

**From:** [REDACTED]  
**To:** [A303 Sparkford to Ilchester](#); [REDACTED]  
**Subject:** Re: A303 Sparkford to Ilchester - noise model Sparkford to Ilchester Dualling Project (TR010036) our ref Long Hazel Park 20014098  
**Date:** 09 January 2019 21:18:32  
**Attachments:** [Appendix C.odt](#)  
[Appendix D.pdf](#)  
[Appendix E.pdf](#)  
[Appendix F.odt](#)  
[Written Statement and Submissions.odt](#)

---

We are attaching our written statement and Appendices for your kind attention.

Please acknowledge safe receipt.

Kind regards  
Alan and Pamela Walton

<http://www.longhazelpark.co.uk>

01963 440002

Long Hazel Lodges

Luxury bespoke residential lodges for the over 50s

<http://www.longhazellodges.co.uk>

Long Hazel Park, High Street, Sparkford, Yeovil, Somerset, BA22 7JH

---

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

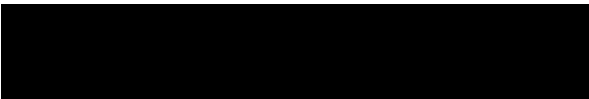
---

## **Tegwyn Jones Associates**

### **Impact of traffic noise from A303 improvements on Long Hazel Park, Sparkford for Mr & Mrs Alan Walton**

17 October 2018

Tegwyn Jones  
**Tegwyn Jones Associates Ltd**  
01935 434184



## Contents

### **1. Introduction**

- 1.1 Background
- 1.2 The A303 Proposals
- 1.3 Method

### **2. The changed impact of the A303**

- 2.1 Background
- 2.2 Highways England Predictions
- 2.3 Traffic noise at amenity areas outside the Lodges
- 2.4 Noise Mitigation Measures

### **3. Conclusions**

- 3.1 Predicted noise level vs standards
- 3.2 Remedial Measures

### **4. References and data sources**

**Plan A** – Segments of traffic noise affecting Lodge 2

## Impact of Traffic Noise after A303 improvements

### 1. Introduction

#### 1.1 Background

Long Hazel is a well-established holiday park at Sparkford that is bounded to the north by the A303. The road at this point is a dual carriageway in a deep cutting. There is an active road improvement proposal that would reconfigure the A303 to the west of the site and increase traffic volumes..

Permission was obtained on appeal (APP/R3325/W/16/31447318), to change the use of the Park from a touring caravan site to a residential site for 15 mobile homes. A further six plots were permitted to become residential lodges.

Six plots near the northern boundary with the A303 have permission for twin unit holiday lodges and groundwork is complete.

This report considers the impact of noise from the proposed road on one of those lodges that had been considered in an earlier report (dated 6 November 2014).

#### 1.2 The A303 proposals

Highways England propose to dual the A303 between Sparkford and Podimore. The scheme starts at a point opposite the middle of the northern boundary of Long Hazel Park shown on Plan A (page 7) and continues westwards.

Highways England estimates that the long term increase in traffic noise (expressed as **LA10 (18hr)**) would be 3.3dB in the long-term, even after the planned mitigation works. They are guided by the document 'Design Manual for Roads and Bridges'. No further mitigation is proposed. Yet Part 7, para 4.2 of the Manual states that *"....a 3 dB(A) change is considered perceptible. Such increases in noise should be mitigated if possible."*

Opportunities exists to mitigate the noise by including an effective sound barrier in the scheme, and by extending the noise-reducing road surface treatment eastwards.

## 2. The changed impact of the A303

### 2.1 Background

In order to evaluate the changes that the A303 improvements will bring, Highways England has calculated the “design year” impact. Many relevant parameters will change the noise experienced at the site, and so its impact at the most exposed facade of Lodge 2 (shown in Plan A on page 7) is considered in this report.

The road alignment will be slightly changed near the site, and traffic volumes will increase substantially.

Some mitigation against traffic noise is already provided by a 2.4m boundary fence on the north, west and east site boundaries. Mature planting in the A303 cutting further reduces some higher-pitched road noise and provides a useful visual barrier.

### 2.2 Highways England Predictions

In email correspondence, Highways England indicate that they estimate current traffic noise levels at ‘Longhazel Caravan Park’ to be **59.3 dB LA10 (18hr)**. They predict an increase of 2.2 dB in the short-term and 3.3dB in the long-term. This assessment is based on distances to AddressBase data points and not to property/land boundaries. So some lodges on the site might suffer greater exposure.

Therefore, it would appear that by “Design Year”, noise levels would have increased to around **62.6 dB LA10 (18hr)**.

### 2.3 Traffic noise at amenity areas outside the Lodges

British Standard (BS) 8233: 2014 *Guidance on sound insulation and noise reduction for buildings* provides advice on acceptable external noise levels for residential property. With respect to noise affecting external areas such as amenity areas, BS 8233 states that “*it is desirable that the steady noise level does not exceed 50 LAeq,T dB and 55 LAeq,T dB should be regarded as the upper limit*”.

**The units of noise (L10 (18-hour) dBA) commonly used to describe traffic noise can be translated into units used in this British Standard (Leq (0600 - 2400), dBA) using the Traffic Research Laboratory formula;**

$$y = 0.9887x - 1.7748$$

Where:

y = Measured LAeq,18h dB, and

**x = Predicted LA10,18h dB**

Thus traffic noise of **62.6 dB LA10 (18hr) is equivalent to 60.1 LAeq (18hr) dB**, and is somewhat in excess of the British Standard for amenity areas.

In order to meet the lesser standard, this traffic noise at the amenity area for Lodge 2 needs to be brought down to below 55 dBA Leq,16h. The configuration of the lodge, perpendicular to the road with its amenity space between it and the next lodge, makes this difficult without addressing the noise at source, or improving the barrier..

It should be noted that Lodge 2 is representative of several plots that have similar noise exposure. There will be many others in the Park that will have slightly lesser exposure.

## **2.4 Noise Mitigation Measures**

A substantial increase in traffic flow is projected, and will be the cause of the noise increase. But a number of factors in the Highways England plan will provide noise mitigation for Long Hazel Park, such as;

- ⑩ the carriageways adjacent to the site are in a deep cutting
- ⑩ mature planting within the cutting provides a visual, if not an acoustic, barrier
- ⑩ a noise-reducing thin surface course will be applied to the A303 and new slip roads within the scheme, and
- ⑩ a slight improvement in road gradient

Many years ago, the owners of Long Hazel park provided a 2.4m high fence along their northern boundary, and similar fencing to the west and east boundaries to reduce traffic noise. This fence is no longer in good repair.

A significant improvement in noise levels on site could be achieved if Highways England were to;

- ⑩ replace the old 2.4m fence with a 3m fence., and
- ⑩ apply the noise-reducing thin surface course to the A303 beyond the eastern boundary of the scheme

This work would reduce noise at source, and protect dwellings on site from the worst effects of the increased traffic noise.

### 3. Conclusions

#### 3.1 Predicted noise level vs standards

By "Design Year", traffic noise levels would have increased to a level outside certain dwellings in the Park that exceed acceptable standard for amenity areas.

The increase of 3.3dBA merits additional mitigation, according to the 'Design Manual for Roads and Bridges'.

#### 3.2 Remedial Measures

The surface treatment proposed for roads within the site boundary should be extended eastwards on the A303, to reduce noise levels at source. This would reduce the problem not only for Long Hazel Park, but for the whole village.

The existing 2.4m wooden barrier to the north boundary of Long Hazel Park should be replaced with an acoustic barrier 3m high.

### 4. References and data sources

**Abbott P G and Nelson P M (2002).** *Converting the UK traffic noise index LA10, 18h to EU noise indices for noise mapping.* Research report PR/SE/451/02. Traffic Research Laboratory Ltd, London  
[http://archive.defra.gov.uk/environment/quality/noise/research/crtn/documents/noise\\_crtn.pdf](http://archive.defra.gov.uk/environment/quality/noise/research/crtn/documents/noise_crtn.pdf)

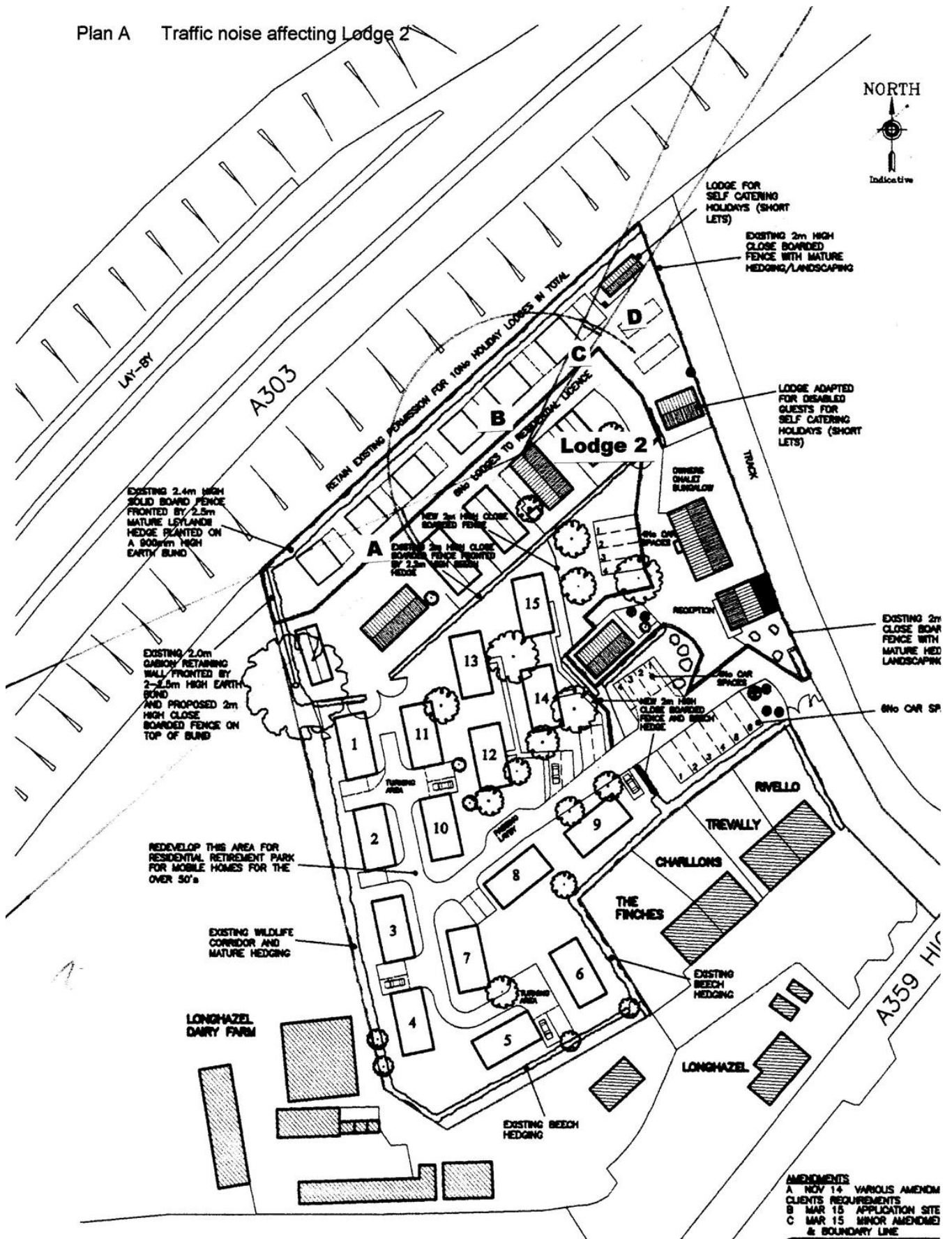
**British Standard (BS) 8233: 2014** *Guidance on sound insulation and noise reduction for buildings.* HMSO, London.

**Department of Transport and the Welsh Office (1988).** *Calculation of Road Traffic Noise.* HMSO, London.

**The Noise Advisory Council (1978).** *A guide to measurement and prediction of the equivalent continuous sound level Leq.* HMSO, London.

**Murphy, Alex.** Private communications from scheme Project Manager. 15 October 2018

Plan A Traffic noise affecting Lodge 2



**AMENDMENTS**  
 A NOV 14 VARIOUS AMENDMENTS CLIENTS REQUIREMENTS  
 B MAR 15 APPLICATION SITE  
 C MAR 15 MINOR AMENDMENTS & BOUNDARY LINE



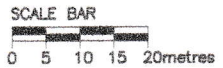
Annex 3

Key  
 Amenity Space  
 for Lodge development



now topped  
 with 2m high  
 close boarded fence

PHASE 1  
 PHASE 2  
 Plots 1,2,10,11,12,13,14,15  
 PHASE 3  
 Plots 3,4,5,6,7,8,9



- LEGEND
- PROPOSED SITE BOUNDARY  
0.813ha
  - ADJOINING SITE BOUNDARY  
0.266ha

AMENDMENTS  
 A NOV 14 VARIOUS AMENDMENTS IN LINE WITH CLIENTS REQUIREMENTS  
 B MAR 15 APPLICATION SITE AREA AMENDED

Drawing Title  
**Proposed Site Layout**

Project  
**Longhazel Caravan Park Sparkford**

Client  
**Mr & Mrs A Walton**

---

Scale **AS SHOWN** Drawn by **BC**

Date **July 2014** Checked by

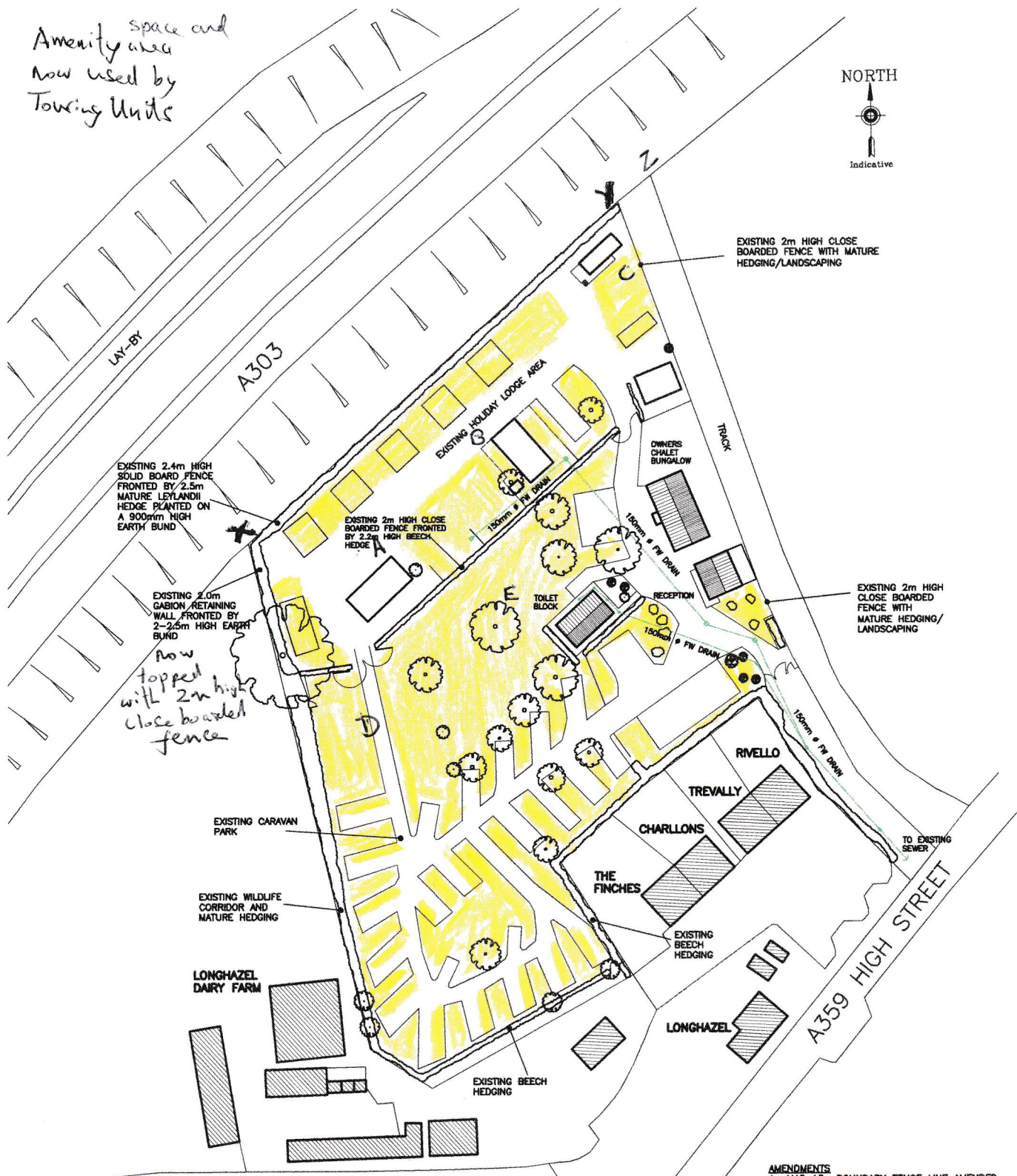
---

Drawing No **01/07/02B** Revision

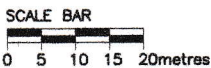
Key



space and  
Amenity area  
now used by  
Touring Units



now topped with 2m high close boarded fence



AMENDMENTS  
A MAR 15 BOUNDARY FENCE LINE AMENDED

Drawing Title  
**Existing Site Layout**

Project  
**Longhazel Caravan Park Sparkford**

Client  
**Mr & Mrs A Walton**

Scale **AS SHOWN** Drawn by **BC**

Date **July 2014** Checked by

Drawing No **01/07/01A** Revision

- Electric hardstanding and grass touring pitch
- Recommend to friends Visit again

**Liked:** Green chillies, hot water for washing up. Facilities were functional and fine - just unattractive.

**Disliked:** Traffic noise from the main road, being so close to other campers, lack of a view, gravel pitches (not much grass). Felt sad to park up here after a lovely few days on a huge open farm in Devon.

•

Lovely clean site with level pitches - perfect for a weekend away!<sup>07/08/2018</sup>

[REDACTED]

- Electric grass tent or trailer tent pitch (large)
- Recommend to friends Visit again

A lovely clean site that the owners take obvious pride in. We were given a guided tour on arrival and lots of choice as to where we could pitch.

**Liked:** Toilets and showers were kept very clean and tidy with not a cobweb in sight! Its an adult only site so great if you wish to escape the hoards!

**Disliked:** There is road noise as its near the A303.

•

Perfect for a one night stop over heading north or south on the A303<sup>06/08/2018</sup>

[REDACTED]

- Electric hardstanding and grass touring pitch
- Recommend to friends Visit again

**Liked:** The trees and garden benches. Owner VERY helpful regarding changing pitch. Would be a great stop over on the way south/north

**Disliked:** The noise from the A303. Literally right off the main A road. The pitch first allocated was way too close to the next one so choose a grass pitch instead, this was very large nothing next to it. Nowhere to walk dog on site. Had to get in car to find decent place to exercise dogs

•

Location, location, location. Don't rely on Pitchup Ratings alone!<sup>30/07/2018</sup>

[REDACTED]

- Electric hardstanding and grass touring pitch
- Recommend to friends Visit again

Nice clean site facilities.  
Helpful staff.

**Liked:** Adult only site.  
Pop-up food stall on Friday night - excellent food.

Pitches a bit cramped.

Charges extra for dogs but no facilities provided for them.

**Disliked:** Road noise - I have to accept it's my own fault for not doing sufficient research and choosing a site based only on its very high Pitchup review scores.  
This site is right alongside the very busy A303, great if you don't mind constant road noise and just want an overnight stop but not a place to stay for a peaceful weekend. It's a shame, if it wasn't for the A303 this would be a nice site, we booked two nights but only stayed for one.

•



very easy to access wonderfully tidy well thought out site, ...17/07/2018

Electric hardstanding and grass touring pitch

Recommend to friends Visit again

**Liked:** very easy to access wonderfully tidy well thought out site, more than helpful site owner with local knowledge for pretty routes to enjoy when cycling. Good selection of pubs within a 10 mile radius.

**Disliked:** traffic noise during day ,but found ear plugs sorted this when wanting to read and relax.

Excellent overall, very friendly staff. Spotless shower/toilet block.05/06/2018

Electric hardstanding and grass touring pitch

Recommend to friends Visit again

**Liked:** The site layout, clearly signed all amenities, recycling area very good.

**Disliked:** Road noise from A303

Lovely adult only small site with good facilities30/05/2018

Electric hardstanding and grass touring pitch

Recommend to friends Visit again

**Liked:** Small, very clean site. Excellent shower block. Friendly owners. Good sized level pitches. Well organised.

**Disliked:** Would have liked an additional outdoor washing up facility. Only two sinks in a very cramped room. It got very hot and no room to move.  
A303 very close so could here the traffic pretty much all the time

Date of Visit: September 2012

Unit: Tent

Rating:

Reviewer: [REDACTED]

My wife and I have just returned from a 3 night stop at this campsite. As has been noted in previous reviews we also found the site to be in excellent upkeep. The owner is clearly very proud of his site and works to keep it in superb order throughout.

The toilet block is one of the cleanest we have ever experienced. I think that campers recognise this and put effort in themselves to maintain the standard that the site owner sets. At full site capacity the facilities may become stretched.

There are quite a few surcharges that could maybe be relaxed at a site that is toward the more expensive end of the market; day visitors, excess water usage, ice pack freezing, hair drier use, which we have found to be included at other sites in this price bracket.

Our biggest problem by far was the road noise, which we found to be significant, even at 3.00 in the morning (the A303 didn't ever sleep - just like us). It should be noted that we were in a tent which offers no sound insulation. If you intend visiting in a solid walled unit then it may not be too much of an issue when you are within, but it will still detract from the 'peace and quiet' when outside. Unfortunately we are unlikely to return because of this issue.

## **Sparkford to Ilchester Dualling Project (TR010036)**

### **Reference 20014098**

#### **Written Statement and Submissions for Traffic Noise Mitigation by Mr and Mrs A Walton on behalf of Long Hazel Park and Long Hazel Lodges Limited, High Street, Sparkford, Yeovil, BA22 7JH**

#### **Background to Long Hazel Park**

1. Long Hazel Park, High Street, Sparkford, Yeovil, Somerset BA22 7JH previously known as Long Hazel Dairy Caravan Site has evolved into a mixed use caravan site following the compulsory purchase of approximately one-third of its original size for the formation of the existing A303 Sparkford by-pass about 30 years ago. Mr and Mrs Walton are partners in the holiday and touring park business known as Long Hazel Park and are Directors of the residential development company Long Hazel Lodges Limited.
2. The owners Mr and Mrs Walton live in their two storey house on the eastern edge of the site. This house is tied to all the land of the whole site by an occupancy planning condition. This house already suffers from excessive traffic noise intrusion especially the upstairs bedrooms which are within the roof space. The velux windows on both western and eastern elevations are already insufficient to completely eradicate traffic noise especially at peak times. During hotter weather when the windows need to be open at night for ventilation the traffic noise is uncomfortable and affects sleep. This situation will deteriorate both during and after construction of the new A303 scheme and compensation is sought to mitigate the traffic noise. The coloured photograph **Appendix A** shows the whole site in relation to the A303 and the A359 Sparkford High Street. Both fields on either side of Long Hazel Park are under development now for residential housing by Ashford Homes. An ancient oak tree T3 with possible bat roost is recorded as being within Long Hazel Park.
3. The northern section of the park (the current lodge development Phase 1) is closest to the A303. This area is set out in accordance with the Model Standards for Mobile Homes in accordance with a Full Permanent Residential Mobile Home Licence number E/90 issued by South Somerset District Council which relates to 13 plots. There are three other plots within this area which have permission for static holiday caravans. The original three static holiday caravans were removed about eight years ago following escalating traffic noise due to heavy goods vehicles being re-routed from the A30 on to the A303. These static holiday caravans proved unpopular with guests as they offered little resistance to external traffic noise. These plots are in the process of being replaced by lodges built to BS3632 as a measure to mitigate escalating traffic noise. The first replacement holiday lodge is called the Tingdene Lodge which is sited in the north-eastern corner of the site nearest to the A303 which is let for short and medium holiday breaks but is subject to traffic noise

intrusion and will need additional measures such as secondary glazing, air conditioning and extra sound insulation to combat predicted increases in traffic noise and compensation is sought for these additional measures. Two plots remain vacant but will need modified lodges at additional expense to incorporate extra traffic noise mitigation.

4. Traffic volume has increased considerably (probably more than doubled) over this 8 year period partially by the re-routing of heavy goods vehicles from the A30 Sherborne Dorset area on to the A303. The second holiday lodge is of log build construction to BS3632 and named the Blackforest Lodge and is sited a little further to the south of the A303 boundary but is still subject to traffic noise when the windows are open and will need secondary glazing and air conditioning to mitigate this for which compensation is sought.

5. All infrastructure is in place for siting both holiday and residential lodges in this development area. So far two large lodges manufactured to BS3632 by Wessex Homes were sold to private owners 10 years ago for holiday and leisure purposes with no restrictions on length of stay but these now have full residential status. Traffic noise is audible inside these lodges and especially when the windows are opened. These lodges will need additional measures to suppress traffic noise such as secondary glazing and air conditioning. All lodges to be sited pursuant to Licence E/90 and its underlying planning permission must comply with BS3632 (fully residential construction).

6. Planning Appeal decision APP/R3325/W/16/3144731 permits by change of use six of the lodges within the current lodge development area Phase 1 to be occupied as fully residential mobile homes for the over 50's protected by The Mobile Homes Act 2013. As mentioned above the two large lodges now with full residential status are referred to in the report of Mr Tegwyn Jones. A further 15 residential lodges will be sited on the existing touring park area in two phases. Eventually the whole park will have 21 residential lodges sited plus 10 all year round holiday lodges for which planning permission is already in place.

7. Mr and Mrs Walton as directors of their family company Long Hazel Lodges Limited are actively marketing the four vacant plots at Phase 1 within the approved block of six lodges for full residential occupancy as well as the six vacant holiday home plots nearest to the A303 which have an earlier planning permission. However these sales have been delayed and frustrated by the applicant's original intention to "red line" a vital section of Phase 1 of the lodge development. Very robust and strong representations headed by David Warburton MP over a period of time resulted in the red line being removed during 2018.

8. The said six vacant holiday lodge plots next to the northern boundary with the A303 are all awaiting purchasers but the plots are ready to site with all bases and services in place. These six plots already have planning permission for all year round holiday use without limit on length of stay and can be sold to separate owners and are covered by Licence E/90 as well. These plots, as well as

vital infrastructure serving the other plots, were in jeopardy of being lost during the red line uncertainty period and sales were suspended accordingly. However Mr and Mrs Walton had nevertheless to comply with a condition of their successful planning appeal to mitigate traffic noise for the residential development to proceed. This was achieved with the help of Mr Tegwyn Jones whose previous report had been disclosed with numerous planning permissions to the applicant during the pre-application and consultation stage who knew full well that Long Hazel Park is destined to be a residential development but it still made no effort to mitigate traffic noise in the application papers. Please see **Appendix B** photograph of the noise mitigation barrier agreed with SSDC Environmental Health as a condition of planning.

9. For reasons explained in the most recent report of Tegwyn Jones **Appendix C**, Mr and Mrs Walton submit that the A303 improvement scheme will have an increased noise impact upon their property and businesses both during construction and after. So far the applicants have failed to identify and acknowledge these circumstances and make no provisions to mitigate traffic noise. Thus the new proposed and existing lodges do need additional insulation, triple glazing, air conditioning in bedrooms and trickle window vents to render them habitable for both holiday and residential use in order to comply with appropriate regulations regarding WHO levels for residential occupancy and planning conditions which incurs extra costs to endeavour to mitigate future traffic noise.

10. As mentioned the said planning appeal decision additionally permits the siting of a further 15 larger fully residential lodges on the remainder of Long Hazel Park which will over time replace the existing all year round touring caravan and tent use. This park will develop in 3 phases. Phase 1 the existing lodge development has commenced. Phase 2 will replace the central park area now predominantly used for tents and dormobiles followed by Phase 3 being over the hardstandings area now used for larger motor homes and caravans this area being nearest to the A359.

11. Mr and Mrs Walton foresee the transformation from holiday touring park to residential lodge park taking upwards of 5 years with Phase 1 hopefully taking place over the next 3 years.

12. In the meantime the touring holiday business being a partnership is providing the only earned income for Mr and Mrs Walton who need to keep trading especially during the construction period of the A303 improvements. The main concerns are that the construction will hold up or suppress lodge sales and cause disruption and a downturn in the tourism business again predominantly due to traffic noise especially construction and vibration noise and possibly dust, air pollution and diversions. Particularly when the lay-by opposite the northern boundary with the A303 is removed. For reasons mentioned above we submit that if any measures are to be agreed by the applicant to mitigate traffic noise such as an acoustic barrier this should be installed at the commencement of the works.

13. The current SSDC Site Licence for holiday use is for 75 touring units plus three static holiday

caravans. The lodge development site Phase 1 consists of 13 lodges permitted plus the three static holiday caravans. These combined licensed pitches are covered by Licence Number 206/W dated 7 September 1998 and place Long Hazel Park as the largest provider of touring accommodation in South Somerset. The park has the capacity to accommodate well over 300 guests overnight for 365 days of the year. This facility will remain open as such until the residential use completely takes over the existing use of the touring park facility.

14. Customers for the touring park and the two self-catering lodges do book up to a year in advance for accommodation which is advertised globally. The visitor nights currently vary between 2000 and 2500 per season but reached 3000 in 2018. A visitor night could include up to eight adults staying in one touring unit. This could increase with Brexit. These visitors support the local economy and other local businesses. Caravanners have hitherto treated this area of South Somerset for short stay holidays and as a convenient place to break their journey whilst travelling from the east to the west and vice versa. Usually heavy traffic jams along the major trunk roads such as the M25, M3 and A303 hold up these visitors who are in need of an overnight stop in South Somerset. Once the A303 improvements are complete some of this passing trade will keep going towards their ultimate destinations without stopping and the decline in the use of the touring park especially as a night halt will give way to the residential redevelopment. Hence the need for Mr and Mrs Walton to prepare to diversify.

15. In relation to amenity areas all lodges have an immediate outside space and the worst affected by traffic noise will be in the current lodge development area – Phase 1 now being marketed. Already with about 100 enquiries, most viewings have ended with potential customers being put off by excessive traffic noise from the A303. Amenity space for the lodge development is coloured green on the Plan **Appendix D**. Those lodges nearest to the A303 would not be able to make use of their outside spaces without further traffic noise mitigation in the form of an acoustic barrier, noise reduction surface and possibly a reduced speed limit on traffic leaving the A303 on the slip road to Sparkford Village.

16. Each touring park pitch has its own amenity space being an adjacent lawn. The central park area is used for tents and dormobiles and is a general amenity area for all when not fully occupied. These areas are coloured yellow on the Plan **Appendix E** and are exposed to traffic noise from the A303 which includes Mr and Mrs Walton's private dwelling and traffic noise does not go unnoticed in customer online reviews. Please see **Appendix F** which provides a very small sample of the reviews mentioning traffic noise that we receive and are online. We have an uphill struggle even now to maintain our business because of the intrusive traffic noise. The undeveloped areas nearest to the A303 shaded yellow see **Appendix E** also act as overspill touring spaces in peak periods but will be reduced as the lodges are sold and sited.

17. Both these areas fall within the applicant's various traffic noise models (sheet 4) which



illustrates projected traffic noise levels of between 55 and 75 decibels to which a factor of 3 decibels should be added as per the report of Mr Tegwyn Jones **Appendix C**.

18. Mr and Mrs Walton propose that the appropriate points to measure and assess traffic noise effects including in amenity areas should be at points A, B, C, D and E on the Plan **Appendix E** subject to confirmation by Mr Tegwyn Jones.

19. The noise mitigation measures sought are a 3m high traffic noise acoustic barrier between points X and Y on the Plan **Appendix E** preferably extending to Point Z across the end of the adjoining track where it is proposed the footpath across the A303 will terminate. This section Y to Z would act as a bar to the public entering the A303 from this point should the request by the applicants that the pedestrian crossing be terminated. It would be far easier to construct the barrier on our side of the boundary whilst no development is taking place in relation to the six vacant plots closest to the A303. Should the applicant agree to construct the barrier as recommended by Mr Tegwyn Jones we would afford the applicant access to our property for this to be done. We would delay developing the six holiday lodge plots nearest to the A303 until after the completion of the barrier provided this is done before or at the same time that the whole scheme commences. Assuming that a traffic noise reduction surface is going to be provided on the new dual carriageway we would ask that in addition between the point where the new dual carriageway is grafted to the existing A303 at the mid northern boundary point with Long Hazel Park that this surface should be extended to just beyond the northern side slip road to the A359 at the very least. At the grafting point a change in traffic road noise at surface change will be evident and intrusive because unless the surface is all the same traffic will suddenly appear quieter and then be much noisier as it passes on to the untreated surface. We understand this could be by up to 8 decibels in difference. Hopefully the road surface incorporating a traffic noise reduction coat will be upgraded to link up with the recently reduced noise surface at Chapel Cross which continues on to Wincanton. Where possible a reduction in speed limit could be imposed say to 50mph on the new proposed west bound slip road to Hazlegrove Roundabout for Sparkford Village as well as a noise reduction surface. This proposed slip road is presumed to commence in the vicinity of the northern boundary of Long Hazel Park with the A303 and this speed limit with appropriate noise reduction surface will mitigate traffic noise for the benefit of the village as well. It is also requested that an acoustic noise reduction barrier be erected along the length of the said slip road and corresponding barriers on the A303 west bound at Camel Hill especially where the road section is elevated. This is because the prevailing wind from the west blows the traffic noise in to our park and is a constant irritation to our guests and ourselves.

## **Compensation Levels**

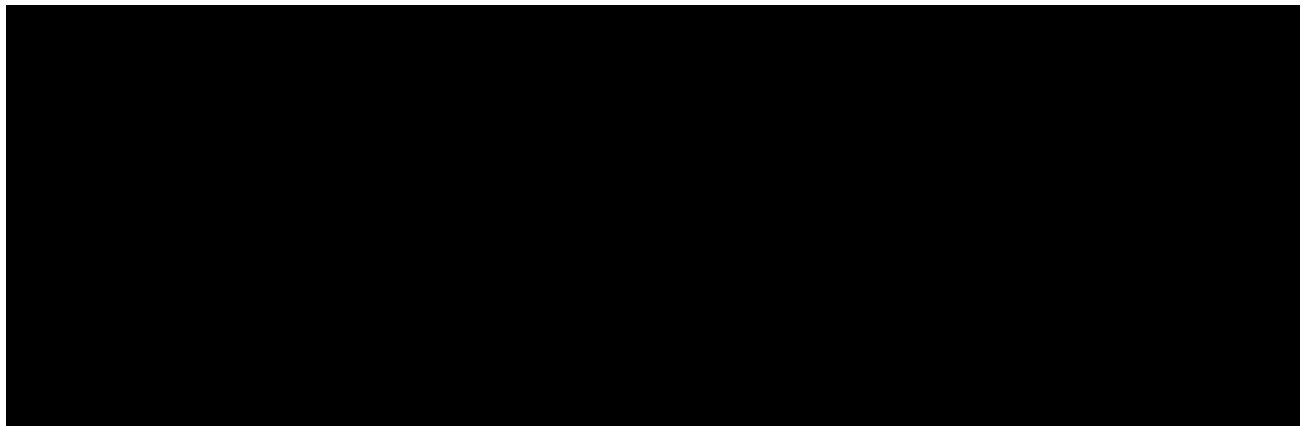
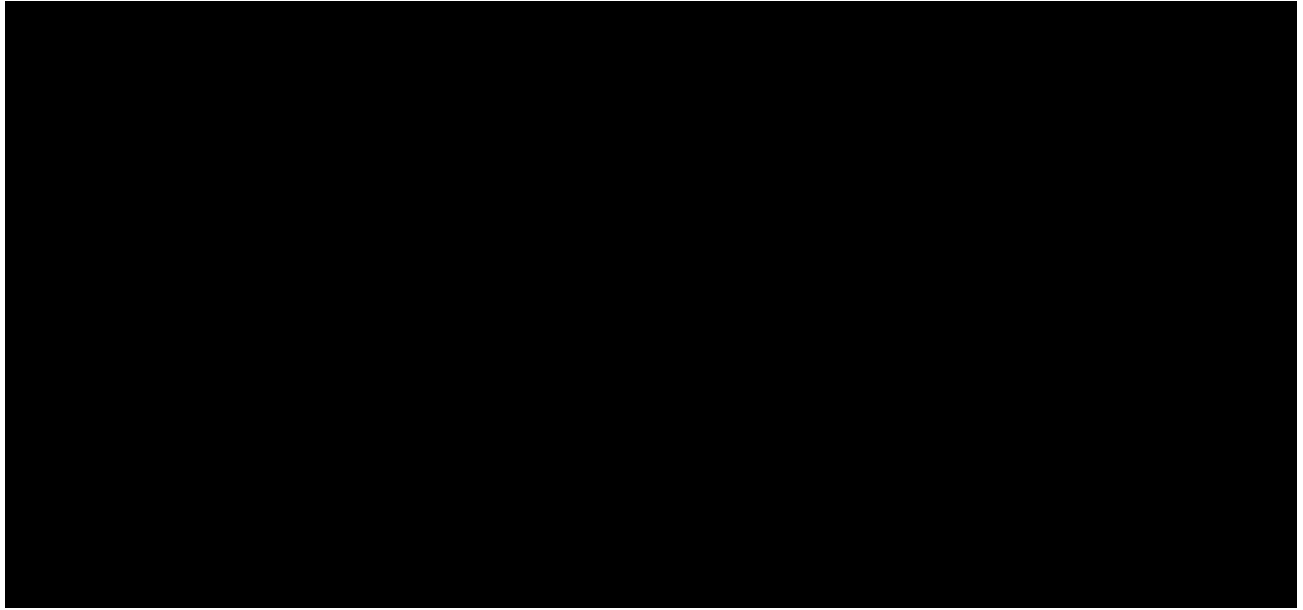
1. In order to meet the requisite noise standards (WHO) for internal occupation within the current lodge development Phase 1 and to keep within the planning permissions now in place the design and build will require upgrades during manufacturing to take into account future traffic noise increase during and after construction of the road improvement despite the provision of a further acoustic barrier and reduced noise surfacing if this happens. Existing lodges now sited could well need secondary/triple glazing and air conditioning in bedrooms but would certainly benefit from an additional acoustic barrier and noise reduction surfacing on the road. The estimated costs for incorporating these additional features is likely to be in the region of £3000 for each existing lodge and an increase of £5000 each to be factored in during the construction of the new lodges.

2. During the planning process for change of use at Long Hazel Park enquiries of two quality lodge manufacturers (Pathfinder and Omar) indicated that caravan walls achieving the build standard specified by BS3632:2005 will achieve a sound insulation rating of not less than 35 dB. Steps can be taken to further reduce internal noise levels by increasing window specification. Triple glazed windows will achieve a sound insulation rating of at least 43 dB Rw but this is undermined when the window is opened for ventilation. Air conditioning can provide the necessary air changes while maintaining a good acoustic performance. Alternatively passive acoustic window ventilators can provide a reduction of 42 dBA even in the open position. Suitable ventilation equipment would bring internal noise levels down to the standards set out in BS8233:2014.

3. In relation to potential loss of trade of the touring park during the construction period in order to attempt to quantify this Mr and Mrs Walton propose that an average of three years turnover for the income tax years 2017/18, 2018/19 and 2019/20 be used as the base figure. Turnover for each year of construction be deducted from the base figure to arrive at actual loss per construction year (if any). Direction signage is paramount especially indicating that Long Hazel Park is accessible at all times and open for business 24/7. Mr and Mrs Walton also seek compensation to address the increase in traffic noise as it will affect their own dwelling as discussed above. Mr and Mrs Walton also rely on information and submissions made in their response to the Rule 6 Letter received 5 October 2018, their Open Floor Hearing Message emailed to Pins Wednesday 28 November 2018 at 10.20 am and their response to call for Statement of Common Ground emailed to PINS on 11 December 2018 with attachments insofar as the points are not covered in this submission.

4. We also rely on our rights under the Human Rights Act 1998 as it has been held that a significant increase in traffic noise can be sufficient to constitute a breach of a person's right to respect for his private life and home (Article 8, European Convention on Human Rights) entitling the injured party to damages. *Andrews v Reading Borough Council*, 7 February 2005, (High Court).

████████████████████



Dated: 9 January 2019

Signed: A and P Walton

Alan and Pamela Walton for Long Hazel Park and Long Hazel Lodges Limited

**LIST OF APPENDICES**

**A Colour Aerial Photograph of Long Hazel Park in relation to A303 and A359**

**B Photograph of Noise Mitigation Barrier**

**C Traffic Noise Assessment Report Mr Tegwyn Jones**

**D Layout Plan Approved for Residential Development**

**E Layout Plan Existing**

**F Sample Reviews Long Hazel Park mentioning traffic noise**



