

**From:** [Les Stevens](#)  
**To:** [A303 Sparkford To Ilchester](#)  
**Cc:** [Les Stevens](#)  
**Subject:** Deadline 6 Submission on behalf of Mr B G Norman  
**Date:** 01 May 2019 14:39:28  
**Attachments:** [BGN\\_submission\\_Deadline\\_6\\_Final\\_01\\_05\\_19.pdf](#)  
[B.G.Norman.D6.Submission.B1.6.+Letter01052019.pdf](#)  
[Fairhurst\\_2019-04-25\\_Sparkford\\_1004\\_127642\\_\(2\).pdf](#)

---

Dear Sir / Madam,

Please find attached a further submission on behalf of Mr B G Norman and attached sketch, letter and drawing from Fairhurst.

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>

---

**A submission by Bryan G Norman BSc. (Est Man) for Deadline 6**

**Action Point 12. Planning Inspectors Action Points**

2.1.20 As the consultant responsible for the alternative design of the Hazlegrove Junction, I draw the Planning Inspectorate's attention to the following matters which should be taken into account in answer to the comments of Highways England relating to the effect of the court ruling in the 'Mount Cook' case.

If H.E. are referring to the plans, provided by me at D2 marked BN, this so called "cursory sketch – nothing more" is in fact a detailed scale drawing at 1/2500 developed from H.E.'s drawings, in particular No. 2115 (sheet 4). The scheme was further developed by the highways engineers, Fairhurst, to ensure that all requirements of the M. D R.B. were complied with (Drawing No. 127642/1003 at scale 1/200 of B.N.'s submission at D2). This utilised information from many other drawings issued by H.E. and referred to in the margin of that drawing. In particular I have taken the direction to minimise the impact on the R.P.G. as most important to produce a sensitive design and siting.

2.1.21 Full account has been taken of the topography as can be seen from the contours and levels shown (although H.E. declined to provide the electronic co-ordinates requested by Fairhurst).

The design has been chosen to minimise the impact on the R.P.G. by utilising the least sensitive S.E. corner (REP 2.005 – 6.6.15) where use is made of much lower ground to be least visible from the majority of the house, garden and park, the actual entrance road, being @ OD 43 & 47 whereas the H.E. proposed design runs from OD 44 – 56.

Furthermore opportunity has been taken to remove 11m high bunds and use gentler mounds.

The land take required is considerably less, particularly within the R.P.G.

The drainage comprises open H.D. following the inside curve falling gently from +48 OD to 42.5 OD where it will pass under the carriageway to join H.E.'s proposed H.D. near pipe 186 and flow to Pond 5. There will be a reduction in the run-off resulting from my much smaller paved area.

Traffic User is the same as that used by H.E. in their designs supplemented by detailed surveys on A359 in Queen Camel and observations and counts at the roundabout. However, whereas H.E. design @ East on slip junction 420 meet 330 in the opposite direction, at peak a.m., in my design 420 meet only 190! For convenience a comparison drawing @ 1/1000 scale is attached marked (BN 1.6) which also shows in detail the traffic movements.

Traffic modelling has been assessed by observation and counts and surveys together with information in the documentation 7.2. The same number of vehicles use both schemes but as a result of the school entrance / exit being West of the East slip in my design, less problems result at the critical junctions.

I have not been able to assess from HE documentation whether they have used the correct figures for the School and bearing in mind that most of this condenses into a half hour at peak periods. I am still of the opinion that there will be safety and other problems at the East on-slip junction, especially in the winter, which could lead to a requirement for lighting in this sensitive location relating to the RPG. It should be born in mind that the school traffic could increase in future (e.g. like my own school which changed from boarding to all-day students).

2.1.22 From the scale drawings it can be seen that the earthworks are minimal and whilst not fully indicated on my drawings the only excavation will be 18,000 cu. m. from roundabout to tunnel and all will be used within 100 m. There will only be short embankment retaining walls immediately adjacent to the tunnel. The earthworks are therefore very substantially less than those needed for the H.E. scheme which requires 143,500 cu. m.

Levels have been carefully assessed from the topography and provide acceptable gradients of 1/17.5 from roundabout to tunnel and a steady gradient of 1/70 from tunnel to the dual carriageway.

The radii used are within the requirement and of not less than 30 m. radius and the road widths have been widened at the corners and at the ghost junction for the school. This is the same radius as that used by H.E. for the West on slip etc. where lighting is not required.

Outline landscape proposals have been considered but without detail. The tunnels (two) are together less expensive and much less complicated than H.E.'s diagonal design and will overcome the unsuitability of the latter for equestrian use.

2.1.23 A matter of fact and law. See separate comments of the responses to the Examining authorities second round of written questions Table 1.1 Item 2.01 by the Parish Councils.

2.1.24 These are detailed scale drawings from 1/1250 to 1/200 fully proving the concept and its viability.

2.1.25 Information in REP 2.005 has been studied which indicates that full archaeological investigations of the site and purpose have been carried out with no impediments (see Fig. 4 Trench Summary)

6.6.15 History and aesthetic value of the R.P.G. is degraded towards S.E. part of site and in APP 068 at 1.7.8 that the school will be accessed by a road stemming from a new roundabout S.W. of the school and North of the A 303 etc. which was not adopted.

2.1.26 Again these are detailed scale drawings, certainly not a sketch and prove the viability of the concept and in full knowledge of the information contained in REP 2 – 005 which was fully studied.

2.1.27 My design is carefully thought out and chosen from a number of alternative layouts as causing least damage with substantial cost savings of £9 m.

2.1.28 The Parish Councils have via Fairhurst provided electronically the data required for this as requested by H.E. at their cost.

2.1.29 Quite the opposite - it would clearly illustrate the differences.

With respect the Applicant should have examined all alternative junction possibilities in the manner carried through on the A30 Chiverton to Garland Cross TR 100 26 62 Rev 21.08.18 where in table 3 .2 they listed all junction options and 3 – 6 listed the comparisons under the headings: land area required, risk of delay / cost, problems with local utilities, business impacts, landscape, visual impact, noise, cost. This is also relevant in considering the 'Mount Cook' effect.

I believe these facts show that the criticisms of being 'Inchoate' or a 'vague scheme with cursory sketches' and quite unfounded.

I will make some comments in relation to HE's responses to Examining Authorities second round of questions (ExAQ2) –

2.6.4. Economic Assessment – I agree that improved journey times on the dual carriageway will be of benefit both nationally and locally. However, the adverse impact of HE's design for Hazlegrove junction, causing 600kilometres of additional travel per annum, the cost of which will fall largely on the local communities, has not been taken into account in assessing the overall benefit nor it's environmental impact.

2.7.3 / 2.7.4 – Relating to the Local Parallel Road (LPR) –

These are the same criticisms I have dealt with in 2.01 above and simply do not stand up to details analysis.

The drawings submitted by me and Fairhurst are properly considered scaled drawings proving the concept.

In order to dispose of the question relating to the pinch point we have obtained further detailed engineering information from Fairhurst.

I attach copies of Fairhurst's letter (25/04/19) and their scaled drawing number 127642/1004 which shows that the PLR can be accommodated at the 'pinch point' at its full width of 7.3m and in compliance with all requirements of the MDRB, with a half metre safety margin for a visual barrier, without acquiring additional land from the MOD.



Craig Jolly

to Bryan Norman; Les Stevens

cc Donald Stirling

Thu 25 Apr 13:14

127642 A303 Sparkford

1 file attached ^



2019-04-25 Sparkfor...

.pdf 198 KB

Bryan / Les,

I've assessed our previous layouts against HE's comments and reviewed the relevant DMRB documentation. There's two key points to take away from this –

- Our hands are tied with regards to the width of the carriageway; the DMRB doesn't make any road width concessions that relate to either vehicle speed or traffic flows (the latter does apply in Scotland but unfortunately not in England).
- The main flexibility we have is with the horizontal alignment of the A303 and link road, rather than the actual width. The minimum corridor width is 40.4m; the main goal is therefore to try to align this so that it fits within the land constraints.

Based on the above I've revised the layout to take into account the minimum widths and horizontal curvature based on the design speed of the A303 (120kph). While the link road design speed is contestable it is ultimately constrained by the alignment of the A303 as the A303 has the higher speed.

The attached alternative layout includes the widths and curvature dimensions along with DMRB references to answer each of HE's comments.

If you'd like a more comprehensive breakdown of HE's comments I can prepare a note covering this, although the drawing does address these. The same caveats concerning the vertical alignment apply. If you have any comments / questions etc please don't hesitate to contact me.

Regards,  
Craig

Craig Jolly  
Transport Planner

## FAIRHURST

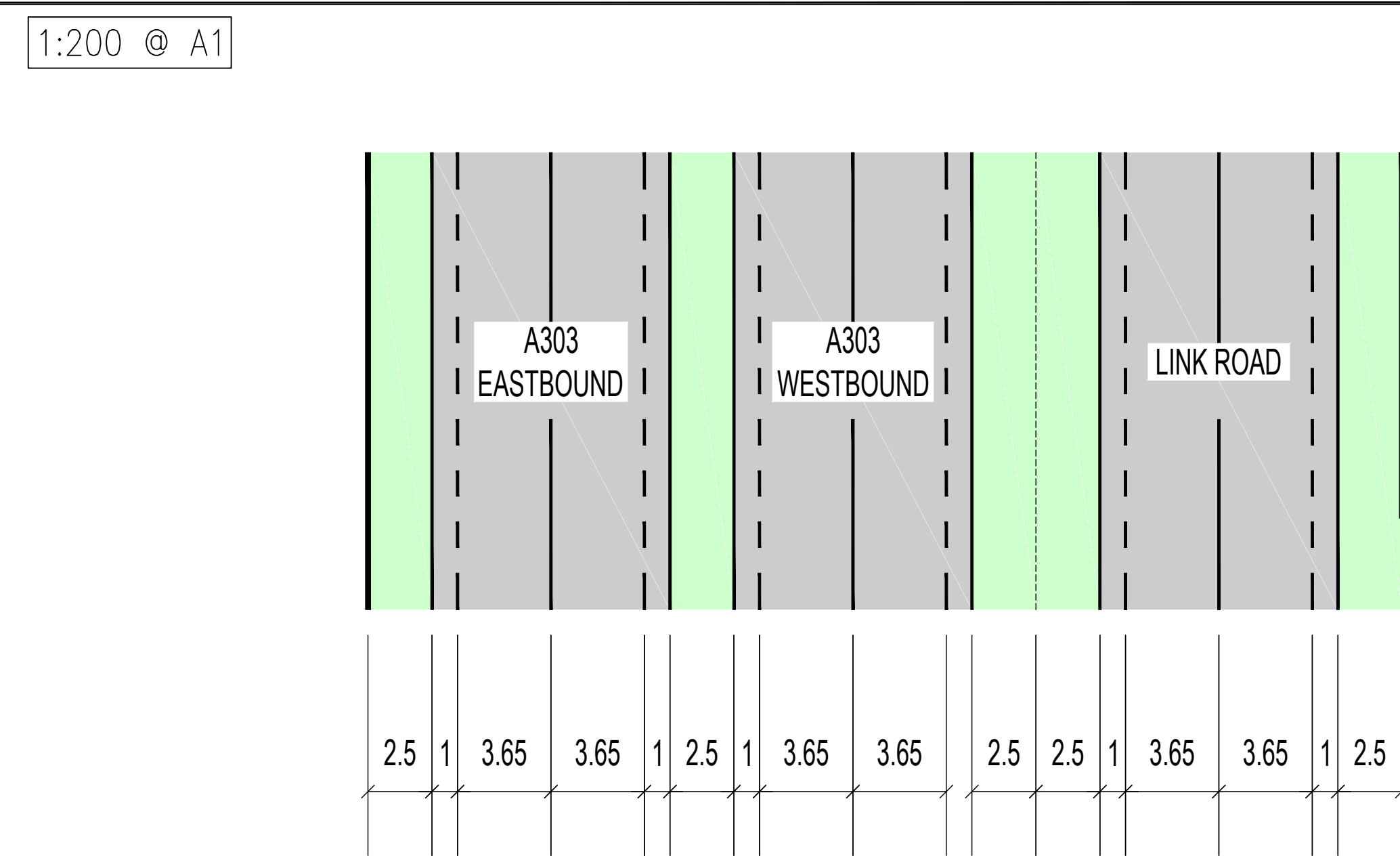
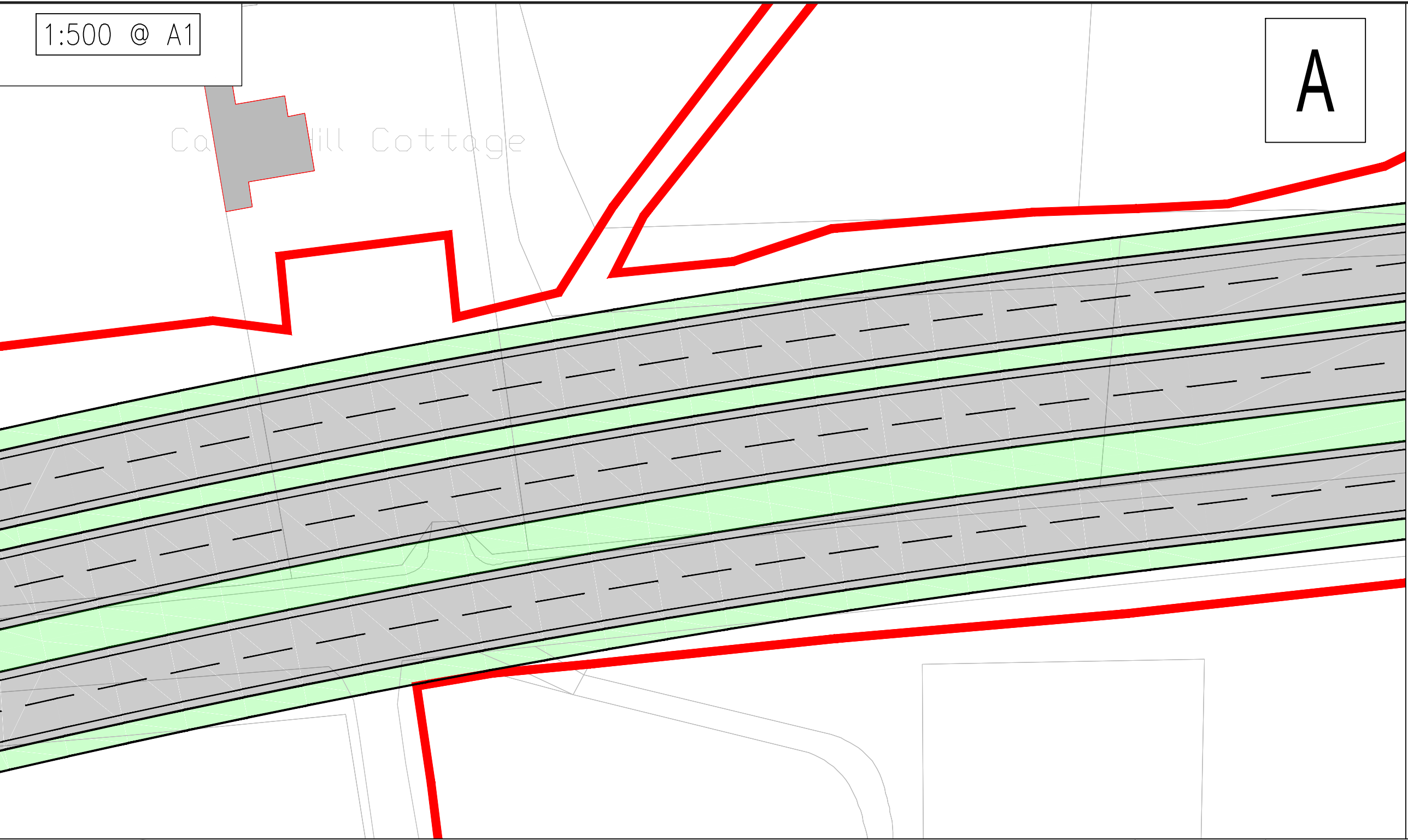
engineering solutions, delivering results

43 George Street  
Edinburgh, EH2 2HT  
Tel: 0131 225 6741  
Website: [www.fairhurst.co.uk](http://www.fairhurst.co.uk)

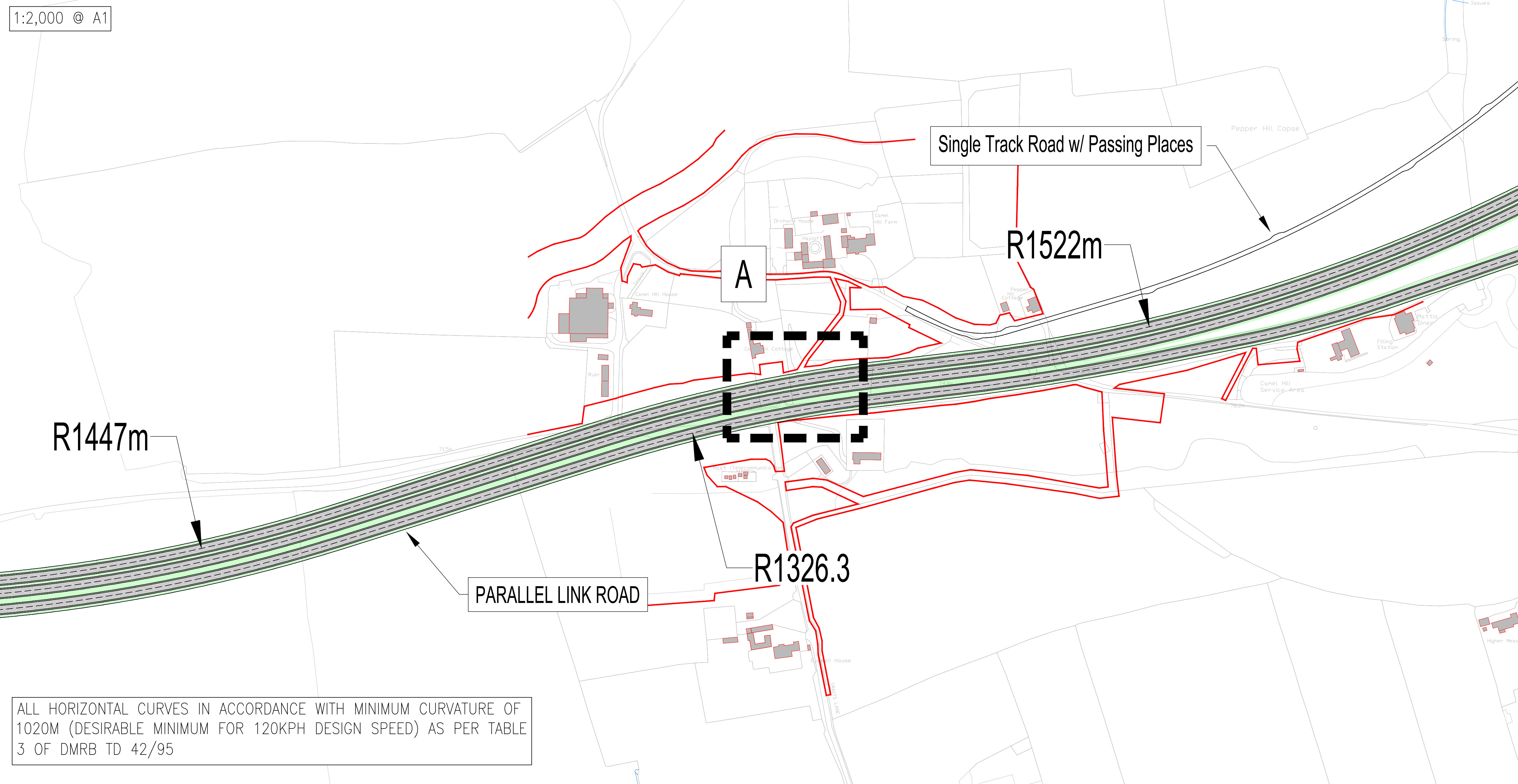
Why not take a look at our Practice Profile to see the diverse range of skills we can offer. Just click <HERE>

 Consider the environment. Please don't print this e-mail unless you really need to.





EXAMPLE DIMENSIONED SECTION THROUGH A303 & PARALLEL LINK ROAD.  
ALL WIDTHS IN ACCORDANCE WITH DMRB TD27/05 FIGURE 4.3a



ALL HORIZONTAL CURVES IN ACCORDANCE WITH MINIMUM CURVATURE OF 1020M (DESIRABLE MINIMUM FOR 120KPH DESIGN SPEED) AS PER TABLE 3 OF DMRB TD 42/95

Do not scale from this drawing.

Rev.	Date	Description	Drawn	Chkd.	Appd.
<div>FAIRHURST</div>			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 REVISED ALIGNMENT					
Scale at A1: As Shown		Status: For Information			
Drawn: CJ		Checked: DS		Approved: CJ	
Date: 25/04/2019		Date: 07/11/2017		Date: 25/04/2019	
Drawing No.:  127642/1004				Revision:  —	