



28 October 2015

Ms Frances Fernandes  
The Planning Inspectorate  
Temple Quay House  
Temple Quay  
Bristol, BS1 6PN

Dear Ms Fernandes

Following the recent issue-specific hearings, I set out below my observations and conclusions for consideration by the Panel. In this letter, I only cover matters arising from those hearings and HE's responses to my Deadline 10 submission. I do not repeat my previous representations, which still stand.

### **Noise pollution in Hilton**

I note that HE proposes to carry out noise monitoring following completion of the project and the opening of the proposed road. However, it goes without saying that there is little mitigation which could be introduced at that stage, in the event that HE's forecasts were found to be inaccurate. Indeed, it seems to be under no obligation to take any action at all, regardless of the results of this monitoring.

I was pleased to note the Panel's interest in the possibility of a Very Low Noise Surface on the proposed road north of Hilton and urge you to require this to be included in the design. The cost is insignificant and, in any event, covered by the monetised benefits.

### **Post-Examination process**

In my previous submission, I stated that "Once ExA completes its work and makes its recommendations, HE will only be answerable to the SoS (its owner): there will be no independent checks, balances or examinations. Accordingly, it will have a free reign to proceed as it wishes, regardless of the consultations which it has proposed but not formalised in any way."

HE's response to this challenge was to argue that an "independent" team within HE would scrutinise and approve propose submissions to the SoS. The very fact that the team is within HE means that it could never be described as "independent", whatever Chinese Walls are put in place. HE also argues that the detailed design would be scrutinised by a panel from the Design Council. We are not told what their terms of reference might be and, in any event, HE made it clear that the input of the Design Council would be merely advisory.

Therefore, I repeat that any detailed design matters which are developed, or changed, after ExA has completed its work will not be subject to any independent checks, balances or examinations. Accordingly, I urge the Panel to set specific detailed design conditions to ensure that HE can be held to account.

### **Impact of the proposed scheme on Hilton**

I cannot see where HE has responded to the points I made under this heading in my previous submission. Without repeating the points in full, I urge the Panel to require HE to demonstrate how it is leaving a positive legacy for Hilton. I, and others, have long argued that a 24 hour HGV ban on the B1040 would represent such a positive legacy and I have no doubt that HE could engineer this, in conjunction with CCC. It is not difficult and it is cheap. It should be part of the design and not left to be possibly considered at some indeterminate future time. I request that the Panel makes this a condition of any DCO it submits.

Yours sincerely

Richard Norton