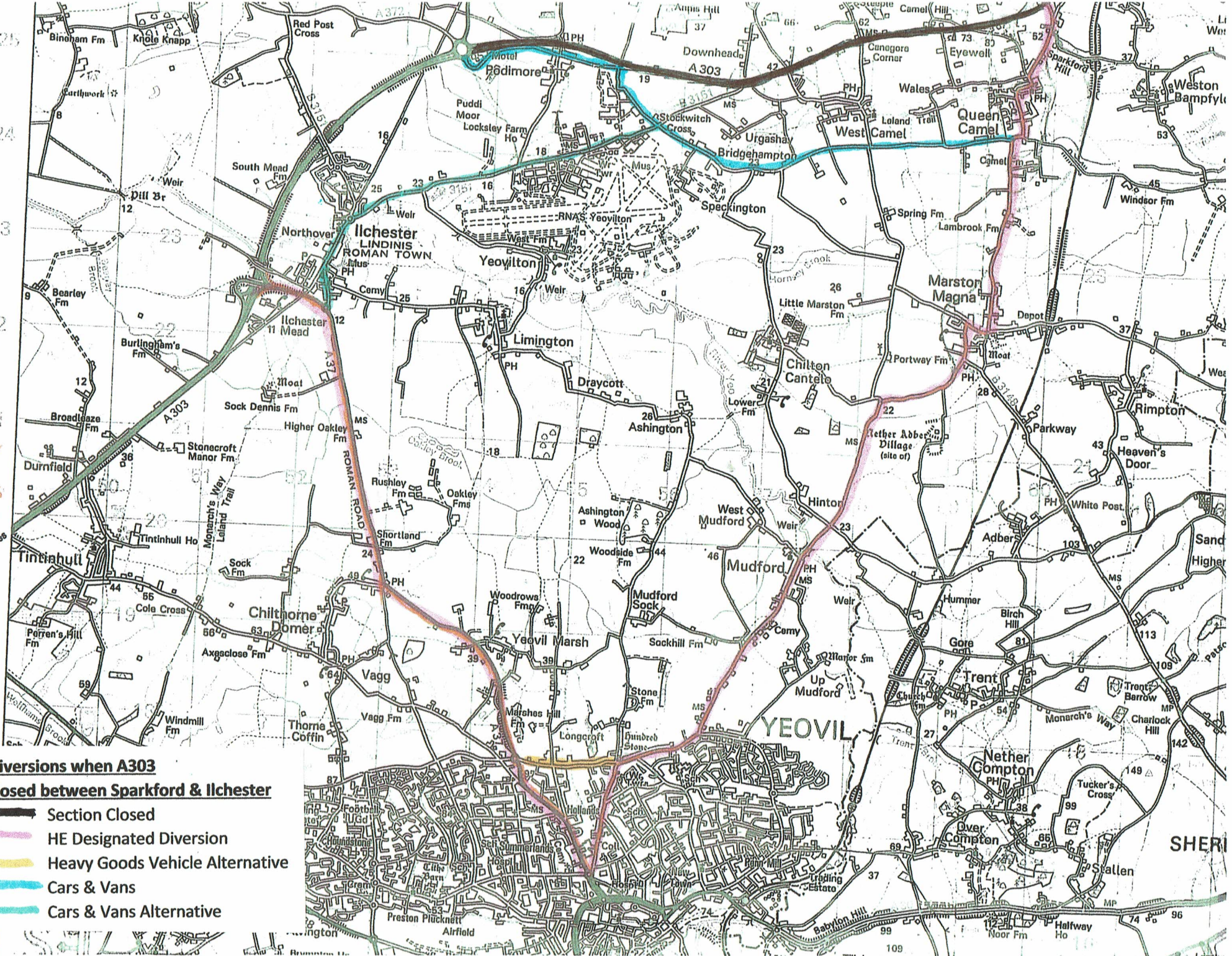
U/F route
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other colours

Honiton
42 km or 26 miles
A303

SOUTH SOMERSET DISTRICT

**Diversions when A303
closed between Sparkford & Ilchester**

-  Section Closed
-  HE Designated Diversion
-  Heavy Goods Vehicle Alternative
-  Cars & Vans
-  Cars & Vans Alternative



SHERI

Supporting Documentation For

**An alternative proposal for the Hazlegrove A303/A359
junction submitted by the 3 corridor Parish Councils**

Ref: A303 Sparkford to Ilchester Corridor Dualling Scheme

Proposed by Highways England 2018

This alternative proposal for the A303/A359 Hazlegrove junction has been prepared on behalf of the three Sparkford to Ilminster corridor Parish Councils representing some 2,000 residents located parallel and south of the proposed Highways England A303/A358 dualling scheme

**Proposal Prepared By: Bryan Norman BSc Est. Man. FRICS
Documentation Assembled By: Peter Farror MA, MCAM**

10/10/2018

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4 <i>Environmental Impact A303 Sparkford Interchange Assessment of Highways England Proposed Design</i>	
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5 <i>A Calculation to Demonstrate the Conflicting Traffic Implications At Hazlegrove Junction at Peak Hours 2017 - 2023</i>	
Prepared by Bryan Norman BSc Est. Man. FRICS	9

Context Hazlegrove Roundabout Alternative Proposal

This alternative proposal has been prepared and is submitted on behalf of the Parish Councils of Queen Camel, Sparkford and West Camel and Hazlegrove School for your consideration as a more pragmatic solution to the Highways England Hazlegrove junction design. The Councils do not have the resources at Highways England's disposal but believe the case is made from our independently conducted researches for the design to be reconsidered.

Based on the *Traffic Audit Report A359, High Street Queen Camel* (See pages 4 and 5) and subsequent further supplementary work this alternative proposal offers the following benefits:

- 1) Using Highways England back and forth design, we calculate that the total vehicle movements coming from Yeovil/Hazlegrove School per annum and wishing to go east on the A303 will incur nearly 1,000,000k of unnecessary travel. See page
- 2) We believe Highways England's design will create a very significant risk of gridlock at the Hazlegrove roundabout as the traffic heading turning West onto the new 'slip-on' road in order to go East is confronted with traffic from the East 'slip-off' road and from Hazlegrove school.
- 3) There is the prospect of an unnecessary new rat run being created as local traffic wishing to avoid using the Highways England long slip road approach to go east on the A303 will instead continue on the A359 through Sparkford and on to either the Haynes or Chapel Cross A303 access points with the inevitable increase in environmental damage.

Research Evidence 1

Traffic Audit Report A359 High Street, Queen Camel, 11th May 2017

This is a verbatim extract from the original report

0.1 Audit Findings

(a) The 12 hour audit was conducted over the period 06.30-18.30 Thursday 11th May 2017:

Total recorded vehicle count 6,846

(b) Directional split over the timeframe 2017:

3,442 vehicles from A303 to Yeovil or 50.3%

3,404 vehicles from Yeovil to A303 or 49.7%

(c) Average hourly vehicle flow throughout the day 2017:

570 vehicles per hour

(d) Peak hours traffic flows both directions combined 2017:

750 vehicles per hour a.m. 08.00 to 09.00

796 vehicles per hour p.m. 17.00 to 18.00

(e) Traffic mix by category 2017:

Cars, car based vans and utilities	6,005 or 88%
Transits, high sides, coach/buses	717 or 10%
HGV's more than 4 wheels	100 or 1.5%
Tractors, self-propelled farm kit	12 or 0.25%
<u>Emergency services vehicles*</u>	<u>12 or 0.25%</u>
Total	6,846 or 100%

*One ambulance in each direction used their sirens

(f) Traffic count comparisons between SCC 2001 and QC audit 2017:

2001 all vehicles counted	5,764
2017 all vehicles counted	6,846
<u>Change</u>	<u>+ 1,082 or 19%</u>
2001 HGV's counted	96
2017 HGV's counted	100
<u>Change</u>	<u>+ 4 or 4%</u>

New element added September 2018

(g) Traffic growth rate per annum

Period of years compared 2001 to 2017	=	16
Period increase in the number of vehicles	=	1,082
Average vehicle growth per annum <u>1,082</u>	=	68
		16

Percentage growth per annum can be calculated as:

Extra number of cars per annum = <u>68</u>	=	1.180%
2001 baseline @ 5,764 vehicles =	57.64	

Research Evidence 1

Table Collected Audit Data

Research Evidence 2

Further Thoughts on QC High Street (A359) Traffic Management

The May 2017 twelve hour traffic Audit 2017 conducted on the High Street Queen Camel (A359) recorded 6,846 vehicle movements in a typical week day between the hours of 06.30 and 18.30. If we use this figure to gross-up annual demand we can estimate just how busy the High Street really is.

A realistic estimate based on 24 hours and 7 days per week to arrive at an annual figure:

Basis of Calculations:

1.1) Days in a year	365
1.2) Weekend days 52 x 2	104
1.3) Working days 365 - 104	261
1.4) Traffic counted 06.30 - 18.30	6,846
1.5) Over night traffic @ 60 vph x12	720
1.6) Weekend traffic 50% of 1 x wd	3,423

Calculation Assumptions:

2.1) The 12 hours recorded traffic figure 6,846 is typical of all 261 working days.	1,786,806
2.2) The 12 hours over night is estimated at 60 vehicles per hour or 720 in total regardless of weekday or weekend. Therefore 720 x 365	262,800
2.3) The total weekend traffic is 50% of a single 12 hour working day 3,423 x 52	177,996
2.4) Total number of vehicles using A359 Queen Camel High Street per annum	2,227,602

This is, I believe, a conservative and realistic estimate of traffic movements through our High Street which begs the question what volume should a village like ours expect with a 20mph designated stretch, two traffic calming measures and a single lane bridge as access at one end?

Peter M .Farror
3rd January 2018

PS

Future increases in traffic will inevitably result from two major housing developments,

765 new houses planned beside the A359 at Mudford.

Source: Abbey Manor Group 2015

904 houses currently in-build at Brimsmore, Yeovil.

Source: Yeovil Press July 2018

Research Evidence 3

Hazlegrove Roundabout Traffic Survey

Purpose

To count the vehicles travelling due east and west arriving from Yeovil and Hazlegrove School so as to calculate the proportions going in each direction.

Methodology

Observation data based count gathered on site at the Hazlegrove roundabout.

Conducted Tuesday 5th June 2018

Timed from 16.45 Vehicles

Direction E</>W

16.50 20/05

16.55 11/01

17.00 13/01

17.05 13/01

17.10 19/01

17.15 17/01

17.20 30/01

17.25 07/00

17.30 32/03

Total **162/14**

92/08%

Conducted Wednesday 6th June 2018

Timed from 12.15 Vehicles

Direction E</>W

12.20 09/01

12.25 06/00

12.30 14/02

12.35 14/01

12.40 09/00

12.45 13/01

12.50 14/02

12.55 06/02

13.00 14/00

13.05 09/03

13.10 04/02

13.15 14/03

Total **126/17**

88/12%

Source: Location count observation recorded

Research Evidence 4

ENVIRONMENTAL IMPACT A303 HAZLEGOVE ROUNDABOUT ASSESSMENT OF HIGHWAY'S ENGLAND DUALLING PROPOSAL

This paper demonstrates a calculation to model the additional total kilometres travelled by A359/A303 users as a result of not adopting the system preferred by Queen Camel, West Camel, and Sparkford Parish Councils and its impact on the 2,000 residents dwelling beside the Sparkford to Ilminster dualling scheme corridor.

1) Traffic (to/from) Hazlegrove School

Source: Numbers supplied by school

<u>Per Annum</u>	<u>Car Trips x</u>	<u>Days x</u>	<u>Weeks x</u>	<u>No. of Cars</u>	<u>Total Trips</u>
Parents	2	6	36	120	51,840
Staff	1	6	40	59	14,160
Services	1.5	6	50	50	22,500
<u>Boarder Visits</u>	---	---	---	---	<u>2,000</u>
Total					90,500 Say 100,000

2) A303 from Queen camel

Data: Traffic Audit Report A359 High St. Queen Camel May 2017

Total movements p.a. est. 2,227,600 of which half are heading north	1,113,800
Less allowance for Hazlegrove school	<u>22,500</u>
	<u>Total 1,091,300</u>

From further surveys conducted at Hazlegrove roundabout it was established that 10% of the vehicles observed and counted turn west. **Therefore 90% = 982,170**

3) Traffic Projection

Adjust to allow for traffic growth projections from 2017 – 2023 @ a growth rate of 1.180% p.a. based on figures taken from the 2001 and 2017 traffic audits.

Annual traffic throughput 2017	982,170
Plus 6 years @ a growth rate of 1.180% p.a. +7.32%	<u>71,894</u>
	<u>Total = 1,054,064</u>
Highways England east access slip road 'there and back' to A303	0.41 x2 = 0.82k
Total kilometres incurred therefore 1,051,707 x 0.82k	= 864,333
Plus Hazlegrove School component 90,500 x 1.12 k	= <u>101,360</u>
Total	965,693 Say 1,000,000

Research Evidence 5

A Calculation to Demonstrate the Conflicting Traffic Implications At Hazlegrove Junction at Peak Hours 2017- 2023

<u>Going North</u>		<u>Peak Hour</u>
From A359 Yeovil @ 90%	E	395 Source: A359 QC Traffic Audit May 2017
Less 9%		<u>-39</u> Source: Traffic Audits comparison 2001 & 2017
Total		356
Add McDonalds	W	<u>+40</u> Source: Private observation
Total		396
Add future growth @ 7.32%		<u>+29</u> Estimate:
Total		425
Add Hazlegrove School		<u>+85</u> Source: Hazlegrove School
Total		510 = 8.5 vehicles per min or 1 every 7 secs

And meets:

<u>Heading East</u>		<u>Peak Hour</u>
From Hazlegrove School		170 Source: Hazlegrove School
From Camel Hill	E	010 Source: Private observation
East Slip Way	E	<u>100</u> Source: Private observation
		280 = 4.67 vehicles per min or 1 every 12.8 secs

NB School related movements likely to concentrate in a 30 minute period rather than one hour.

Conclusion

There is a huge potential for a rush hour gridlock as cars try to turn onto the East slip road against the oncoming traffic when directional flow at one vehicle every 7 seconds meshes with vehicles from another directional flow every 13 seconds.

Bryan Norman
27.09.2018 and R 29.11.2018

Data Collected:

11/05/2017QUEEN CAMEL A359 TRAFFIC COUNTLocation: Wren Cottage, High Street, Queen CamelDirection of Traffic: Far-side (L>R) A303 to Yeovil

START TIMES	06.30	07.00	08.00	09.00	10.00	11.00	12.00	13.00	14.00	15.00	16.00	17.00	18.00-30	TOTAL	Share %
Cars, Car-vans	47	223	366	262	227	217	220	191	211	250	336	361	143	3,054	88.7
HGV & Artic's	2	4	9	3	6	5	6	3	8	4	2	1	1	54	1.6
Transit/High Side	1	50	38	28	22	8	2	22	32	33	34	38	14	322	9.4
Farm Equip.	--	--	--	--	2	1	--	1	--	--	--	--	1	5	0.1
999 Vehicles	--	--	1	--	1	--	2	1	--	--	1	1	--	7	0.2
Total L > R	50	277	414	293	258	231	230	218	251	287	373	401	159	3,442	100

Direction of Traffic: Nearside (L<R) Yeovil to A303

START TIMES	06.30	07.00	08.00	09.00	10.00	11.00	12.00	13.00	14.00	15.00	16.00	17.00	18.00-30	TOTAL	Share %
Cars, Car-vans	71	215	285	206	202	205	238	233	216	316	290	360	114	2,951	86.7
HGV & Artic's	3	3	9	3	3	3	8	7	3	1	3	--	--	46	1.4
Transit/High Side	10	55	42	49	29	11	15	35	29	38	37	35	10	395	11.6
Farm Equip.	--	--	--	1	2	2	1	--	--	1	--	--	--	7	0.2
999 Vehicles	--	--	--	2	--	--	--	1	1	--	--	--	1	5	0.1
Total L < R	84	273	336	261	236	221	262	276	249	356	330	395	124	3,404	100
COMBINED	134	550	750	554	494	452	492	494	500	643	703	796	284	6,846	

ENVIRONMENTAL IMPACT A303 HAZLEGOVE ROUNDABOUT
ASSESSMENT OF HIGHWAY'S ENGLAND DUALLING PROPOSAL

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Total	965,693 Say 1,000,000

**A Calculation to Demonstrate the Conflicting Traffic
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2017- 2023**

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Bryan Norman
27.09.2018 and R 29.11.2018

Appendix 3 Appendix 3

A Calculation to Demonstrate the Conflicting Traffic Implications At Hazlegrove Junction at Peak Hours 2017- 2023

Going North

From A359 Yeovil @ 90% E
(inc future growth +7.32%)
To and from school

Peak Hour

381 Source: A359 QC Traffic Audit May 2017
Source: Traffic Audits comparison 20001 & 2017
170 Source: Hazlegrove School
551 = vehicles forced to travel west from
Hazlegrove prior to going East

A303 Esso/McDonalds

Fuel and food visitors E

040 = vehicles per hour
591 = 9.85 vehicles per minute or
= 1 vehicle every 6.1 seconds

Heading East

From Hazlegrove School
From Camel Hill E
East Slip Way E

Peak Hour

170 Source: Hazlegrove School
010 Source: Private observation
100 Source: Private observation
280 = 4.6 vehicles per minute or
= 1 vehicle every 13 seconds

NB School related movements likely to concentrate in a 30 minute period rather than one hour.

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There is a huge potential for a rush hour gridlock as cars try to turn onto the East slip road against the oncoming traffic when directional flow at one vehicle every 6.1 seconds meshes with vehicles from another directional flow every 13 seconds.

Bryan Norman

28.07.2018

R 27.09.2018

E = Estimate



Traffic Audit Report A359

High Street, Queen Camel

11th May 2017

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0.1 Audit Findings

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Tractors, self-propelled farm kit	12 or 0.25%
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Total	6,846 or 100%

***One ambulance in each direction used their sirens**

(f) Traffic count comparisons between SCC 2001 and QC audit 2017:

2001 all vehicles counted	5,764
2017 all vehicles counted	6,846
<u>Change</u>	<u>+ 1,082 or 19%</u>

2001 HGV's counted	96
2017 HGV's counted	100
<u>Change</u>	<u>+ 4 or 4%</u>

2.0 Audit Context

2.1 Why Conduct an Audit

This project was initiated by Peter Farror, the resident owner of Wren Cottage previously known as Robinsons. His rationale was that with the changes planned for the A303 dualling and future proposed developments to the south of the A303 that traffic conditions might change and without baseline figures of pre-change traffic volumes no case could be made as a basis for new thinking if that was to be the consideration.

Peter Farror was unaware of the SCC plan or its contents prior to the QC audit

2.2 The SCC HGV's Management Plan 2002

This plan addressed the issue of HGV usage of the A359 by introducing a weight restriction on vehicles using the route in and out of Yeovil from the A303. In the course of that plan's preparation, a traffic count was conducted on the A359 in September 2001 between Queen Camel and Marston Magna. This count conducted between 07.00 and 19.00 (12 hours) identified a total vehicle count of 5,764 of which 96 were HGV's. These figures compare with the 2017 count - also 12 hours but 30 minutes earlier from start and finish - of 6,846 an increase of 1,082 (19%) of which 100 were HGV's or +4%.

See p. 19. SCC Management Plan Section 4.2 Table 2

3.0 Audit Purpose, Aim and Objective

3.1 Purpose

To establish the absolute number of through traffic movements as the basis for future comparison.

3.2 Aim

To record traffic movements for one hour periods from 06.30 to 18.30 or twelve continuous hours.

3.3 Objective

To record the total traffic movements L->R (far side) and L<-R (near side) identified by five vehicle groupings.

See this document item 4.4

4.0 Audit Methodology

4.1 Date Chosen

The date chosen Thursday 11th May reflected a mid-week, warm weather and long daylight period of the year. The date picked was strictly random in the hope that the monitored hours would be typical of any mid-week day.

4.2 Place Chosen

Wren Cottage has frontage with excellent views in either direction up and down the High Street, with privately owned space to set up a table and chairs without intruding onto the footpath space beside the A359. Other properties on the High Street may have similar facilities but without the line of sight advantage offered by Wren Cottage. The speed limit past Wren Cottage is 20 MPH not 30 MPH as is the most of the High Street.

4.3 Timeframe

The audit was conducted from 06.30 all day until 18.30 providing a 12 hour window on the Queen Camel high street being part of the A359.

4.4 Vehicle Groupings Used

The classification of vehicles was defined with the unofficial assistance but consultation with representatives of the local police constabulary to see how they classify vehicle groups.

Group 1 Cars, car based small vans (Post Office, house-to-house delivery vans are typical), car based utility pick-up's (passenger cab with an open back, small private people carriers (for example charity and school owned buses) and small motor homes, caravans and motor bikes.

Group 2 This group is large and diverse, covering transit vans, high-sided delivery vans, public single decker buses, coaches, wholesaler delivery vans and small open-backed lorries used by builders. All the vehicles are identified by the fact that they have 4 wheels including some with paired double wheels at the back.

Group 3 Farm vehicles, includes tractors, self-propelled farm equipment e.g. combine harvesters, livestock and abattoir lorries and Land Rovers pulling farm trailers.

Group 4 Heavy Goods, these vehicles are all identified by the fact that unlike light vehicles, they have multiples of wheels from front to back. The group includes articulated lorries, cement and quarry product carriers. Five/six wheels each side is not uncommon.

Group 5 999 Emergency Response vehicles for the ambulance service fire brigade and police – sometimes called ‘screamers’ if using sirens.

4.5 Data Recording Mechanism Used

Pre-printed A3 landscape format forms for both nearside and far side were manually compiled using roadside observation. Each passing vehicle was recorded with a line strike through a large O in the relevant vehicle grouping identified by both heading and each groups individual colour section. Sheets were collected on the hour every hour.

5.0 Volunteer Auditors

5.1 Volunteers Observations

The auditors were invited to submit any comments concerning the process of data collection and their observations that might inform the gathering of data for future audits.

Two auditors commented on the peak time car exhaust acidity in the air.

Some concern was also expressed at the lack of basic high street passing space and therefore the potential risk posed by any two HGV's going in opposite directions meeting in the High Street between the two traffic calming 'pinch' points.

5.2 List of Traffic Recorders

I would like to record the invaluable assistance of the following members of the Queen camel community who gave up their time to record vehicle movements, without which this audit would have been impossible.

John Calvert	Alan and Sue Cole
Paul and Marian Davis	Alison and Allan Drake
Pauline Farror	Mike & Morwenna Ford
Ian & Sue Gare	Bryan Norman
Bernie Peach	David Perkins
Robert Pierson	Joanna Van Kralingen

6.0 Other Issues

6.1 Freight Usage of A359 as a Routing Option into Yeovil

In conversation with various members of the village, there appears to be a perception that overweight lorries use the A359 as shorter route option into Yeovil from the A303. The audit did not attempt to identify or classify rogue vehicles that might meet this description. However, in contemplating whether or not this might be an issue, the team were able to identify 18 legitimate purposes/reasons why HGV's and LGV's should use the A359 to make deliveries within the area between Queen Camel and Yeovil.

The list, which is by no means comprehensive, helps emphasise just how difficult a task it would be to prove overweight lorry's use of the A359 when they should not.

Brewery delivery	Feedstock delivery	Removal vans
Catering delivery	Building supplies	Milk tankers
Quarry products	Livestock vehicles	Pearce Seeds
Perry's Recycling	Sherborne Turf	Fire tenders
Wet cement delivery	Bus services	Bulk straw distributions
Heating oil delivery	School coaches	Refuse vehicles

Appendices

Vehicle Numbers by Time of Day and Vehicle Group

Page 8

Manual Recording Sheets shown at 50%

Page 9

1/18/18
RUCS
BROOK

WOOD

8/9

1.8pk

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- 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
 - 7.5 TONNE WEIGHT RESTRICTION EXCEPT FOR LOADING AND UNLOADING VEHICLES
 - EXISTING SIGN SPEED LIMIT ORDER TO BE REVOKED
 - WAITING RESTRICTED TO EIGHT HOURS

NOTES:

LETTERED REFERENCES RELATE TO THE EXTENTS OF EACH ELEMENT AS DESCRIBED IN SCHEDULE 1

A303 SPARKFORD TO ILCHESTER DUALLING
TRAFFIC REGULATION MEASURES PLAN
SHEET 1 OF 4

Published - DEFINITION

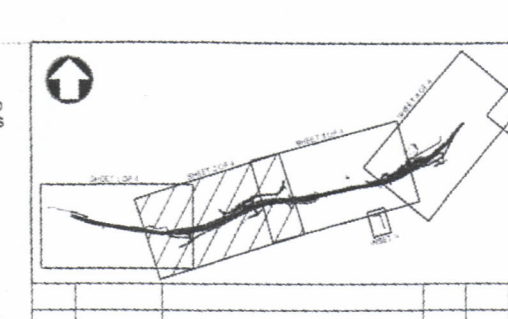
Rev	Date	Description
000	18/07/18	Initial Issue
001	18/07/18	Amendment

Author: DR - LU - 2102
Checked: MMSJV
Drawn: LSI

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A303 SPARKFORD TO ILCHESTER DUALLING
TRAFFIC REGULATION MEASURES PLAN
SHEET 2 OF 4

Published - DEFINITION

Rev	Date	Description
000	18/07/18	Initial Issue
001	18/07/18	Amendment

Author: DR - LU - 2103
Checked: MMSJV
Drawn: LSI

CONNECTED WITH THE CAPTIONED PROJECT
BY ANY OTHER PARTY OR BEING USED FOR ANY
OTHER PURPOSE SUPPLIED TO US BY OTHER PARTIES



Station	Chainage	Height	Grade	Notes
1+00	100.00	100.00	0.00%	
1+50	150.00	100.00	0.00%	
2+00	200.00	100.00	0.00%	
2+50	250.00	100.00	0.00%	
3+00	300.00	100.00	0.00%	
3+50	350.00	100.00	0.00%	
4+00	400.00	100.00	0.00%	
4+50	450.00	100.00	0.00%	
5+00	500.00	100.00	0.00%	
5+50	550.00	100.00	0.00%	
6+00	600.00	100.00	0.00%	
6+50	650.00	100.00	0.00%	
7+00	700.00	100.00	0.00%	
7+50	750.00	100.00	0.00%	
8+00	800.00	100.00	0.00%	
8+50	850.00	100.00	0.00%	
9+00	900.00	100.00	0.00%	
9+50	950.00	100.00	0.00%	
10+00	1000.00	100.00	0.00%	

REV	DATE	DESCRIPTION
000		ISSUED FOR TENDERS
001		ISSUED FOR TENDERS
002		ISSUED FOR TENDERS
003		ISSUED FOR TENDERS
004		ISSUED FOR TENDERS
005		ISSUED FOR TENDERS
006		ISSUED FOR TENDERS
007		ISSUED FOR TENDERS
008		ISSUED FOR TENDERS
009		ISSUED FOR TENDERS
010		ISSUED FOR TENDERS

NO.	DESCRIPTION	DATE
1	PROPOSED CLEARWAY EXTENSION ON TRUNK ROAD	
2	LETTERED REFERENCE RELATE TO DIRECTIONS TO BE OBSERVED AS INDICATED ON THIS PLAN	
3	DEVELOPMENT CONSENT UNDER REVIEW	
4	MARKET BOUNDARY	
5	1:5 SLOPE	
6	EXISTING SIGN SPEED LIMIT ORDER TO BE REVOKED	
7	EXISTING SIGN SPEED LIMIT ORDER TO BE REVOKED	
8	EXISTING SIGN SPEED LIMIT ORDER TO BE REVOKED	
9	EXISTING SIGN SPEED LIMIT ORDER TO BE REVOKED	
10	EXISTING SIGN SPEED LIMIT ORDER TO BE REVOKED	

NOTE: LETTERED REFERENCE RELATE TO DIRECTIONS TO BE OBSERVED AS INDICATED ON THIS PLAN

PROPOSED CLEARWAY EXTENSION ON TRUNK ROAD

LETTERED REFERENCE RELATE TO DIRECTIONS TO BE OBSERVED AS INDICATED ON THIS PLAN

DEVELOPMENT CONSENT UNDER REVIEW

MARKET BOUNDARY

1:5 SLOPE

EXISTING SIGN SPEED LIMIT ORDER TO BE REVOKED

EXISTING SIGN SPEED LIMIT ORDER TO BE REVOKED

EXISTING SIGN SPEED LIMIT ORDER TO BE REVOKED

EXISTING SIGN SPEED LIMIT ORDER TO BE REVOKED

EXISTING SIGN SPEED LIMIT ORDER TO BE REVOKED

117

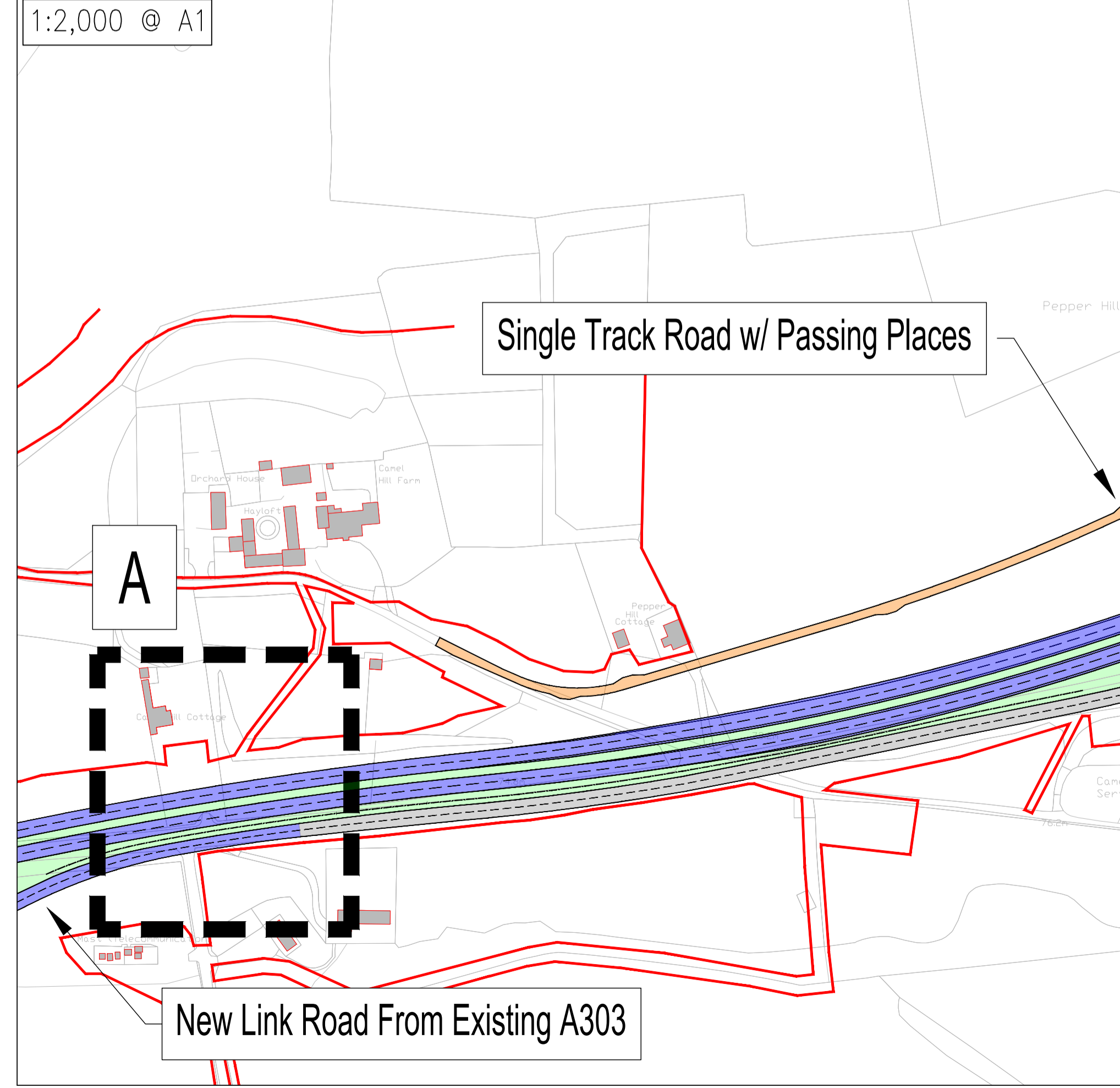
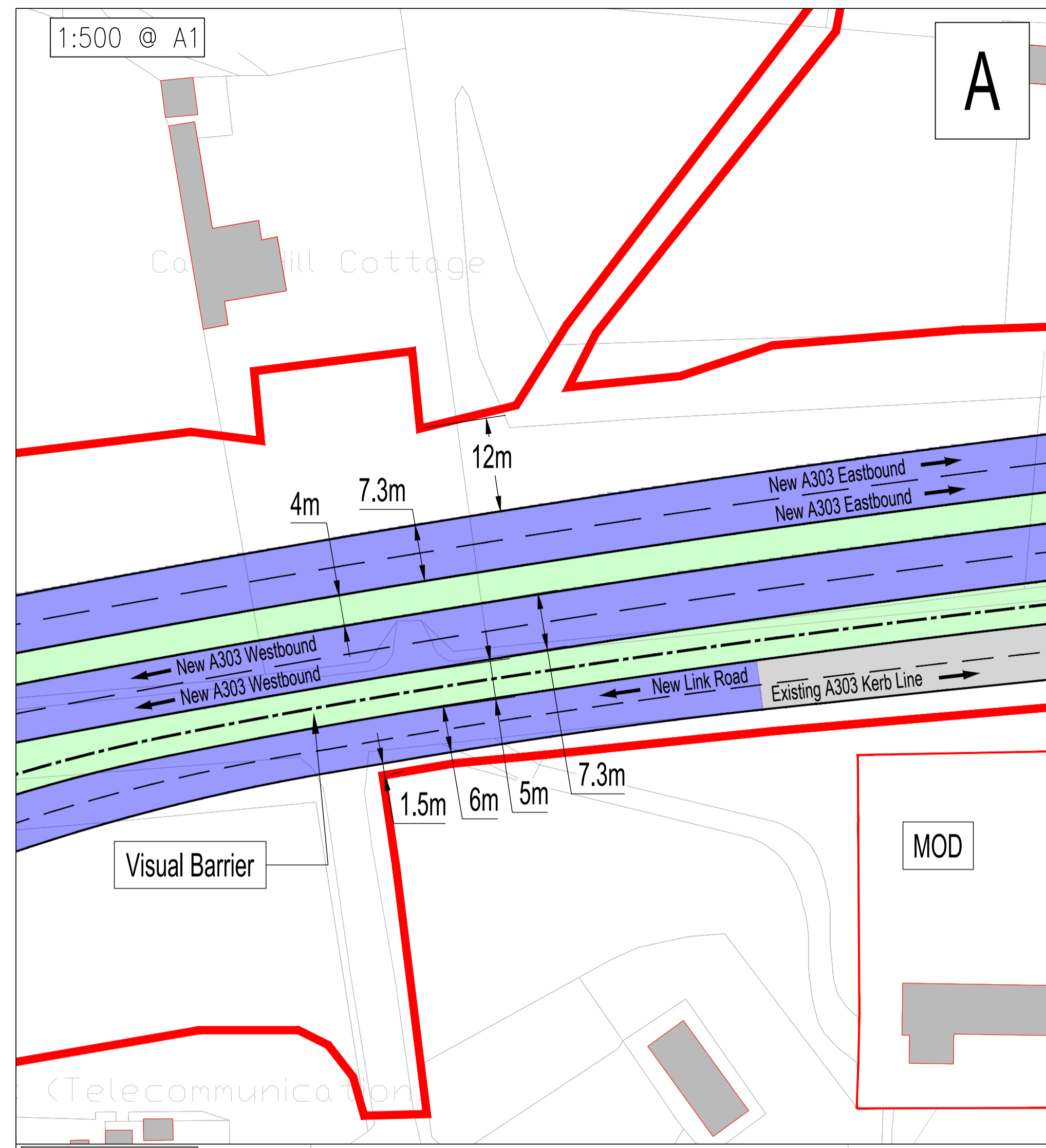
PLEASE NOTE THE DISPLAYED IS IN REFERENCE TO CP

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FUTURE LEVELS PROPOSED BY CLIENT (BRYAN G NORMAN), BASED ON HIGHWAYS ENGLAND DRAWINGS NO. 2171, 2172, 2173, 2174, 2177, 2179, 2180.



Rev.	Date	Description	Drawn	Chkd.	Appd.
FAIRHURST					
43 George Street EDINBURGH EH2 2HT Tel: 0131 225 6741 Fax: 0844 381 4412					

Project Title:
A303 SPARKFORD – ILCHESTER
INDICATIVE ALTERNATIVE LAYOUT

Drawing Title:
PARALLEL LOCAL ROAD
PROOF OF CONCEPT 1 OF 2
AT M.O.D. STATION

Scale at A1: As Shown	Status: For Information	Approved: CG
Drawn: CJ	Checked: DS	Date: 15/10/2018
Date: 15/10/2018	Date: 07/11/2017	Date: 15/10/2018
Drawing No.:	127642/1001	Revision: -

1:5,000 @ A1

C (1003)

CHAINAGE		C/L LEVEL		GROUND LEVEL
4000	-	68.6	-	72.1
4100	-	71.4	-	72.8
4200	-	73.0	-	73.3
4300	-	71.4	-	72.8
4400	-	73.9	-	72.0

B

Do not scale from this drawing.

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B (1002)

1:500 @ A1

Ruin

Camel Hill Cottage

Orchard House

Hayloft

Camel Hill Farm

4000

4100

4200

4300

Bottom of Embankment

New Link Road From Existing A303

Potential Additional Land Take

Mast (Telecommunication)

Rev.	Date	Description	Drawn	Chkd.	Appd.

FAIRHURST
 Client:
 43 George Street
 EDINBURGH
 EH2 2HT
 Tel: 0131 225 6741
 Fax: 0844 381 4412

Project Title:
A303 SPARKFORD - ILCHESTER
INDICATIVE ALTERNATIVE LAYOUT

Drawing Title:
PARALLEL LOCAL ROAD
PROOF OF CONCEPT 2 OF 2
AT M.O.D. STATION

Scale at A1:	Status:	Approved:
As Shown	For Information	CG
Drawn: CJ	Checked: DS	Date: 15/10/2018
Date: 15/10/2018	Date: 07/11/2017	Date: 15/10/2018
Drawing No.:	Revision:	

127642/1002 -

2.5

7.3

4.5

90

68.8

1:5,000 @ A1

C (1003)

B (1002)

1:1,000 @ A1

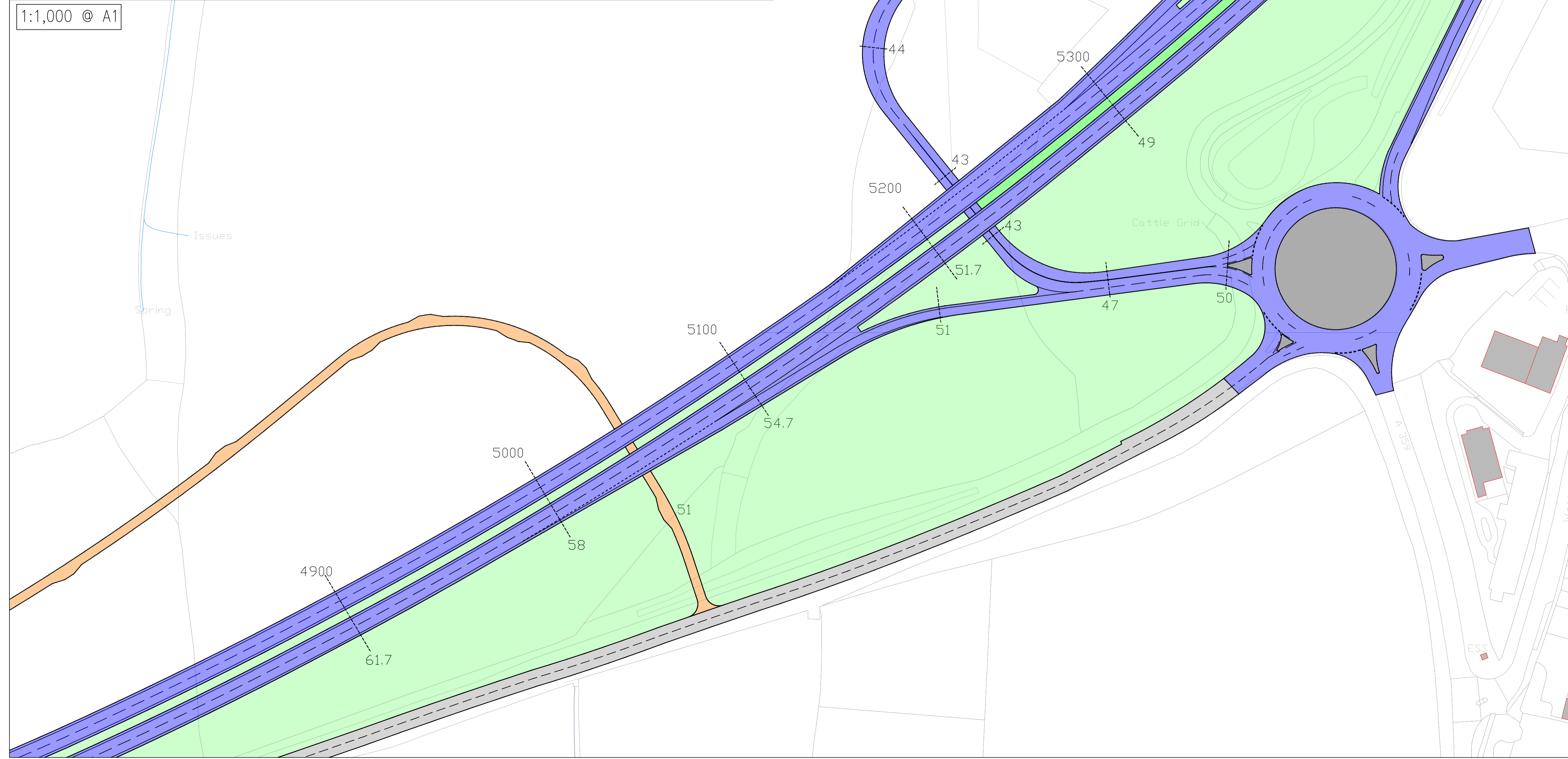
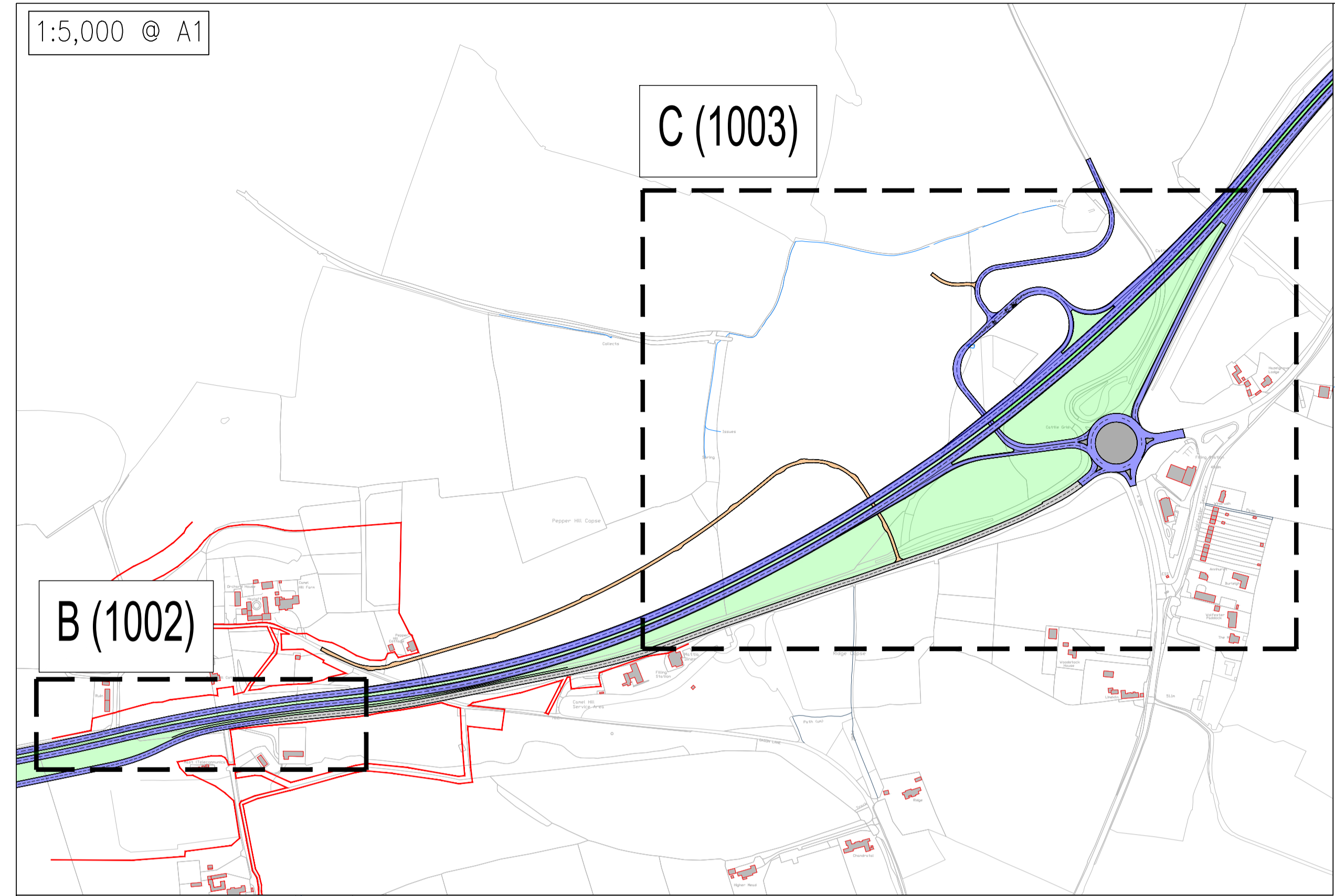
C

Do not scale from this drawing.

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Rev.	Date	Description	Drawn	Chkd.	Appd.
FAIRHURST					
Client:					
43 George Street EDINBURGH EH2 2HT Tel: 0131 225 6741 Fax: 0844 381 4412					

Project Title:
A303 SPARKFORD - ILCHESTER
INDICATIVE ALTERNATIVE LAYOUT

Drawing Title:
HAZLEGROVE JUNCTION
PROOF OF CONCEPT

Scale at A1:		Status:	
As Shown	Drawn:	For Information	Checked:
CJ	CJ	DS	CG
Date:	Date:	Date:	Date:
15/10/2018	07/11/2017	15/10/2018	
Drawing No.:	Revision:		
	127642/1003		-