

**From:** [REDACTED]  
**To:** [A303 Sparkford to Ilchester](#)  
**Subject:** Re: Deadline 2 input, ref personal reference number 20012978, Summary of Written Representation  
**Date:** 22 January 2019 13:09:38  
**Attachments:** [A303 Deadline 2 Submission.docx](#)

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Ref. deadline 2, please can you take the attached document as my Summary Written Representation

Many thanks

Kind regards

Paul Griffiths

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**From:** [REDACTED]  
**Sent:** 21 January 2019 17:20  
**To:** A303 Sparkford to Ilchester  
**Subject:** Re: Deadline 2 input, ref personal reference number 20012978.

Ref. deadline 2, please can you take the attached document as my Written Representation

Many thanks

Kind regards

Paul Griffiths

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**From:** Paul Griffiths  
**Sent:** 08 January 2019 16:44  
**To:** A303 Sparkford to Ilchester  
**Subject:** Deadline 1 inputs, ref personal reference number 20012978.

Please may I make the following inputs:

I would like to speak at any subsequent OFH

I wish to make oral representations at an issue specific hearing which I believe will be called for road noise

I wish to have future correspondence received electronically

Many thanks

Kind regards

Paul Griffiths

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## Summary of the Written Representation from Paul Griffiths

Road noise reduction, reference 6.1 Environmental Statement, Chapter 11 Noise and Vibration

Firstly, may I report that I had a very interesting and helpful meeting on the 16<sup>th</sup> January with the team from Mott MacDonald. I strongly believe that there is a need for an Issue Specific Hearing on the subject of operational road noise. It is complicated and deserves a deep consideration in order to make the best decision for not only the design of the new road but also for the local Sparkford community.

Secondly, I and to my knowledge the community support this project in terms of relieving road congestion and the timing of the project

My input focusses on two points:

That the operational road noise generated with the new road is possibly higher than the existing level of noise

There is no “betterment” from the new road in terms of operational road noise (“betterment” is a project objective)

The new road will be with the local community for generations to come consequently the design should be correct, not second best. I cannot understand why the status quo in terms of road noise or the possible increase in noise can be acceptable. Equally, the concept that people in cities contend with the current level of noise is also not relevant. Sparkford is a village in the countryside and its occupants should be respected.

Para 11.3.25 identifies that all new and improved roads now use low noise road surfaces ... and noise barriers are also given as a benefit of capital renewals projects. I would expect to see these two solutions in this project

Para 11.3.29 appears to call into question the WHO guidelines and para 11.3.30 even tends to identify the night time value as a precautionary target or interim target. WHO say that the interim target should be temporary and only applied in exceptional local situations. The WHO guidelines have been reinforced in the latest issue, October 2019. It can be argued that these guidelines are aspirational which I would fully support based on them being based on sound medical advice and reasonable targets for this project. I would expect a “leading light” to aspire to achieving the best results.

Para 11.9.1 identifies bunds and cuttings but in fact with the elevation of the road at Hazelgrove Junction there is effectively no effort to achieve noise reduction from bunds and/or cuttings to the south side around Sparkford.

Para 11.4.28 summarises the LOAEL and SOAEL adopted for assessment. In table 11.9, why are the “noise insulation Regs” used in place of the WHO guidelines?

Para 11.4.35 claims that there is no substantial change to the acoustic character. Using HE values, tables 11.37 and 11.38,

Short term, night time, an increase of 31 dwellings above SOAEL and between LOAEL and SOAEL

And

Long term, day time, an increase of 9 dwellings above SOAEL and during night time, and increase of 85 dwellings above SOAEL and between LOAEL and SOAEL.

There is a deterioration for the community.

What would the result be if the WHO guidelines were used?

Vehicle volumes – what is the effect of an increase of 35% on the A303? Ref. cumulative effects along the A303, weekend and holiday traffic, future upgrade to an expressway ....

Ref my meeting with Mott MacDonald, the following notes were taken:

Increase of 10% in vehicle volume = 1 dB

Modelled values:

High Street receptor, with all noise included = 67.1dB, with no A303 noise included which is approx. 150m away, High Street = 67.0dB! (based on CRTN modelling)

And with A303 noise included, no High Street noise included, 49.0dB (house protecting the receptor)

Ref L10 (level exceeded 10% of the time) index and LEQ (cont equivalent noise level), L10 values used in daytime and LEQ used at night time. Is this significant? Mott MacDonald believe of little significance so why use the two standards? Can all values be converted to LEQ to allow direct comparison?

Vehicle volume and speeds:

A303 14034 plus 16201 = 30235, speed banding of max 97kph (60mph which seems low on a 70mph limit road) in 18hours

High Street = 4316, speed banding of 63kph (40mph which seem excessive on a 30mph limit road) in 18 hours. 3% HGV's ? .....

Please can the modelling use 70/75 mph for the A303 and 30mph for the High Street

4 Manor Close, all noise inputs "on", 45.8dB (no free field, exc. façade correction)

No High Street noise input and with A303 noise input = 45.5dB

With no A303 input and with High Street noise input = 40.9dB

And for info:

Regarding a noise attenuation along the south side of the A303, with a 4m wall on the south side of the A303 at the elevated section (700m length of wall) at Wolfester Terrace, L10 freefield, no wall = 57dB

And a value of 55.8dB with the wall

Questions:

With noise from the A303, what is the value of noise reduction behind a house on the High Street? 10dB?

If 10dB, why is the effect of the 4m wall on the A303 (very close to the vehicles making the noise) only worth 1.2dB at Wolfester Terrace? What about a concrete wall (required to hold vehicles onto

the elevated road) with noise attenuation (wood or metal? for reflection/absorption) element added in front of and/or above the wall? I believe that the M40 and M3 have these devices

At 4 Manor Close, with no A303 noise input, the noise level is “modelled” at 40.9dB but at 5:30 pm on the 16<sup>th</sup> January and 12:20pm on the 17<sup>th</sup> January the only noise that could be heard at 4 Manor close was the A303!

Is the High Street so noisy with no A303 noise included? Modelled at 67dB!

When standing on the High Street and listening to the noise it is easy to catch the key points:

At 6:15pm on Sunday 21<sup>st</sup> January, little wind effect, you can hear one car pass you every minute (on average). No HGV's passed during a period of one hour. There is the periodic noise of a car (each time it passes)

When no car is passing you can hear the A303 constantly which is hardly surprising as there is approximately 15 cars a minute passing (on average on the A303 at that time) corresponding to a car every 4 seconds.

This is the characteristic of the road noise on the High Street. The constant A303 road noise predominantly coming from the east with a periodic noise of a car on the High Street. With a continuous A303 past Hazelgrove junction it can be expected to significantly increase the continuous A303 noise hitting Sparkford from the west

This will not be helped by the normally prevailing wind which comes from the NW – SSW (ref. Yeovilton weather monitoring).

An additional consideration is the joint between the necessary low noise surface and the existing road surface. The joint is best placed toward Chapel Cross as the joint itself could generate 3.5dB translating to approx. 2.8dB at the High Street during night time conditions. This will be very annoying to the community

In conclusion, I have tried to catch the key points of operational road noise which I maintain could increase for the Sparkford community and certainly I can see no specific plans for its reduction. I believe that this is unacceptable and must be considered in detail with an appetite to make improvements. I propose that this is done at an Issue Specific Hearing with the correct time allowed for data analysis, modelling, brain storming and “what if's” for potential design solutions.

Paul Griffiths

21 January 2019