

Hilton Parish Council

11th June 2015

Ref No 180

Ms Frances Fernandes
Lead Member of the Panel of Examining Inspectors
The Planning Inspectorate
3/18 Eagle Wing
Temple Quay House
2 The Square
Bristol BS1 6PN

Dear Ms Fernandes

Following are Hilton Parish Councils (HPC) responses to ExA's first written questions relevant to the Village of Hilton.

Q1.1.5 **Respondent:** Applicant, Local Authorities, Parish Councils

Please explain when, how and where air quality would be monitored or why no monitoring is proposed with particular reference to NOx, NO2, CO, PM10 and PM2.5.

HPC have limited resources at their disposal. As such, HPC is unable to carry out any air quality monitoring although would do if it was possible. Instead, HPC have focused on monitoring Noise as it appears to be the issue of greatest concern to its Parishioners. HPC would like to point out that the effect on Air Quality in the village is still a major concern, however.

Q1.1.8 **Respondent:** Applicant, Local Authorities, Parish Councils

Please explain how the assessment of air quality has taken into account the proximity of the proposed road scheme to sensitive receptors including housing and schools and the mitigation measures proposed during the operational phase in such locations? Where and how would these measures be secured?

HPC would like to add that there will be housing in Hilton within 800m of the new road scheme and would therefore expect a detrimental impact in the quality of air. In addition there has been no assessment of air quality that relates to WHO guidelines for the Hilton area that have been referenced in any HA/HE documentation.

Q1.1.10 **Respondent:** Applicant, Local Authorities, Parish Councils

Table 8.12 of the ES concludes that during the operational phase the overall scheme would have no significant impacts on air quality. Can the applicant explain further how it has reached its conclusion of no significant air quality impacts??

HPC have been told the overall neutral effect on air quality is mainly due to the fact that the traffic will be continuously moving with a low risk of tailbacks as is the current situation. We have also been told by HE that a presumption has been made that vehicles will become 'cleaner' as time progresses. HPC strongly urge the Planning Inspectorate to seek independent expert opinion concerning the parameters the modelling was based on and indeed the conclusions reached.

The Gauderman report compares lung function at two measures from motorways: 500 metres and 1500 metres. At 500m lung function was shown to have "pronounced deficits" as a result of traffic emissions. Hilton housing will be 800 m from the motorway at which, while clearly greater than 500m, one can expect there to be some impact on lung function.

Q1.1.14 **Respondent:** Applicant, Local Authorities, Parish Councils

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

HPC have not agreed the results of the air quality assessment with HE for the reasons stated above

Q1.7.8 **Respondent:** Local Authorities, Parish Councils

Table 16.14 of the ES summarises the effect of the proposed scheme on community severance. To what extent have local authorities and Parish Councils been involved in such an assessment and are they in agreement with the applicant over the effects of the proposal? If not, why not?

HPC have not been asked for local views in connection with community severance. (Note: Table 16.14 of the Environmental Statement does not appear in the Developers Application documents on the Planning Inspectorate website).

Q1.8.3 **Respondent:** Applicant, Local Authorities, Parish Councils

The ES indicates that the urbanisation of the landscape character through the interaction of noise, lighting and visual intrusion from new infrastructure would be a major cumulative effect. Para 18.72 indicates that mitigation to reduce the cumulative effect on landscape character could not be identified and the mitigation for each effect would not fully mitigate the overall impacts. Has the mitigation of cumulative impacts been discussed with local authorities and Parish councils and if so what was the outcome. If this has not been discussed, why not?

HE have discussed specific mitigation measures with HPC in respect of noise and light from vehicles, however the cumulative effect of all these pollutions has not been discussed. Indeed the "urbanisation" of what is a traditional rural setting of the village of Hilton is a major concern to our parishioners.

Q1.9.7 **Respondent:** Applicant, Hilton Parish Council

Concerns have been raised by IPs about the visual impact of the proposed road as it passes Hilton and in particular the height of the structure over the proposed A14 to Potton Road. Can the applicant

provide a photomontage of the view from Hilton before and after construction of the proposed scheme?

HPC have had communications with Jon Mullins from Jacobs concerning the production of a photomontage. We have not yet seen the outcome of this work.

Q1.12.7 **Respondent:** Hilton Parish Council

How is it thought that the scheme would increase traffic through Hilton in relation to the proposed access to or from the proposed A14?

Traffic from the North of Hilton, from St Ives, Hemingford Grey and all traffic bypassing St Ives from the East, intending to travel to the west on the A14 is likely to take the shorter route via Hilton and Graveley way which is 1mile shorter than the HE preferred route, (and back again). The HE preferred route for this traffic is to take the de-trunked A14 North West to Godmanchester and then down the A1198 to the Woodgreen junction. With our local knowledge we just cannot see that happening.

END