

**From:** [Les Stevens](#)  
**To:** [A303 Sparkford To Ilchester](#)  
**Cc:** [REDACTED] [Les Stevens](#)  
**Subject:** Deadline 4 Submission on behalf of Mr B G Norman  
**Date:** 07 March 2019 16:56:47  
**Attachments:** [Deadline 4 Submission on behalf of Mr B G Norman.pdf](#)

---

Dear Sirs,

Please find attached a Deadline 4 Submission on behalf of Mr B G Norman and three jpg files that contain his drawings referenced LPR 1 - 3 (jpg files have been used to reduce file size).

Also attached are three further jpg files showing a proposal from **2003** drawn up by **Mott-MacDonald** in which the design of the Hazlegrove Junction very closely resembles that proposed by Mr Bryan Norman and 'proof of concept' agreed by Fairhurst. You will note that the 'footprint' of the junction is much reduced from that currently proposed by Mott-MacDonald in their current DCO proposal.

Should the ExA require a different file type or presentation please advise me and I will endeavour to meet your requirements.

Kind regards.

Les Stevens  
Clerk to West Camel Parish Council

---

This email has been scanned by the Symantec Email Security.cloud service.  
For more information please visit <http://www.symanteccloud.com>

---

Ref: SPIL-AFP001  
Bryan G. Norman  
6<sup>th</sup> March 2019  
Deadline 4

## General Remarks

It has always been my contention based on the facts that the variations proposed for Hazlegrove junction and the inclusion of a parallel road (LPR), whilst they may be material in DCO terminology, are not substantial. In Project Management and construction terms I am confident from my experience to say these two variations, each of less than 5% of the Project Cost, leaving 95% as designed, could and should be absorbed within the design programme bearing mind that the design and build contractor has only just been appointed. It is quite unnecessary to withdraw the application.

The Three Councils and Hazlegrove School are all supporting my proposals as representing substantial improvements to the overall scheme as has Fairhurst.

As H.E. state, Project Managers (1.3.4.) do not design highways (even H.E. do not) as this is sub-contracted to engineers (Mott McDonald) in H.E. case or Fairhurst in my and the Council's case. It is nevertheless the PM's responsibility to secure best design, the best value and environmental outcome.

I, and the three councils, deplore the unwillingness of H.E. to engage with us to explore our suggestions which have been well known since the choice of route announcement. They have repeatedly relied on inaccurate information regarding the problem at the MOD station and Camel Hill monument (1.3.5 - 1.3.10 - 1.3.16 - 1.3.17 - 1.3.20). My designs have been prepared to the same degree of detail, including concept proofing by Fairhurst as H.E.'s at that stage, fully designed drawings are not yet provided.

I would quote Fairhurst's comment that "the alternative is a significant improvement".

## HAZELGROVE JUNCTION

As correctly pointed out by H. E. (1.3.47) I omitted to adjust my calculations for right turning A359 traffic before Sparkford roundabout. This has now been corrected. (I always wondered why the original figure of 800,000k had become 1m k). The correction reduces the count at the roundabout by nearly 30%. The information provided in their tables 7.1. 7.2 are not in a format that can be understood by laymen or this PM and I have still been unable to find the actual school movement figures H.E have used to make their calculations.

A sketch showing all movements has been submitted as "my idiots" guide.

There is still a conflict at morning and evening peak hours at the East-on-slip where 1 car every 8.2 sec meets one every 15.7 secs. There will undoubtedly be queues at peak periods, particularly in the mornings when school traffic is mainly concentrated in half an hour and there will still be a tailback to Sparkford roundabout. The school traffic is 6 days a week, not five (sport on Saturday).

There have been four changes in design by H.E. of this junction, the first used the old A303 as west slip road, then the underbridge design which had to be changed because it did not comply with the requirements of the Manual Roads & Bridges and now the latest which I have yet to see (referred to in no 3 (e) of the deadline 3 agenda). These changes are similar in magnitude to those which I propose. I also attach a copy from the brochure of the 1995 Scheme showing a solution in principle similar to mine (LPR 4).

I am not surprised since the proposals never looked right; were always contrived to accommodate the 143,000 cu.m excess fill. It would have been just as easy to adopt the ready-made concept proof of design by Fairhurst and gain all the advantages thereof, namely:

Reduce unnecessary travel by 700,000 k p.a. (an extra net 600,000) at substantial economic saving. Reduce climate change emissions by 152 tons CO<sub>2</sub> at a cost of £52,000 p.a.

Reduce area used within RPG by 1.5H and a further 2.00H outside the park and use less damaging lower ground within the RPG.

Facilitate better use of the 143,000 cu.m of excess fill, substituting mounds for ugly and expensive bunds.

Reduce cost by £9 million

Relocate Bridleway avoiding the long 80m. tunnel with busy traffic which few riders would use. Both tunnels in my design have footpaths plus capability and the Eastern one would enable easy diversion of footpaths WN23/38 and WN23/42 to connect via a pedestrian crossing near the school entrance road and the West off-slip to connect with Sparkford avoiding the very long diversion with easy onward connection to Ridge Copse.

## PARALLEL ROAD

The requests to keep a PLR have been well known since the route choice was announced in 2017. Its advantages are clear from detailed evidence submitted.

In particular, H.E. have known from the 1995 plans that there is NOT a problem to engineer the additional lane through the pinch points, as now shown on the proof of concept design by Fairhurst. It is quite improper and disingenuous for H.E. to continually misrepresent my and Fairhurst's evidence which had always been that no land is required from the MOD or the Wildlife Site.

H.E. comments at 1.3.20 are also a total reversal of my evidence relating to the extra 4.5 x 90m. sliver of land. I merely comment that as H.E. have already successfully negotiated with the MOD over the footpath it is worth trying again to improve the design through the pinch points by obtaining this small area of non-operational land. It is not essential.

Mr. Setters was correct in stating that, whilst in use as a busy A road the full specification of 7.3 m. plus 2.5 m. of verge is required, however when it becomes a detrunked local road the lower specification used by Fairhurst can be used (Table 1 of TD 9/93 of DMRB for S.2 class road). There will be some minor changes to the electric cables and water pipes (work packages 73. 77. 78).

It is our and Fairhurst's contention that the full specification road could be built for use during the construction period and when detrunked revert to the lower specification without the need to acquire any land from the M.O.D.

However there are clear advantages to be gained by obtaining some of the M.O.D.'s non-operational land as it would avoid the need to subsequently reduce the LPR's width.

Acquiring the land before commencement of construction in spring 2020 would enable the road to be built to full specification from the beginning and not have to be altered later. To assist I have prepared 3 drawings.

LPR 1 – shows the full specification: 7.3 m. and 2.5 m. road can be built whilst delaying approximately 86 m. of the West carriageway. This will entail temporary concrete barriers being erected roughly on the existing North curb line to separate the road from construction work together with changed markings. This would last until the East carriageway came into use.

LPR 2 – For convenience a copy of Fairhurst Drawing 127142/1001 this shows how, when detrunked the LPR reduced to 6 m. and 1.5 m., can still be built through the pinch point without the use of any M.O.D. land. This will involve further work at the end of the contract period to reduce the dimensions from those in LPR 1 above and enable the last 86 m. of the West carriageway to be built when temporarily the new East carriageway can be used for two way traffic to avoid road closures.

LPR 3 – This shows the clear advantage of acquiring approximately the 4.5 m. by 90.0 m. sliver of non-operational land from the M.O.D. It will also avoid the necessity of reducing the width of the LPR when detrunked.

Site inspections and other evidence from residents will have confirmed the total unsuitability of H.E.'s proposal for Blackwell Lane to accommodate milk lorries, however the PLR would enable the junction with Traits Lane to be maintained. Gasons Lane S could also be connected and the businesses, Shell Station, Cafe, and Bakery could all stay open. It would also help local Public Houses' trade.

Even if the LPR is not included in a revised DCO it would be sensible to retain the detrunked A303 as far as Traits Lane which would enable the above arrangements also the resultant re-alignment of the main carriageways would avoid major changes when in the future the upgrade to Expressway Standard takes place.

Key advantages:

1. No haul roads needed - bulk excavation use old 303 or direct along line of dual carriageway.
2. Keep local businesses Trading.
3. Reduction in number of likely closures which combined with the very unsuitable diversion routes would inevitably leading to rat-running through local villages.
4. Greater resilience both short and long term.
5. Safer, separating A303 users from contractors. Reducing risk.
6. Economic benefit at no extra cost.
7. The traffic on the PLR would generally not be visible above the skyline.
8. A substantial reduction in the £26.1m H.E. have allocated for risk.

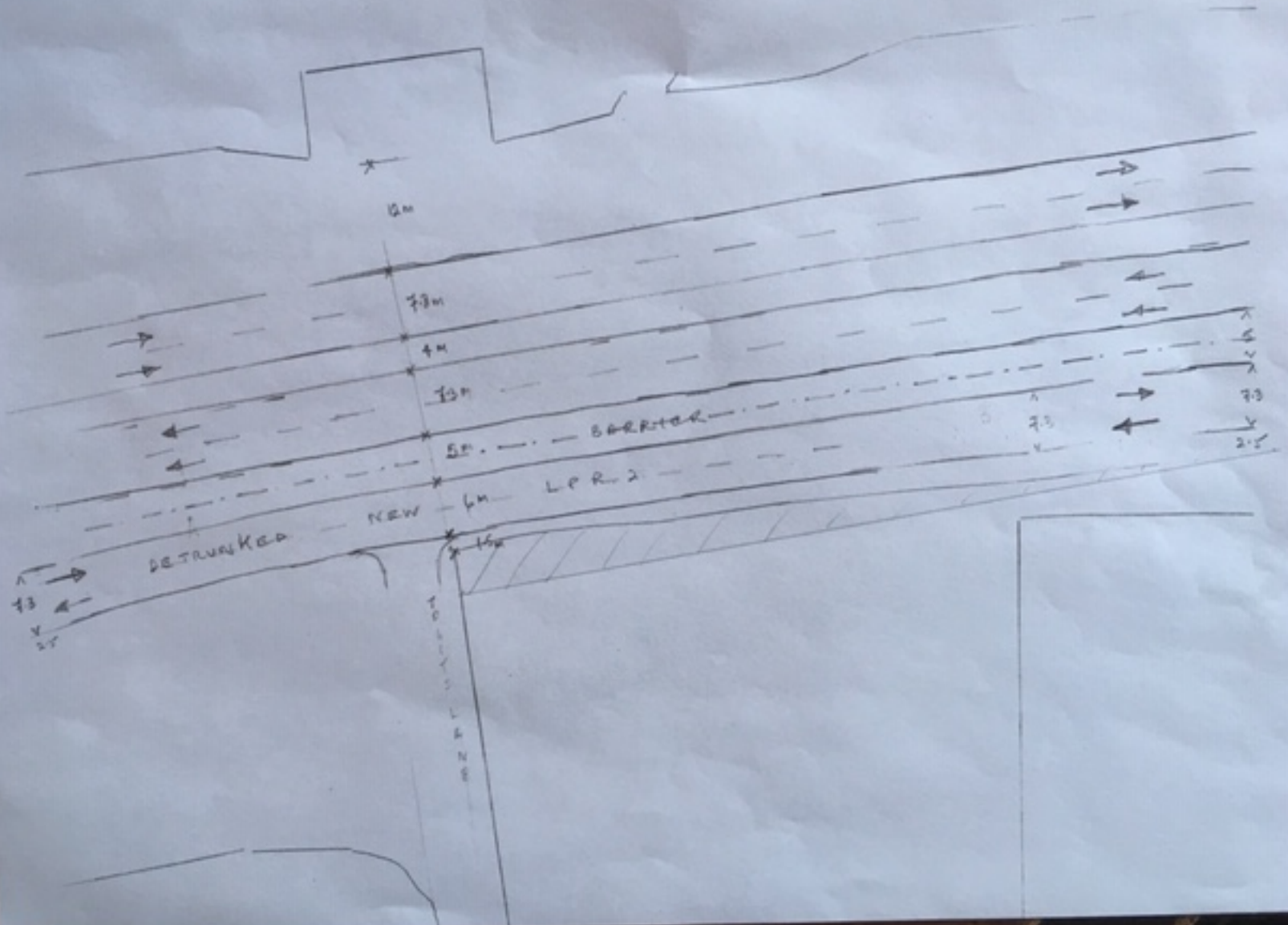
Finally I again quote Fairhurst "The alternative - is a significant improvement".

LPR 1

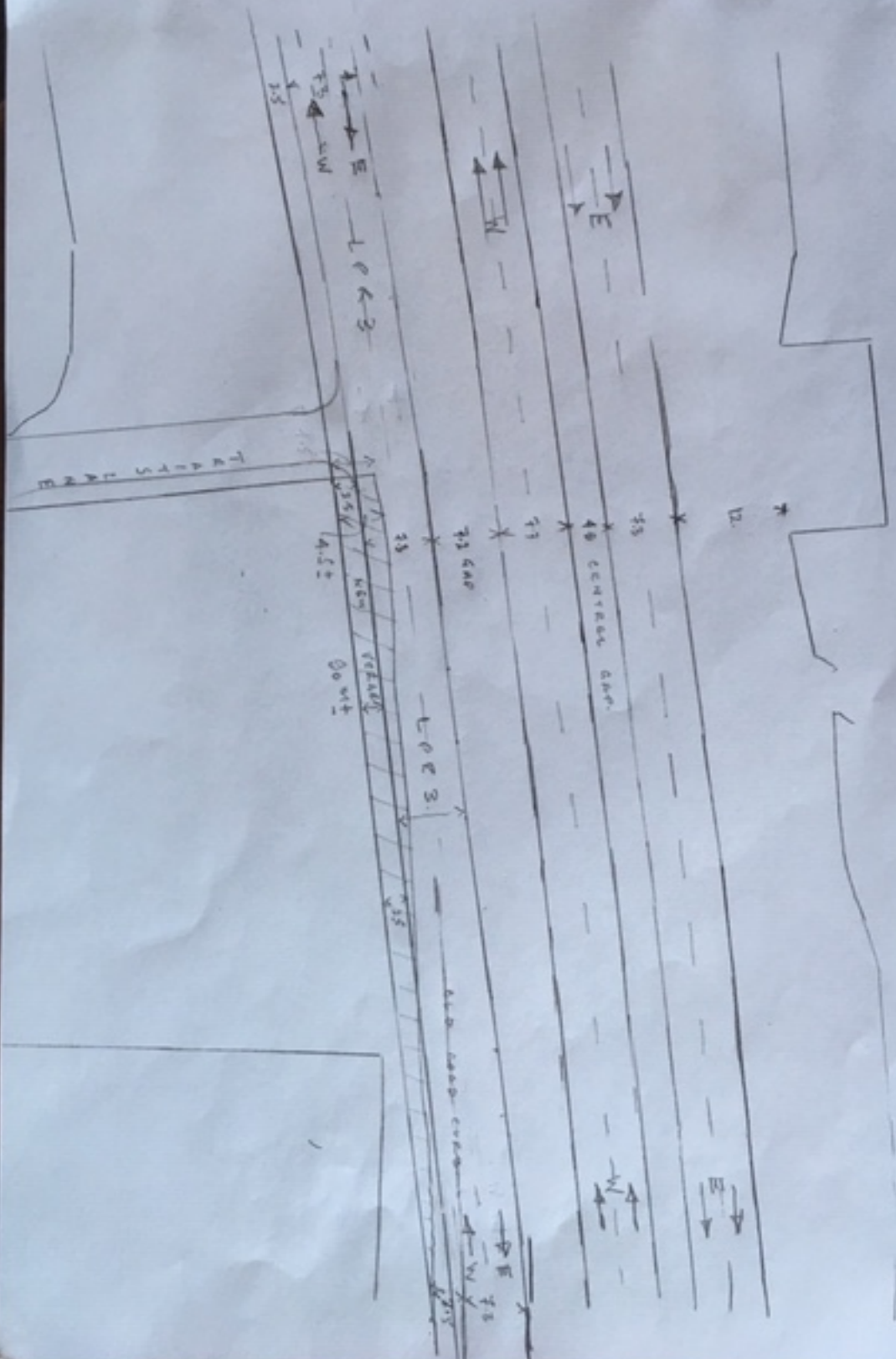
L.B. 85m



LPR 2



LPR3







**Detail 1**  
Carnel Cross Junction

Work is needed to further improve the Carnel Cross junction as has been slightly overlooked by the original scheme in the area of the carriageway rather than the slip road used in the current scheme. The new scheme will provide the A303 to bypass the junction and give the junction greater access to the bypass.



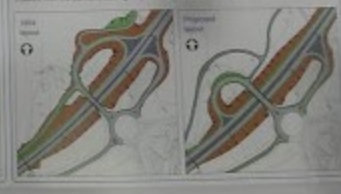
**Detail 2**  
Conyngrove Corner

The verge at site 1022 at Conyngrove Corner has been amended. This should add to the amenability during the reconstruction of this section and contribute to the amenity of the road as well as the retention of the existing A303 that would give local access to the unaltered scheme in operation.



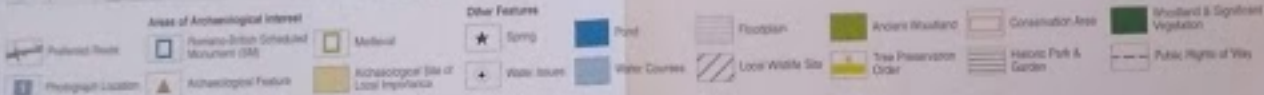
**Detail 3**  
Sparkford Junction

Following the review of the scheme arrangements for the Sparkford junction has been proposed to build the slip road on the east of the carriageway rather than the west. This would have the advantage of the Sparkford junction for roadworks during the winter. The new scheme would also have the advantage of the slip road on the east of the carriageway at Sparkford. By having the slip roads on the woodland to the east of the junction instead of 17000 slip roads on the west the junction would be more accessible to the woodland.



- Key**
- Embankment
  - Cutting
  - Carriageway
  - Central Reserve / Islands
  - Woodland
  - Buildings
  - Ponds and Watercourses

## Environmental features



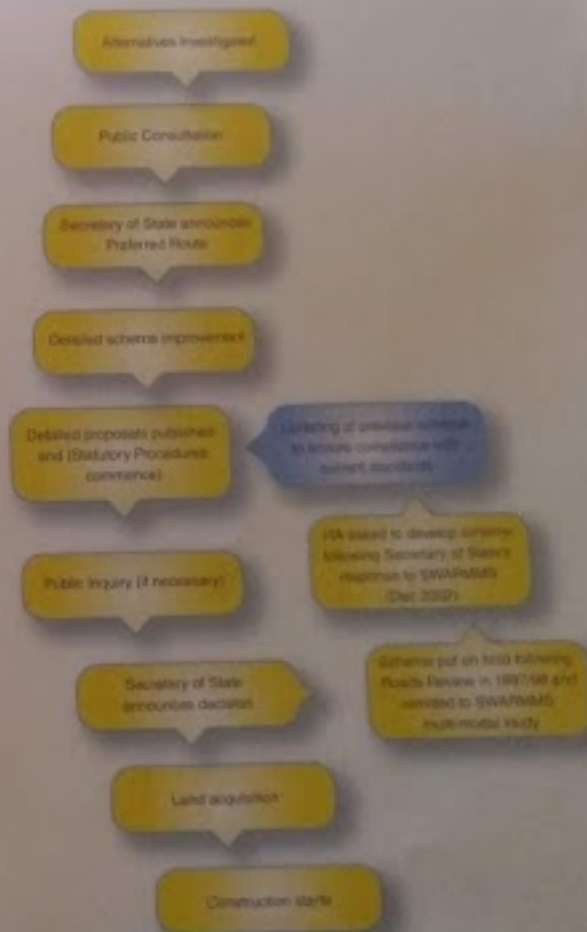
## What happens next?

The development of the scheme will be continuing to the end of the year. Concurrently with this, environmental surveys including archaeology, wildlife, impact, archaeology, noise and vibrations will be completed.

The environmental surveys will be used to assess the impact of the final design and to produce an Environmental Statement for the scheme. Draft Orders will also be produced. The Orders when approved allow the Highways Agency to construct the road. The Environmental Statement and draft Orders are likely to be published in 2004.

On publication of the Environmental Statement and draft Orders you will have the chance to comment on these or raise objections. If the objections cannot be satisfactorily resolved and depending on the number and the nature of the objections, the Secretary of State for Transport may decide to hold a Public Inquiry before an independent Inspector. The Secretary of State will consider the Inspector's recommendations (in the event of a Public Inquiry) and decide how to continue with the scheme.

## Project stages



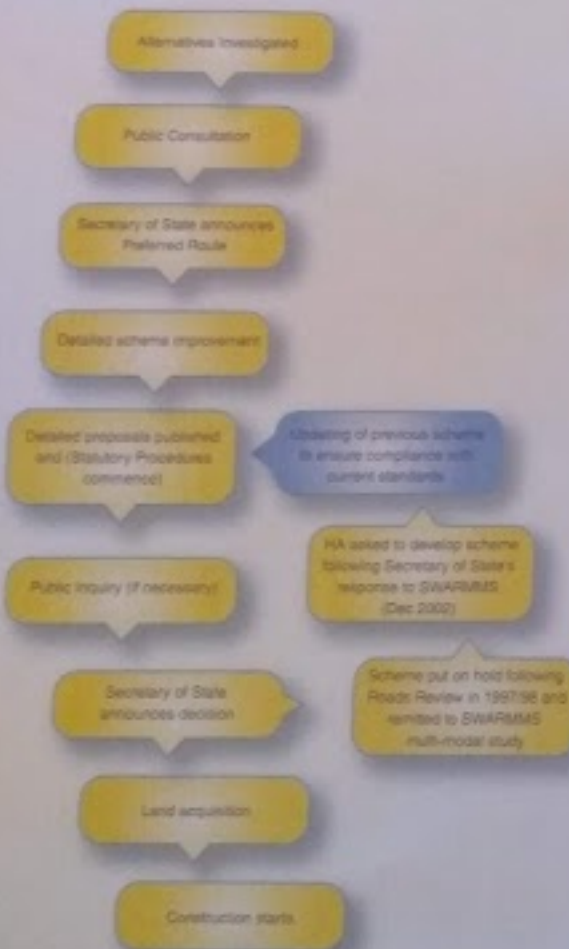
## What happens next?

The development of the scheme will be continuing to the end of the year. Concurrently with this, environmental surveys including ecology, visual impact, archaeology, noise and agriculture will be completed.

The environmental surveys will be used to assess the impact of the final design and to produce an Environmental Statement for the scheme. Draft 'Orders' will also be produced. The 'Orders' when approved allow the Highways Agency to construct the road. The Environmental Statement and draft 'Orders' are likely to be published in 2004.

On publication of the Environmental Statement and draft 'Orders' you will have the chance to comment on these or raise objections. If the objections cannot be satisfactorily resolved and depending on the number and the nature of the objections, the Secretary of State for Transport may decide to hold a Public Inquiry before an independent Inspector. The Secretary of State will consider the Inspector's recommendations (in the event of a Public Inquiry) and decide how to continue with the scheme.

## Project stages

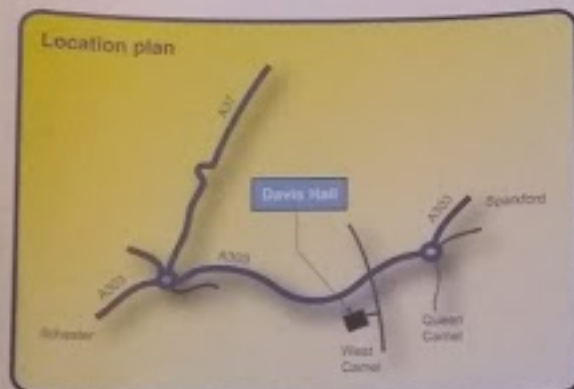


## Public exhibition

More detailed information will be displayed at the Public exhibition to be held at:

Davis Hall  
(off Howel Hill)  
West Camel  
Somerset

On Friday 3rd October between 11am and 7pm,  
and Saturday 4th October between 11am and 4pm



Staff from the Highways Agency and the Consultants, Mott MacDonald, will be present at the exhibition to explain the proposals, to answer your questions and listen to your comments.

This exhibition is to inform you of developments in the scheme. This is not an official consultation, however any comments you may have will aid in the development of the scheme. These can either be given to the team at the exhibition or sent in writing to:

Miss Louise Brown  
Scheme Administrator  
Highways Agency  
Temple Quay House  
2 The Square  
BRISTOL  
BS1 6HA

Tel: 0117 372 8945  
E-Mail: [a303spark2ilch@highways.gsi.gov.uk](mailto:a303spark2ilch@highways.gsi.gov.uk)  
Web: [www.highways.gov.uk](http://www.highways.gov.uk)



### Driving through roadworks

- If you do have to drive through roadworks, please take extra care.
- Keep to the speed limit - it is there for your safety.
- Get into the correct lane in good time - don't keep switching.
- Concentrate on the road ahead, not the roadworks.
- Be alert to seeing traffic leaving or entering roadworks.
- Keep a safe distance - there could be queues in front.
- Obey all signs - they are there to help you.

Remember that Drowsiness kills.  
Take regular breaks from driving.

# A303 Sparkford to Ilchester Improvement

## Public Exhibition

October 2003

