

Re: The Examining Authority's [ExA's] First Round of Written Questions and Requests

**Respondent... Buckden Parish Council:**

Q1.1.14 Have the results of the air quality assessment been agreed with Interested Parties and if so, by whom and if not, why not?

Q1.1.3 The methodology for the assessment of air quality effects is set out in the ES at 8.2.21ff. Para. 8.2.68 states that the overall approach and methodology to assess air quality effects was agreed with the local authorities. What was agreed and with which local authorities? Please provide details.

Buckden Parish Council submits the following as a composite response, primarily to Q1.1.14 [for which a response is sought from Parish Councils] but also encompassing Q1.1.3 and the underpinning aspects of other questions asked within Section 1 Air Quality and Emissions, particularly as these are a major component of the long term legacy of the A14/A1 upgrade for local villages and communities.

Buckden Parish Council, as an interested party, has **NOT** been consulted with regard to the results of the air quality assessment.

That Buckden Parish Council was **NOT** consulted over the **scope** and methodology which gave rise to those results is of greater concern.

BPC has consistently urged full consideration of the case for retention of the Huntingdon railway over bridge and the existing A14 via the Alconbury Spur to the A1 as a D2 route, reducing the requirement for the "new" A14 Huntingdon southern by pass, including the Great Ouse river viaduct from a D3 to a D2 format, whilst providing for an increase overall to a total 8 lane capacity.

In terms of air quality and emissions a simplistic argument could be advanced that given c. 66% of the current A14 traffic is east/west and c. 33% north/south [via the Alconbury Spur] Huntingdon would benefit from a 66% reduction in air pollution and noise intrusion from the existing A14, and the rural communities and villages along the "new" A14/A1 route would "inherit" 33% less than the current predicted levels. As however the scope of the DCO assessment did not consider the case for retaining the existing A14 route via the Alconbury Spur it is not possible to draw a valid conclusion from the DCO of relative merits of the alternate route, nor would BPC, if consulted, have been able as an interested party to agree the results of air quality assessment which relate to only Highways England's preferred single route.

In terms of methodology the primary concern rests with the choice of monitoring sites being specifically related only to the HA/HE preferred route, with minor reservations relating to the period[s] of monitoring being sufficient to take longer-term factors like the variation in wind speeds/direction into account.

BPC notes the references to mediation of adverse effects [Q1.1.8] but strongly feels that assessment of methodology/need for mitigation is predicated by as accurate an assessment of potential adverse legacy as is possible in the first instance, and that the DCO documentation fails to provide adequate evidence of consideration of alternates to the HA/HE "preferred" route.