

**From:** [REDACTED]  
**To:** [A303 Sparkford to Ilchester](#)  
**Subject:** Re: Long Hazel Park draft Statement of Common Ground (TR010036) Our ref 20014098  
**Date:** 21 January 2019 23:00:51  
**Attachments:** [IMG\\_20190120\\_0001.pdf](#)  
[extract of traffic noise monitoring 2016 Teg Jones.odt](#)

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## **A303 Sparkford to Ilchester dualling scheme**

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

#### **Issues**

**Under General** - Mr and Mrs Walton respond that :-  
Provided the traffic noise issues can be addressed which in turn will benefit the local community from tourism spending because this is generated considerably by the accommodation providers of Long Hazel Park and Sparkford Hall, the Scheme is supported. It is accepted that there will be an increase in traffic volumes through Sparkford High Street which will in turn generate more traffic noise, hinder access and egress to those having vehicular access on to the High Street and will increase the risk to pedestrians crossing the road.

Somerset County Council claim at the First Open Floor Hearing that they have insufficient funds to mitigate this. Will the scheme provide for more traffic calming and reduced noise surfacing mitigation and pedestrian crossing in the High Street? Perhaps a 20mph speed limit should be considered in the interests of road safety.

**Proposed Layout of Hazlegrove Roundabout** is supported **subject to traffic noise issues being addressed**. It is noted that any new surfacing will not extend beyond the new work as requested by us. The Learned Inspector is urged to explore the possibility of extending this surfacing to mitigate traffic noise for us, our neighbours and the Village. This has been called for and recommended by Tegwyn Jones Acoustics Expert engaged on our behalf.

#### **Extract of Planning permissions Long Hazel Caravan Park**

23 January 2009 Planning Permission O8/05089/S73 - 21 seasonal all year round touring pitches and permanent siting of 13 lodges for all year round use for holiday and tourism accommodation. Note Park opens all year.

3 April 2003 Planning Permission 02/02508/FUL (15 holiday lodges open all year no limit on length of stay can be privately owned)

7 September 1998 Touring Holiday Caravan Site Licence 206/W for 75 touring pitches

23 September 2003 Residential Caravan Site Licence E/90 for 13 lodges built to BS3632

26 May 1993 Planning Permission 922010 (Caravan Site owners residence with occupancy conditions)

1 April 1998 Planning Permission 97/01611/FUL (3 static caravans)

22 February 2005 Letter SSDC approving design and layout holiday lodges

29 March 2007 Building Regulations Certificate of final inspection of work (sewers and drains) for lodge development

26 July 2016 Planning Appeal Decision APP/R3325/W/16/3144731 (21 permanent residential mobile homes - lodges)

6 January 2017 Discharge of Planning Condition 3 (Noise Protection)

31 March 2017 Planning Permission 17/00414/S73 vary Planning Condition (foul and surface water) (confirmation that Phase 1 existing installations are approved). Note the holiday homes systems having been previously approved and are common with Phase 1

### **Noise Requirements of the main planning permission (residential development)**

Appeal Decision APP/R3325/W/16/31447318 permitted six plots to change their use to residential. It also a permitted change of use for a further 15 mobile homes to be sited on the touring park. The changes of use were subject to the following conditions:-

"1) The development hereby permitted shall begin not later than 3 years from the date of this decision.

"2) The development hereby permitted shall be carried out in accordance with the following approved plans: '01/07/00'; '01/07/01A' and '01/07/02C'.

"3) None of the mobile homes hereby permitted shall be occupied until a scheme for the protection of the residents from traffic noise from the A303 has been submitted to, approved in writing by the local planning authority and then fully implemented. All works which form part of the scheme shall be retained thereafter.

"4) None of the mobile homes hereby permitted shall be occupied until works for the disposal of sewage and surface water disposal have been provided on the site to serve the development hereby permitted, in accordance with details that have first been submitted to and approved in writing by the local planning authority.

### **Remedial works to reduce noise levels inside the Lodges**

BS8233 advises the following daytime noise criteria for internal residential areas:

- *Living rooms during the daytime – 35 dB LAeq,16h.*
- *Dining rooms during the daytime – 40 dB LAeq,16h.*
- *Bedrooms - 35 dB LAeq, 16h, during the day (for rest).*

Lodges will be procured with walls that achieve a build standard specified by BS3632: 2005, thereby having a sound insulation rating of not less than 35 dB.

Triple glazed windows to habitable rooms will achieve a sound insulation rating of at least 43 dB Rw.

Passive acoustic window ventilators will be installed to these rooms to provide a reduction of 42 dBA even in the open position.

### **Complying with Appeal Condition 3**

For a site like this that is subject to Noise Exposure Category B, the Local Planning Authority are advised by government that; "*Noise should be taken into account when determining planning applications and, where appropriate, conditions imposed*

*to ensure an adequate level of protection against noise.” Accordingly, the application for residential use was not refused on grounds of noise, but conditions were applied requiring the dwellings to have a certain level of noise insulation.*

External road noise affects the proposed amenity areas

High spec windows and walls will bring internal noise levels down to the standards set out in British Standard 8233: 2014.

**Tegwyn Jones**

**Extract of traffic Noise Monitoring by Tegwyn Jones see attached**

**HE Noise level calculations at Long Hazel Caravan Park circa June 2016 as per email below 26/06/2018 Laura Steen to Mr Alan Walton.**

Tue 26/06/2018, 11:51

You; Steen, Laura; A303 Sparkford to Ilchester - Land Ref

Good morning Mr Walton,

Thank you for your e-mail and apologies for the delay in responding.

Noise levels at the receptor ‘Longhazel Caravan Park’ are currently calculated to be 59.3 dB  $L_{A10\ 18\ Hour}$  and are predicted to increase by 2.2 dB in the short-term and 3.3dB in the long-term. Measurements conducted next to the boundary with the A303 at Long Hazel show that current noise levels are approximately 63 dB  $L_{A10\ 18\ Hour}$ . The model suggests that this will increase by approximately ~2.5dB in the short-term and ~3.5dB in the long-term.

According to the ‘Design Manual for Roads and Bridges’, the predicted noise increase would be considered minor for both the short and long-term. Additionally, the receptor location on the site does not trigger the criteria for significant adverse effect due to noise. Because of this, there is no new mitigation proposed along the boundary. Quiet surfacing has been proposed along the new proposed mainline carriageway, but not on local roads. The primary reason for this is that this type of surfacing is only effective at reducing noise for traffic exceeding a particular speed. As such, local roads do not normally benefit from quiet surfacing. We are now at the stage where our design is now fixed and will shortly be submitted to the Planning Inspectorate for consideration.

There is no longer a Public Inquiry, however this has been replaced by a new planning process known as the Development Consent Order (DCO). This process does still allow stakeholders to make a representation in front of the Planning Inspectorate, so I would suggest that if you are still concerned about noise levels, this be a suitable opportunity to raise those concerns.

I hope the above is useful.

Thank you for your continued interest in the scheme.

Alex

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**From:** Alan and Pamela Walton [<mailto:longhazelpark@hotmail.com>]  
**Sent:** 07 June 2018 10:16  
**To:** Steen, Laura  
**Subject:** Re: A303 Sparkford to Ilchester Dualling  
**Importance:** High

Thank you very much for your reply.

We don't quite understand what is meant by **A Noise mitigation has been included within the design, based on outputs from the noise model. We have also undertaken noise monitoring to validate the model. Low noise surfacing will be proposed in addition to bunds and noise fencing where required. Noise modelling is undertaken for opening year and design year traffic – both these levels are above the current traffic levels on the A303.**

Does this mean that the expected levels of noise will be greater than we are currently experiencing?

What is the anticipated decibel level of traffic noise at our boundary at present and what is it projected to be when the new road is complete? We need to know this because we have fifteen building plots to develop within three metres of our existing boundary with the A303.

Are we going to get a noise reduction fence on our boundary?

During consultation with Mott McDonald we did raise the question of the length of road which would benefit from the noise reduction surface and at one stage it was hinted that the surface would only be applied to the new section of the A303 where it joins the existing A303 behind our property. We also understood that the remaining surface of the A303 which links up to Chapel Cross would not be resurfaced with a silent surface until the next scheduled resurfacing programme takes place. Is this still the situation? If so, we are still going to be subject to considerable traffic noise irrespective of the measures proposed being implemented.

Is there going to be a public enquiry where we can appear before the Planning Inspectorate to make our points and when is this likely to be? Do we receive official notice of the hearing?

Please can this email be included in the papers to go before the Planning Inspectorate.

Kind regards  
Alan and Pamela Walton

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**From:** Steen, Laura <[Laura.Steen@highwaysengland.co.uk](mailto:Laura.Steen@highwaysengland.co.uk)>  
**Sent:** 07 June 2018 08:37  
**To:** 'longhazelpark@hotmail.com'  
**Cc:** Hayes, Elliot; A303 Sparkford to Ilchester Dualling

**Subject:** A303 Sparkford to Ilchester Dualling

Dear Alan and Pamela Walton

Thank you for your recent email which contained several queries and comments about the proposed design for the A303 scheme; our consultants Mott Macdonalds have addressed these below however if you have any further comments/queries or require any further information please do not hesitate to contact me at the above email address or call and we will endeavour to answer them promptly.

Q Please explain the nature of the small rectangular box area shown within the red line area to the north west corner of our boundary with the A303

**A This is an advanced direction sign for Hazlegrove roundabout.**

Q. As it now appears that we might have extra lanes immediately to the north of our boundary please can a traffic noise reduction barrier be factored into the construction of say 3m high along our northern boundary with the A303 to mitigate traffic noise. We have raised this previously. Could the boundary of Long Hazel Dairy Farm with the A303 also be considered for a noise mitigation barrier as this would reduce traffic noise affecting both proposed residential developments on our respective sites. We were also hoping that a noise reduction surface would be included in the scheme to extend up to Chapel Cross if possible as when the wind blows from the east we get all the traffic noise amplified by the existing road surface which is not the noise reduction type.

**A Noise mitigation has been included within the design, based on outputs from the noise model. We have also undertaken noise monitoring to validate the model. Low noise surfacing will be proposed in addition to bunds and noise fencing where required. Noise modelling is undertaken for opening year and design year traffic – both these levels are above the current traffic levels on the A303.**

Q. Will any elevated sections of the new road have noise reduction barriers as well?

**A The entire design, including elevated sections, or sections in cutting has been assessed for noise and appropriate mitigation proposed. This will a range of measures, such as low noise surfacing, bunding and barriers.**

Q. Will all of our tourism direction signage be preserved and accounted for please? Our existing large brown and white tourist sign on the approach to Hazlegrove Roundabout from the west has tall grass growing around it. Is there any likelihood of this being cut back?

**A Tourism signing has been included within the outline signing strategy and this will be developed further as the scheme moves into detailed design. The cutting of grass is a maintenance issue and any concerns should be raised with Highways England's maintenance teams. The proposed scheme is design for maintenance in mind and a maintenance regime is considered.**

I do hope this response is helpful. As reiterated please do not hesitate to contact us if you have any more queries.

Kind regards

Laura Steen

**Laura Steen**

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**Please see our Written Statement regarding detail about our position on the existing noise the issues it is currently causing and the extract of visitor reviews on noise whilst camping plus the following observations and comments :-**

Looking at the noise levels recorded by Tegwyn Jones in August 2016 and those measurements supplied by HE on 7 June 2018 there is already an increase in recorded traffic noise compared with three years previously.

We still strongly feel that for HE to rely on the Design Manual to claim that increases in traffic noise levels for the Scheme will be so insignificant to warrant any measures being taken is unacceptable especially bearing in mind that:-

**(a) In August 2016 we had not erected the sound barrier on the north west corner of our park to protect the new residential lodge plots**

(b) the HE results - 63 db at the boundary were measured **AFTER** the section of barrier was erected and are predicted to be 66 db at the boundary even with a 2.5 metre fence now in situ on the Northern Boundary.

There was no mention of the measurements being taken excluding the presence of the barriers as is now your suggestion emerging in your emails regarding the HE Model. We do not accept as written in stone that the HE Noise Model as it stands is conclusive. We do not have any other noise model as such other than the measurements taken 3 years ago on our behalf.

On that basis we disagree that you should continue to argue that any increase in traffic noise will be insignificant and would not warrant any further measures.

Current issues with traffic noise effecting Long Hazel Park and its customers residents and ourselves have been set out in our Witness Statement. Examples of a small sample Tourists' negative reviews on the internet were given about adverse traffic noise. Our sleep pattern is disturbed most mornings from 4.00am but significantly from 5.00am onwards because of increased traffic noise mainly HGV's. In the hotter weather with windows open for ventilation the noise is constant up until midnight and then goes quieter but commences again at around

4.00am building up from 5.00am. This intrusion could be addressed by air conditioning and additional sound insulation in the side attic walls of the dormer bedrooms and triple glazing in the velux sky lights of our home. I drove to Heathrow on 14 January 2019 leaving at 4.10am. As I entered Hazlegrove roundabout to travel East I witnessed several HGV's using the A303 in both directions at that time and as I approached Wincanton a greater number of HGV's were heading in convoy West on the A303 with a similar number travelling East. Customers were staying in their motor home that same weekend with us and told me that they had their sleep disturbed by traffic noise. We are receiving negative feedback from potential residential lodge sale viewings all the time such that no new sales have been achieved despite over 100 enquiries even though we are working very hard to promote the development. It is common ground that traffic noise will increase as a result of the Scheme proceeding but models are only a guide and the traffic noise levels could well be more.

All lodges to be sited at Long Hazel Park must comply with BS3632 including holiday lodges. On the balance of probabilities modifications will be needed to protect against the higher external traffic noise to render them habitable which includes both residential and holiday occupancy. In addition for tourists camping in motorhomes campervan touring caravan and tents there is no extra protection for traffic noise as is afforded by BS3632 standards and HE should recognise and address this and if not the Leaned Planning Inspector is urged to make such directions as is fair and reasonable for HE to take proper measures as part of the Scheme.

Kind regards

Alan and Pamela Walton

Notification of wish to attend an ASI.

We confirm that we would like to attend the ASI at Long Hazel Park.

Alan and Pamela Walton



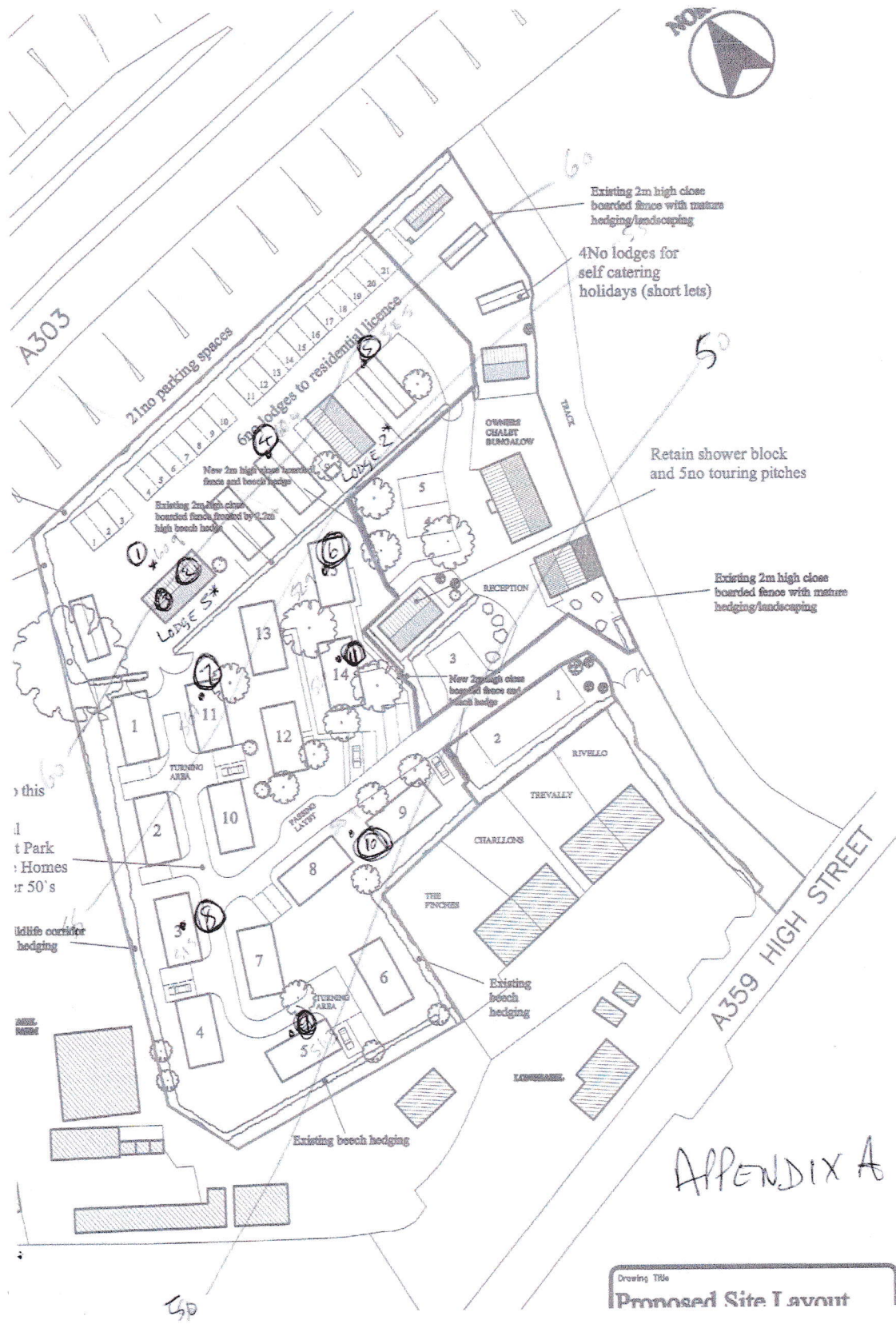
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### 3. On Site Monitoring of Traffic Noise

#### 3.1 External noise levels

An attended monitoring exercise was carried out at locations shown on the plan at Appendix A, between 9.30am and 12pm on 24th August 2016, during a period of peak traffic flow on the A303. The weather conditions were calm and dry, and there was no extraneous noise. Each measurement was made 1.5m above ground level. External noise will be reduced by;

- \* the development of other lodges on the site,
- \* the extension of the noise barrier to the north west, and most significantly, by
- \* the reduction in traffic flows at other times of day and months of the year

#### 3.2 Measured Noise levels

Tables can be provided separately that will show the third octave noise levels measured at each location shown in Appendix A. The table below shows the noise level at each location.

##### Location Aggregated dBA

1	60.9
4	60.4
5	58.5
6	52.9
7	57.7
8	51.5
9	51.3
10	50.9
11	53.0