

## Notes from PC led Public Meeting, 5<sup>th</sup> March 2015

*Notes below are based on comments and questions from attending parishioners and information gained by A14 WG members.*

### **Introduction by Peter Balicki ( PC Chairman)**

Register as an "Interested Party" - simple web based exercise with 5 boxes to complete. Registering provides the option to select to attend Preliminary Meetings. Those that select this option will be invited to Preliminary Meetings.

Suggested areas of concern that parishioners may wish to challenge are listed on the PC website.

HA will not be holding any more specific meetings or exhibitions etc until after the General Election

The submitted drawings put the road surface (north of Hilton) at 3m high and bridges at 9m high. These are higher than all values previous advised to us

The DCO submission by HA comprising 750 documents, currently being reviewed by A14 WG for errors, inconsistencies etc for PC and parishioners to challenge

WG believe that a degree of "standard answers" have been used by HA in their past correspondence and therefore feel that our concerns have not been fully addressed

Reviewing DCO against EU standards for air quality and noise pollution

DCO concludes that the proposal will result in less traffic through Hilton

Drawings in the DCO are lacking in detail and difficult to read

An independent authority will review the DCO. They have the power to make small changes to the DCO. Conversely the Girton interchange is being discussed as there is currently no south access to M11 from A428 at this junction. If the independent authority reviewing the DCO believes that such an access is required, this change would be in excess of their powers to incorporate.

HA advise that 85% of respondent agreed that the current A14 needed improving but only 51% agreed with the proposal.

Development at Northstowe is dependent on new A14. Development will not commence until new A14 has been approved.

HA will be appointing a design consultant to undertake detail drawings. These will be made available later. The risk is that the design may not be approved and therefore the detail drawings will not be required.

HA feel that they have adequately addressed Hilton's concerns with the bund and trees

## **Parishioner Open Session**

No model of the road design / layout has been produced to allow parishioners to actual view the proposal accurately. Saturday's HA exhibition staff advised that time constraints prevented this activity.

Saturday's exhibition staff confirmed a 2m bund and planting – but details not yet available. Mature trees are included, 3+metres. (This is not in agreement with previous HA statements that small plants would be used as they generally thrive better)

A 2m bund (above the road surface) is indicated on drawings. HA advise that noise is generated from tyres on the road surface and therefore a 2m bund will be effective.

A bund is not included east of Hilton. At this point the bund transfers to the northern side of the road to benefit Fenstanton.

The project is intended to deliver for minimum spend, so there will not be money for additional extras. Therefore, as an example, what financial commitment / guarantee is attached to the bund?

As well as noise, visual intrusion will be severe so bund is key to minimising both.

Vibration studies included within the DCO do not consider Hilton.

HA believe that Hilton will be better off, with less traffic coming through the Village

Concern was expressed that an upgrade of the A428, as well as the A14 will entrap Hilton

Sound will impact on the village and solid, state of the art barriers that absorb sound rather than reflect it, are manufactured.

Professional study of current noise levels is possible but this would require a financial outlay. WG to continue to consider and review. Noise measurement is averaged throughout a day and from day to day. We are advised that the current noise reading for Hilton is 52dBA

Consideration of lorry ban for the village to be continued. Recent survey of traffic by Hilton resident averages one large lorry ever 90 seconds.

PC has registered as an Interested Party and intends to have its draft response to the DCO (supplementary to the registration) for 19<sup>th</sup> March.

Approaches to press and local elected members still remain as options.

The DCO is a new planning procedure intended to speed up the planning process, removing public enquiries. Not been used many times and this project is the largest project to be handled by the new process to date. However PC believes that “numbers” will count in the process, hence the urge to encourage Parishioners to register.

Concern was expressed that some of the objection points raised by the PC would not be upheld by the inspector as they were historic. Rather than a “scatter gun” approach maybe a few specific points would be better. A clear message from the PC was requested to assist parishioners

Bullet points are currently on the PC Website

The general election may be a good opportunity to approach our local elected members for comment

We are advised that the road is elevated to allow for road run off and drainage. This needs to be channelled to holding ponds before discharge into rivers.

Whilst we might question the results of the traffic modelling it is a complex science and one that we would have difficulty in disproving with our own modelling. Current traffic modelling was undertaken by CCC.

PC urged all to Register – it is not complex and Is required to permit further involvement in the Planning process.

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