

**From:** [REDACTED]  
**To:** [A303 Sparkford to Ilchester](#)  
**Subject:** FW: A303 Sparkford to Ilchester Dualling (Ref. TR010036) Written Representations of Mr James March-Smith [MICHREF-Active.FID2230530]  
**Date:** 24 January 2019 12:34:10  
**Attachments:** [LTR MM to PINs \(23.01.19\) \(6\).PDF](#)  
[Written Representations of Mr James March-Smith \(23.01.19\) \(2\).PDF](#)  
[Appendix 4 \(2\).PDF](#)  
[Appendix 3.docx](#)  
[Appendix 2 \(2\).pdf](#)  
[Appendix 1 \(2\).pdf](#)

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Dear Sir/Madam

We write on behalf of Mr James March-Smith ("our client") in respect of an application by Highways England for an Order Granting Development Consent for the A303 Sparkford to Ilchester Dualling (Ref. TR010036).

**Accompanied Site Inspection**

As outlined in Deadline 2 (Annex B, Rule 8 letter dated 21 December 2018), we invite the Examining Authority to undertake an Accompanied Site Inspection ("ASI") at the following address and its surrounding grounds and parkland:

Sparkford Hall  
Sparkford  
Yeovil  
BA22 7LD

An ASI is requested at the above address so that the Examining Authority can better appreciate the concerns of our client in respect of noise, light, and access mitigation measures referenced in our client's Written Representations (attached to this email).

**Open Floor Hearing**

We further provide notice to the Examining Authority of our client's wish to speak at any subsequent Open Floor Hearings that may arise during the course of the planning consultation procedure.

**Attachments**

To this email we attach, for the attention of the Examining Authority, the following documents:

1. Written Representations of Mr James March-Smith
2. Answers to Examining Authority's written questions

We trust that the attachments to this email are in a format accessible by the Examining Authority. If there is any part of this email or its attachments that is in anyway deficient, we kindly request that this is brought to our attention.

Further to this email, to avoid any issues on file size, we will send another two emails: (1) containing the Written Representations and response to Examining Authority questions and (2) with appendices.

Yours faithfully

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Our Reference: MTH/SNP/68493/15

Your Reference:

Date: 23 January 2019

The Planning Inspectorate  
Temple Quay House  
2 The Square  
Avon  
BRISTOL  
BS1 6PN

Dear Sir/Madam

**A303 SPARKFORD TO ILCHESTER DUALLING SCHEME – RESPONSE TO QUESTIONS FROM THE EXAMINING AUTHORITY**

We act for Mr James March-Smith ("our client") the freehold owner of Sparkford Hall, Sparkford, Yeovil, BA22 7LD ("the Hall").

We write in response to questions put to our client by the Examining Authority ("ExA") issued on 20 December 2018. These responses are further to our client's Written Representations submission also of today's date.

The ExA has requested that our client answer question number 1.6.17. The lettering used below corresponds to that used by the ExA in question 1.6.17.

**PART A**

We refer the ExA to our client's Written Representations submission for a full explanation of suggested mitigation measures. To summarise, the mitigation sought is as follows:

- In relation to the closure of the footpath by the Hall. It is requested that a green bridge for pedestrians is placed over the dualled road to ensure the direct connectivity between each side of the road. In particular so that Hall users and ramblers continue to retain the easy direct access to Sparkford village.
- In relation to the mitigation of the noise impact. It is requested that the installation of a 5 metre high earth bund along the Hall's southern boundary and along the highway land would reduce noise levels at the Hall by as much as 3-4 dBA.
- An extension of the proposed new road noise reducing surface along the Hall's eastward boundary to Chapel Cross.
- In relation to mitigating the impact from lights caused by the scheme, the bund referred to above would also provide some shielding from the effects of traffic headlights along the scheme's proposed elevated road.
- Consideration be given to the proposed lighting strategy so as to reduce the Hall's exposure to artificial lighting during construction.

## PART B

The public footpath connects the Hall and its surrounding gardens and parkland to the village of Sparkford. It is estimated that there are approximately 10,000-12,000\* crossings of the road per year made by guests. Guests use the footpath to access local amenities found in Sparkford, which includes a local public house as well as shops.

For larger wedding events, some guests use the accommodation found in the village, such as that provided at the Sparkford Inn and the Long Hazel Caravan Park. The footpath acts as a link between Sparkford Hall and the village complementing and facilitating the reciprocity between local businesses. The proposed scheme undermines this exchange and, without adequate mitigation, risks damaging the Hall's business and local businesses in Sparkford, which would otherwise provide job opportunities for local residents.

\*We have calculated very conservatively that there are between 10,000 and 12,000 crossings made per year. This number will increase as we are not yet up to 100% booking capacity.

25 x Wedding 3 day weekends (average 130 people) = 3250

4 x Larger party 3 day weekends (average 400 people) = 1600

18 x Private Hire 3 day weekends (average 50 people) = 900

10 x midweek retreats (average 40 people) = 400

12 x midweek corporate hire (average 100 people) = 1200

Total annual guests = 7350

On the assumption that only 50% go to the pub for food/drink/sports event, or local convenience shop (due to the self-catering nature of the Hall's business), once only during their stay this equates to 7350 uses/crossings per year.

Furthermore, when there are larger events, guests book local accommodation including the Sparkford Inn and Long Hazel Park. Based on a very conservative number of 32 of these size events per year and only 24 people staying in these two businesses each coming to the Hall only twice during the event, this equates to 3072 uses of the path per year.

## PART C & D

Prior to submitting a relevant representation, our client (and our client's surveyor), made enquiries of the Applicant as to their plans in respect of diversion routes during construction of the works. Our client was not, as is implied by the ExA in question 1.6.17, proposing a diversion of the entire scheme.

Therefore, in answer to parts (c) and (d), we stress that references to 'diversions' within our client's relevant representation relate to discussions with the Applicant in which our client tried to ascertain the extent to which it had considered the need for diversion routes during the construction of the works.

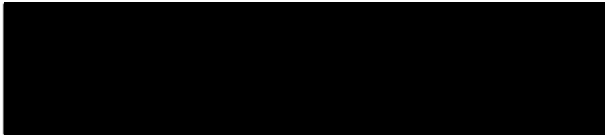
## **PART E**

Again, we refer the ExA to our client's Written Representations submission for a detailed explanation of our client's concerns as to the road surface. In essence, our client is concerned that if the noise reducing road surface is not extended further eastward this would expose the Hall to exaggerated road traffic noise when vehicles meet the 'old' or 'new' road surface, known as the "startle effect". The sudden change in harmony/pitch will be noticeable and particularly in certain south to south westerly prevailing wind conditions.

As explained in our client's Written Representations submission, any increase in road traffic noise has the potential to undermine the success of our client's business because it would make the Hall a less attractive wedding venue.

We appreciate the ExA's consideration of our client's concerns raised in relation to the proposed scheme and look forward to engaging further in the process so that residents, business owners, and the Applicant can move forward constructively.

Yours faithfully



**MICHELMORES LLP on behalf of Mr James March-Smith**

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