

WEBVTT – This file was automatically generated by event.video

0

00:00:00.200 --> 00:00:02.000

You hearings resumed?

1

00:00:03.800 --> 00:00:06.600

Will go on to agenda item 5 traffic and

2

00:00:06.600 --> 00:00:09.500

transport in just a couple of minutes. I want to keep us up

3

00:00:09.500 --> 00:00:13.100

to date on the the action points

4

00:00:12.100 --> 00:00:15.400

arising from this morning if I may

5

00:00:15.400 --> 00:00:17.300

I have

6

00:00:18.200 --> 00:00:21.600

six rather having

7

00:00:26.300 --> 00:00:31.200

made a note of these points number one Suffolk

8

00:00:29.200 --> 00:00:32.600

County Council and I

9

00:00:32.600 --> 00:00:35.400

think that's together with with Cambridge County

10

00:00:35.400 --> 00:00:38.300

Council to set out their position on a

11

00:00:38.300 --> 00:00:41.100

parcel by parcel basis as to the

12

00:00:41.100 --> 00:00:45.600

scale of the residual impacts. And that's

13

00:00:44.600 --> 00:00:49.100
deadline seven. These are

14

00:00:48.100 --> 00:00:50.600
all that deadline seven, by the way.

15

00:00:53.600 --> 00:00:57.900
Secondly, the applicant is to

16

00:00:57.900 --> 00:01:00.500
produce in conjunction with the

17

00:01:00.500 --> 00:01:03.700
local authorities a schedule of

18

00:01:03.700 --> 00:01:07.700
the respective parties positions for

19

00:01:07.700 --> 00:01:11.300
each parcel under scrutiny such

20

00:01:10.300 --> 00:01:14.000
as the distance of setback

21

00:01:13.600 --> 00:01:16.400
desired or offered as

22

00:01:16.400 --> 00:01:17.400
the case may be.

23

00:01:21.200 --> 00:01:25.400
Thirdly the applicant to submit a

24

00:01:24.400 --> 00:01:27.800
plan and details of

25

00:01:27.800 --> 00:01:30.500
the crossing points of the

26

00:01:30.500 --> 00:01:32.800
cable route and access track.

27
00:01:33.800 --> 00:01:34.900
at the Avenue

28
00:01:37.600 --> 00:01:41.000
Number Four Suffolk County

29
00:01:40.300 --> 00:01:43.900
Council to clarify its response

30
00:01:43.900 --> 00:01:48.700
to execute 2.0.9

31
00:01:46.700 --> 00:01:50.100
relating to

32
00:01:50.100 --> 00:01:53.600
the setback from u6006.

33
00:01:54.600 --> 00:01:56.500
in parcel e13

34
00:01:57.400 --> 00:02:00.700
shown on the map submitted. I

35
00:02:00.700 --> 00:02:02.000
think this was the map submitted.

36
00:02:04.100 --> 00:02:07.200
by a Suffolk County Council in response to

37
00:02:07.200 --> 00:02:08.600
execute 2

38
00:02:09.400 --> 00:02:11.200
That's Mr. Beth is not. Thank you.

39
00:02:12.600 --> 00:02:15.700
And then fourthly Suffolk County

40

00:02:15.700 --> 00:02:19.100

Council to propose wording. I don't

41

00:02:19.100 --> 00:02:22.200

know whether that's going to be a solo perhaps a joint effort with

42

00:02:22.200 --> 00:02:25.100

the local authorities, but wait to see

43

00:02:25.100 --> 00:02:28.700

proposed wording in schedule 1.

44

00:02:30.500 --> 00:02:33.600

To the dco and with reference

45

00:02:33.600 --> 00:02:36.700

to the design of the proposed development so as

46

00:02:36.700 --> 00:02:40.100

to exclude if appropriate panels.

47

00:02:41.700 --> 00:02:43.300

And that's a deadline seven.

48

00:02:47.200 --> 00:02:50.400

And then sixthly the applicant to provide

49

00:02:50.400 --> 00:02:53.900

an explanation of how in the

50

00:02:53.900 --> 00:02:56.700

eventuality of further panels being

51

00:02:56.700 --> 00:02:59.600

removed more powerful panels

52

00:02:59.600 --> 00:03:02.800

on the remaining sites could be utilized

53

00:03:02.800 --> 00:03:06.100
and in what circumstances and

54

00:03:05.100 --> 00:03:07.300
with what effects?

55

00:03:11.700 --> 00:03:15.700
Does fairly summarize the the action points

56

00:03:14.700 --> 00:03:17.400
Mr. Turney is that

57

00:03:17.400 --> 00:03:20.300
thank you Richard attorney for the upcoming. I think it does and
I'm grateful

58

00:03:20.300 --> 00:03:23.100
but can I just clarify just so we all know what

59

00:03:23.100 --> 00:03:26.600
we're doing the schedule of the respective party's position

60

00:03:26.600 --> 00:03:30.300
is in relation to landscape mitigation

61

00:03:29.300 --> 00:03:32.500
for each parcel rather than

62

00:03:32.500 --> 00:03:35.500
more generally so we don't need to in that cover and there's

63

00:03:35.500 --> 00:03:38.100
a point about ecology and there's a point about archeology or
anything like

64

00:03:38.100 --> 00:03:41.600
that. It's landscape mitigation. I think it was principally
landscape

65

00:03:41.600 --> 00:03:44.300
mitigation that we were interested in on that. Yes.

66

00:03:44.300 --> 00:03:44.800

Thank you.

67

00:03:45.700 --> 00:03:48.200

And so Michael Bedford something

68

00:03:48.200 --> 00:03:51.800

else. I had a similar clarification in terms of action point

69

00:03:51.800 --> 00:03:54.000

one in terms of

70

00:03:54.500 --> 00:03:55.700

the residual impacts.

71

00:03:56.500 --> 00:03:59.900

And again, we use their looking to information on

72

00:03:59.900 --> 00:04:02.900

landscape and visual residual impacts

73

00:04:02.900 --> 00:04:05.600

rather than across all environmental disciplines

74

00:04:05.600 --> 00:04:08.100

indeed. Yes. I thought you were but

75

00:04:08.100 --> 00:04:11.300

I just clarify. Thank you. Thank you, Mr.

76

00:04:11.300 --> 00:04:14.500

Bedford, Mr. Mohammed just in

77

00:04:14.500 --> 00:04:17.700

terms of whether we were going to get some clarification

78

00:04:17.700 --> 00:04:19.300

on.

79

00:04:20.200 --> 00:04:23.600

the cable routing the horizontal directional drilling

80

00:04:23.600 --> 00:04:26.300

that we talked about earlier where the trees were

81

00:04:26.300 --> 00:04:29.400

in relation to I'm talking about the the Avenue now

82

00:04:29.400 --> 00:04:32.200

remember the conversations we had so

83

00:04:32.200 --> 00:04:34.400

that's the only thing was we had questions about

84

00:04:35.700 --> 00:04:39.600

the species of the trees the sort

85

00:04:39.600 --> 00:04:43.500

of inconsistencies between tree losses

86

00:04:43.500 --> 00:04:47.200

that were being reported in the arboricultural report

87

00:04:47.200 --> 00:04:50.200

as opposed to the master plan just and I can

88

00:04:50.200 --> 00:04:52.300

send this as an email to my land of friends.

89

00:04:53.700 --> 00:04:56.000

Colleagues to clarify but just it might be

90

00:04:56.700 --> 00:04:59.700

an action point in relation to the Avenue. And yes, what

91

00:04:59.700 --> 00:05:02.400

is to be lost? I don't know if you well. I'll just

92

00:05:02.400 --> 00:05:05.700

in fact Mrs. Taylor to to comment and

93

00:05:05.700 --> 00:05:08.000

this is with reference to item three, isn't it?

94

00:05:08.300 --> 00:05:11.400

And I I had noted that you would email those points

95

00:05:11.400 --> 00:05:12.300

through but

96

00:05:14.600 --> 00:05:18.300

Yes, the point that I was seeking was clarification specifically

97

00:05:17.300 --> 00:05:20.800

in relation to the cable route

98

00:05:20.800 --> 00:05:23.800

Crossing and the access trough track

99

00:05:23.800 --> 00:05:24.900

crossing of the Avenue.

100

00:05:26.700 --> 00:05:30.000

Through those detailed plans. Hopefully it should then

101

00:05:29.200 --> 00:05:31.600

become clear whether or not

102

00:05:32.400 --> 00:05:35.900

trees specific trees are potentially affected

103

00:05:35.900 --> 00:05:37.000

by those Crossings.

104

00:05:44.200 --> 00:05:47.700

Okay, that's we in dealing

105

00:05:47.700 --> 00:05:50.700

with action point three. If Mr. Mohamed can

106

00:05:50.700 --> 00:05:54.100

always clients can send us his questions then

107

00:05:53.100 --> 00:05:56.100

we'll make sure we either pick them up in dealing with that

108

00:05:56.100 --> 00:05:58.800

Ocean Point or give them a response directly. Yes.

109

00:06:00.400 --> 00:06:00.800

Okay.

110

00:06:03.100 --> 00:06:06.200

Good. Okay. Thanks everyone. I'll now hand over to

111

00:06:06.200 --> 00:06:09.300

Mr. Rigby for a gender item 5.

112

00:06:10.700 --> 00:06:11.800

Thank you, Mr. Keane.

113

00:06:13.100 --> 00:06:14.500

Hello. Good afternoon, everyone.

114

00:06:15.300 --> 00:06:18.800

My name's Guy Rigby and I will lead on this item traffic

115

00:06:18.800 --> 00:06:21.800

and transport where we now consider the traffic

116

00:06:21.800 --> 00:06:23.700

and transport aspects of the application.

117

00:06:24.700 --> 00:06:27.600

During the construction operation and

118

00:06:27.600 --> 00:06:29.300

decommissioning of the proposed development.

119

00:06:31.400 --> 00:06:35.100

We'll be referring particularly to the latest

120

00:06:34.100 --> 00:06:37.700

version of the framework construction traffic

121

00:06:37.700 --> 00:06:39.700

management and transport plan.

122

00:06:40.800 --> 00:06:43.200

That is to save revision for submitted at

123

00:06:43.200 --> 00:06:47.400

deadline five, which is rep 5:015 in

124

00:06:47.400 --> 00:06:47.700

the library.

125

00:06:49.400 --> 00:06:54.400

the associated Alex's 5:021 through

126

00:06:54.400 --> 00:06:55.900

5042

127

00:06:57.300 --> 00:07:00.500

our first and second written questions, which are

128

00:07:00.500 --> 00:07:04.000

procedural decisions 017 and 021.

129

00:07:06.100 --> 00:07:09.600

The applicants responses to our first and second written questions

130

00:07:09.600 --> 00:07:13.400

which are rep to o37 and

131

00:07:12.400 --> 00:07:15.000

rep 5:056.

132

00:07:17.100 --> 00:07:20.300

The council's responses to our first written questions,

133

00:07:20.300 --> 00:07:23.700

which are rep3a049.

134

00:07:25.100 --> 00:07:28.700

That's the joint council's response and also the

135

00:07:28.700 --> 00:07:31.500

Suffolk County Council response to our second written

136

00:07:31.500 --> 00:07:34.500

questions, which is at rep 5 0 8

137

00:07:34.500 --> 00:07:34.700

4

138

00:07:36.500 --> 00:07:39.500

Then there's the applicants responses to other parties

139

00:07:39.500 --> 00:07:43.300

deadline for submissions, which is at rep 5:058.

140

00:07:45.300 --> 00:07:48.300

The applicants draft protective Provisions for the benefits

141

00:07:48.300 --> 00:07:51.400

of the local Highway authorities, which were

142

00:07:51.400 --> 00:07:54.500

accepted by us the examining Authority

143

00:07:54.500 --> 00:07:56.000

as an additional submission.

144

00:07:56.800 --> 00:08:00.100

Which is as319 on the

145

00:07:59.100 --> 00:08:01.100

3rd of February of this year.

146

00:08:02.200 --> 00:08:05.800

And finally the latest version of the development consent

147

00:08:05.800 --> 00:08:08.200

order, which is revision for submitted at

148

00:08:08.200 --> 00:08:09.000

deadlines 6.

149

00:08:09.900 --> 00:08:12.400

Which is rep 6 0 1

150

00:08:12.400 --> 00:08:12.900

3.

151

00:08:15.200 --> 00:08:16.500

I notes.

152

00:08:18.600 --> 00:08:21.200

here today for Suffolk County Council we have

153

00:08:22.300 --> 00:08:26.400

Michael Bedford, KC and Julia Cox

154

00:08:26.400 --> 00:08:28.500

who is the Senior Transport?

155

00:08:29.900 --> 00:08:31.800

that correct Senior Transport officer

156

00:08:33.400 --> 00:08:37.000

and further from Cambridge that we have Hashima Hamid,

157

00:08:36.700 --> 00:08:39.800

but that certain people

158

00:08:39.800 --> 00:08:42.100

are not feeling too good today. Do you have anybody else

159

00:08:42.100 --> 00:08:46.100

with you? Yes, I have missed Rhodes here who will

160

00:08:45.100 --> 00:08:48.300

speak to some of the points but actually most of

161

00:08:48.300 --> 00:08:51.600

 our substantive points will be contained in

162

00:08:51.600 --> 00:08:54.100

 the deadline seven comments.

163

00:08:55.700 --> 00:08:57.200

That's great. But at least

164

00:09:00.300 --> 00:09:03.200

You have the opportunity to hear what's being asked and you

165

00:09:03.200 --> 00:09:06.300

 can assist us as far as you can that be great. Thank

166

00:09:06.300 --> 00:09:06.400

 you.

167

00:09:08.400 --> 00:09:11.600

I've set the agenda out in a sort of hierarchical. So

168

00:09:11.600 --> 00:09:14.200

 sorry Mister Rigby. I forgot to mention

169

00:09:14.200 --> 00:09:17.500

 that under the item outstanding matters. We

170

00:09:17.500 --> 00:09:21.200

 do have something to just say about trees I

171

00:09:20.200 --> 00:09:23.600

 can comment on that briefly when we get to that stage.

172

00:09:23.600 --> 00:09:26.500

 It's just it does that relate to highways matter.

173

00:09:26.500 --> 00:09:29.500

 That's fine in particular access the access is yes. There

174

00:09:29.500 --> 00:09:32.200

is always, you know over there now, it's fine. Thank you.

175

00:09:33.300 --> 00:09:36.300

So I want to start off with the ports that

176

00:09:36.300 --> 00:09:39.500

things come from the abnormal indivisible loads and

177

00:09:39.500 --> 00:09:40.400

the crane routes.

178

00:09:41.100 --> 00:09:43.300

And the impacts and consents associated.

179

00:09:44.400 --> 00:09:47.300

With those and then move along to

180

00:09:47.300 --> 00:09:50.200

have a good vehicle routes and the forecast impacts.

181

00:09:51.200 --> 00:09:54.200

Which then leads us on to how they access the site.

182

00:09:54.200 --> 00:09:56.300

So we've got the site access considerations.

183

00:09:58.300 --> 00:10:01.900

Then the traffic management and regulation thinking both of

184

00:10:01.900 --> 00:10:04.300

construction position and the

185

00:10:04.300 --> 00:10:07.400

position during operation, which we understand will be

186

00:10:07.400 --> 00:10:10.700

somewhat different and then of course returning at

187

00:10:10.700 --> 00:10:12.800

the end to the decommissioning at 40 years.

188

00:10:14.200 --> 00:10:18.300

Bullet point five is related to the proposed

189

00:10:17.300 --> 00:10:21.200

protective provisions and side agreements. I

190

00:10:20.200 --> 00:10:23.300

want to have a discussion about

191

00:10:23.300 --> 00:10:26.300

and then have left item six open in case I've forgotten anything just

192

00:10:26.300 --> 00:10:27.700

outstanding that as an also.

193

00:10:28.900 --> 00:10:31.000

Just so we know where we've got to at the end of

194

00:10:31.100 --> 00:10:34.400

this hearing I think might be helpful for all parties particularly as

195

00:10:34.400 --> 00:10:37.400

I say deadline sevens a couple of weeks away. So you

196

00:10:37.400 --> 00:10:40.100

do have an opportunity you guys to do a bit of a

197

00:10:40.100 --> 00:10:43.400

hot tub before you put your submissions in so that helps us.

198

00:10:44.300 --> 00:10:47.000

Know where you both are on these matters.

199

00:10:48.200 --> 00:10:48.400

so

200

00:10:49.700 --> 00:10:50.700

let's move along.

201

00:10:52.500 --> 00:10:55.800

To the first part which is ports abnormal indivisible

202

00:10:55.800 --> 00:10:58.700

loads and crane routes that

203

00:10:58.700 --> 00:11:01.600

knowledging that there are abnormal loads that are

204

00:11:01.600 --> 00:11:04.500

not indivisible, but at the moment we're just concentrating

205

00:11:04.500 --> 00:11:05.800

on the really big ones.

206

00:11:07.400 --> 00:11:10.100

So we know the applicants response to.

207

00:11:12.500 --> 00:11:15.600

first written question xq1.10.5

208

00:11:16.700 --> 00:11:19.300

in respect to the consideration of the ports of ips

209

00:11:19.300 --> 00:11:19.900

which illuminum

210

00:11:20.700 --> 00:11:24.000

and to our first written question xq

211

00:11:23.500 --> 00:11:27.000

1.10.6 in respect

212

00:11:26.100 --> 00:11:29.300

of the need for a detailed operational assessment of

213

00:11:29.300 --> 00:11:30.400

the routes to be used.

214

00:11:31.500 --> 00:11:34.100

to transport the abnormal indivisible loads

215

00:11:35.200 --> 00:11:37.000

to each of the sites in the proposed development

216

00:11:38.700 --> 00:11:40.900

We also note the council's comments.

217

00:11:42.300 --> 00:11:45.700

We'd hope to see a port strategy document and a detailed

218

00:11:45.700 --> 00:11:48.100

physical feasibility report somewhere in

219

00:11:48.100 --> 00:11:51.800

the application which would outline which ports were under consideration at

220

00:11:51.800 --> 00:11:54.100

this stage and the rationale for this

221

00:11:54.100 --> 00:11:57.600

and which would include a root inspection and assessments of

222

00:11:57.600 --> 00:11:59.200

the feasibility of transporting.

223

00:12:00.200 --> 00:12:03.300

so now three four hundred kilovolt Transformers

224

00:12:04.100 --> 00:12:05.900

from the docks to the proposed development.

225

00:12:07.100 --> 00:12:10.600

So that will be identifying any restrictions further assessments

226

00:12:10.600 --> 00:12:11.400

that might be needed.

227

00:12:12.500 --> 00:12:15.700
Parking and signage issues on routes and temporary

228
00:12:15.700 --> 00:12:18.000
diversions for instance for emergency vehicles.

229
00:12:19.600 --> 00:12:22.800
We also know the joint council's responses

230
00:12:22.800 --> 00:12:24.000
to the applicant's response.

231
00:12:24.600 --> 00:12:25.700
So in respect of

232
00:12:26.800 --> 00:12:29.700
question exq1.10.5

233
00:12:30.700 --> 00:12:33.300
stating that the Strategic route Network may

234
00:12:33.300 --> 00:12:35.200
not be capable of carrying these loads.

235
00:12:35.900 --> 00:12:38.900
The Joint council's response sites

236
00:12:38.900 --> 00:12:41.400
the A14 Hillhouse viaducts in

237
00:12:41.400 --> 00:12:44.700
stone markets and notes that special order movements from

238
00:12:44.700 --> 00:12:47.600
Ipswich to Burwell are routed via local roads

239
00:12:47.600 --> 00:12:49.200
through new markets and Stone Market.

240
00:12:49.900 --> 00:12:53.300
So for instance the relatively recent

241

00:12:53.300 --> 00:12:56.400

National Grid Transformer movement, which we did inquire about

242

00:12:56.400 --> 00:12:57.300

in our questions.

243

00:12:58.200 --> 00:13:01.100

And they helpfully supplied a

244

00:13:01.100 --> 00:13:02.400

reference to an example document.

245

00:13:03.500 --> 00:13:08.100

And further in question. 1.10.6

246

00:13:09.100 --> 00:13:12.400

Stating that such feasibility work has in other cases been

247

00:13:12.400 --> 00:13:15.000

done prior to or during examination.

248

00:13:16.100 --> 00:13:19.800

And then a reference to an example document was also provided

249

00:13:19.800 --> 00:13:22.200

in the short and council's response

250

00:13:22.200 --> 00:13:23.100

to that question.

251

00:13:26.300 --> 00:13:29.400

In our view and in view of the dco regime encouraging

252

00:13:29.400 --> 00:13:32.300

as many consensus possible being rolled into the order.

253

00:13:33.400 --> 00:13:36.600

Such a feasibility study and assessment is necessary because

254

00:13:36.600 --> 00:13:39.600
although the ports may have sufficient Road access infrastructure

255

00:13:39.600 --> 00:13:42.000
as far as strategic Road Network.

256

00:13:43.500 --> 00:13:46.300
We don't consider that strategic Road network is

257

00:13:46.300 --> 00:13:49.200
necessarily capable of carrying such loads all the

258

00:13:49.200 --> 00:13:51.100
way from whichever port.

259

00:13:51.800 --> 00:13:54.100
To the A14 all in the vicinity of

260

00:13:54.100 --> 00:13:54.900
the proposed development.

261

00:13:56.200 --> 00:13:56.600
So this means

262

00:13:58.200 --> 00:14:01.400
to our mind the local Highway authorities need to be involved from

263

00:14:01.400 --> 00:14:02.100
an early stage.

264

00:14:03.000 --> 00:14:03.500
so

265

00:14:04.900 --> 00:14:07.300
I just wanted to put that to the

266

00:14:07.300 --> 00:14:09.000
applicant first if I may.

267

00:14:11.500 --> 00:14:14.600
And thank you Rich turning

268

00:14:14.600 --> 00:14:17.800

for the applicant. I'm going to introduce Mr. Chris Carter.

269

00:14:18.400 --> 00:14:21.700

Who can explain what we have done in

270

00:14:21.700 --> 00:14:24.300

respect of taking forward the

271

00:14:24.300 --> 00:14:27.800

local Highway authorities issues that they've

272

00:14:27.800 --> 00:14:31.100

raised on ails and routing.

273

00:14:33.100 --> 00:14:37.000

Okay, thank you Richard. And so as

274

00:14:36.200 --> 00:14:39.700

by where the general update and there

275

00:14:39.700 --> 00:14:42.900

are a number of matters that have been moving on for it

276

00:14:42.900 --> 00:14:45.400

whilst the examination has been progressing and we met

277

00:14:45.400 --> 00:14:48.700

with the with the two authorities and on the

278

00:14:48.700 --> 00:14:51.500

8th of February to provide an update and hopefully

279

00:14:51.500 --> 00:14:54.500

we can report back some positive progress and through

280

00:14:54.500 --> 00:14:57.500

this examination hearing and in with

281

00:14:57.500 --> 00:14:57.900
respect to the

282
00:14:58.900 --> 00:15:01.500
AOL routes at the request of the

283
00:15:01.500 --> 00:15:04.500
authorities and we've commissioned the

284
00:15:04.500 --> 00:15:07.400
applicant as commissioned a whole year to review the

285
00:15:07.400 --> 00:15:10.700
route in full between the port

286
00:15:10.700 --> 00:15:13.700
of Ipswich and the required parts

287
00:15:13.700 --> 00:15:16.400
of the of the development where the abnormal loads

288
00:15:16.400 --> 00:15:20.200
needed need to transfer need to travel and that

289
00:15:19.200 --> 00:15:22.600
reports and is underway

290
00:15:22.600 --> 00:15:25.400
at the moment and the whole year

291
00:15:25.400 --> 00:15:28.300
and the holiest report will be introduced to the

292
00:15:28.300 --> 00:15:31.200
into the examination at the next deadline.

293
00:15:32.400 --> 00:15:34.800
Thank you. Is that Justin respects of Ipswich?

294
00:15:36.100 --> 00:15:39.300
Ipswich is the IPS which is the port that it's

295

00:15:39.300 --> 00:15:41.500

very it's it's most likely that

296

00:15:42.900 --> 00:15:46.100

that the applicant will use and also

297

00:15:45.100 --> 00:15:48.500

to report that the the Holier that

298

00:15:48.500 --> 00:15:51.400

we've used are and specialists in this and

299

00:15:51.400 --> 00:15:54.400

they've also and they they have

300

00:15:54.400 --> 00:15:57.600

experience of transporting similar size loads from

301

00:15:57.600 --> 00:16:00.100

the Ipswich ports through to Fruita.

302

00:16:00.900 --> 00:16:03.400

So that they'd be familiar with the high and heavy load

303

00:16:03.400 --> 00:16:03.700

route map.

304

00:16:04.400 --> 00:16:05.000

Absolutely.

305

00:16:06.800 --> 00:16:07.100

Thank you.

306

00:16:08.600 --> 00:16:11.500

Is there anything you can tell us particularly at the moment or do

307

00:16:11.500 --> 00:16:14.400

we need to wait for deadlines 7 because that's two weeks away. I'm just thinking if

308

00:16:14.400 --> 00:16:15.200

there's anything you can.

309

00:16:16.900 --> 00:16:19.600

Let us have in terms of emerging findings that

310

00:16:19.600 --> 00:16:22.500

would be useful if we could hear those

311

00:16:22.500 --> 00:16:25.700

and I I really would like to but unfortunately

312

00:16:25.700 --> 00:16:28.500

we've not been able to get an update and an update

313

00:16:28.500 --> 00:16:29.600

for today. Sorry, sir.

314

00:16:30.300 --> 00:16:32.100

Right. Thank you that they that we will.

315

00:16:33.500 --> 00:16:36.800

Try to issuing it that to the deadline seven.

316

00:16:36.800 --> 00:16:39.600

We will of course appraise the

317

00:16:39.600 --> 00:16:42.700

local authorities of the root outcomes and

318

00:16:42.700 --> 00:16:45.900

also the local authorities have been contacted by

319

00:16:45.900 --> 00:16:49.000

the whole year as part of yes part

320

00:16:48.100 --> 00:16:51.300

of the routine. Yes that would assist greatly because

321

00:16:51.300 --> 00:16:54.400

to my mind that would assist the local authorities in

322

00:16:54.400 --> 00:16:56.200

there deadline seven submissions.

323

00:16:57.500 --> 00:16:58.400

Absolutely, sir. Thank you.

324

00:16:59.900 --> 00:17:00.300

so

325

00:17:01.300 --> 00:17:03.800

Suffolk County Council first would you like to

326

00:17:04.900 --> 00:17:05.800

Make any comment, please.

327

00:17:07.900 --> 00:17:10.600

Thank you, sir. Michael Bedford Suffolk County Council.

328

00:17:12.300 --> 00:17:15.800

Well, so we obviously welcome the

329

00:17:15.800 --> 00:17:18.900

engagement of a Holier

330

00:17:18.900 --> 00:17:21.800

with relevant expertise to assist on this

331

00:17:21.800 --> 00:17:25.300

matter. We share the examining authorities

332

00:17:24.300 --> 00:17:29.200

views. This feasibility evidence

333

00:17:27.200 --> 00:17:30.400

is something that

334

00:17:30.400 --> 00:17:34.700

is vital to inform the examination. Say

335

00:17:33.700 --> 00:17:36.300

we we have been making as

336

00:17:36.300 --> 00:17:39.200

it were a similar Point through our dialogue with

337

00:17:39.200 --> 00:17:43.700

the applicant and in our representations, here's

338

00:17:42.700 --> 00:17:45.500

the two and we are pleased

339

00:17:45.500 --> 00:17:48.800

therefore that the applicant will be a relatively late

340

00:17:48.800 --> 00:17:51.800

stage is now putting the wheels in motion. So

341

00:17:51.800 --> 00:17:55.200

we will look forward to receiving the

342

00:17:57.100 --> 00:18:00.900

results of that review as soon

343

00:18:00.900 --> 00:18:03.300

as practically available and we would

344

00:18:03.300 --> 00:18:06.500

certainly like to see that before deadline 7 if that

345

00:18:06.500 --> 00:18:09.100

proves to be possible.

346

00:18:10.300 --> 00:18:13.200

I I don't think we perhaps in the light of

347

00:18:13.200 --> 00:18:16.300

the fact that the applicant has moved as it

348

00:18:16.300 --> 00:18:19.300

were towards as on that and he's in the process of

349

00:18:19.300 --> 00:18:22.600

actively engaging I don't think we need to rehearse in particular

350

00:18:22.600 --> 00:18:25.300

why we think that was important and the issues that

351

00:18:25.300 --> 00:18:28.600

we've experienced with AI El movements relation

352

00:18:28.600 --> 00:18:31.500

to other infrastructure projects because in the sense we're now

353

00:18:32.200 --> 00:18:35.400

seeking to deal with that issue the walls

354

00:18:35.400 --> 00:18:38.500

one point which I think has been confirmed to

355

00:18:38.500 --> 00:18:41.600

us informally and it would be just helpful if

356

00:18:41.600 --> 00:18:44.500

it's possible. I appreciate what's just

357

00:18:44.500 --> 00:18:47.200

been said about limited information. So it might

358

00:18:47.200 --> 00:18:47.800

not be possible.

359

00:18:48.900 --> 00:18:51.900

But at one stage and this was

360

00:18:51.900 --> 00:18:54.900

in the rep five 015 version

361

00:18:54.900 --> 00:18:58.200

of the ctmp paragraph 5.4.5.

362

00:18:57.200 --> 00:19:00.400

It had suggested that the largest

363

00:19:00.400 --> 00:19:03.300

load would be 200 tons, but we

364

00:19:03.300 --> 00:19:07.300

understand that's not correct and it will be smaller than

365

00:19:06.300 --> 00:19:09.800

that. It will be below the 150 tons,

366

00:19:09.800 --> 00:19:12.400

which I'm sure for those who spend all

367

00:19:12.400 --> 00:19:15.100

their time on traffic movements and

368

00:19:15.100 --> 00:19:18.000

special order traffic movements will know that there is a

369

00:19:18.400 --> 00:19:21.300

distinction between a special order movement which would

370

00:19:21.300 --> 00:19:25.100

be above 150 and 150, which

371

00:19:24.100 --> 00:19:26.800

is the ceiling for a

372

00:19:27.600 --> 00:19:30.800

Special types general order movement

373

00:19:30.800 --> 00:19:33.300

which is a category below and that goes

374

00:19:33.300 --> 00:19:36.400

to who has to be the consenting bodies that you liaise with

375

00:19:36.400 --> 00:19:39.500

for those it would just be helpful. If the applicant can confirm

376

00:19:39.500 --> 00:19:42.400

to us what we understand informally is the case that the

377

00:19:42.400 --> 00:19:45.500

ceiling that they're now working to is below

378

00:19:45.500 --> 00:19:48.400

the 150. That would just be helpful if

379

00:19:48.400 --> 00:19:51.400

it's possible to confirm that so if

380

00:19:51.400 --> 00:19:54.900

it helps that is confirmed I don't I'll defer

381

00:19:54.900 --> 00:19:57.100

to Mr. Bedford and significance but

382

00:19:57.100 --> 00:20:00.700

on the question of whether the maximum

383

00:20:00.700 --> 00:20:04.300

load with confirmed that it's below 150 tons.

384

00:20:05.600 --> 00:20:08.300

The maximum load that we anticipate is likely

385

00:20:08.300 --> 00:20:11.600

to be 130 tons. So Below 150 ton

386

00:20:11.600 --> 00:20:14.400

threshold that he's referred to fine because we'd want

387

00:20:14.400 --> 00:20:18.000

obviously want the assessment work that you're doing to be useful

388

00:20:17.500 --> 00:20:20.000

and be relatable to what's actually going to

389

00:20:20.000 --> 00:20:20.300
happen.

390

00:20:21.300 --> 00:20:24.200
So it's not going to be much use if you end up, you know that ends

391

00:20:24.200 --> 00:20:25.800
up being 180 for instance.

392

00:20:26.800 --> 00:20:29.800
I can confirm the assessment work is based on a maximum

393

00:20:29.800 --> 00:20:30.500
of 150.

394

00:20:31.400 --> 00:20:31.700
Thank you.

395

00:20:32.700 --> 00:20:35.400
That's helpful. That that's what

396

00:20:35.400 --> 00:20:38.100
we'd understood informally was the case, but it's helpful to have

397

00:20:38.100 --> 00:20:41.200
that confirmed. I say beyond that. I don't know that it's

398

00:20:41.200 --> 00:20:44.700
helpful to you to go into any further detail because I say we're
now

399

00:20:44.700 --> 00:20:47.300
all awaiting the results of the applicants review.

400

00:20:48.100 --> 00:20:51.700
It would help I think if you could briefly outline

401

00:20:51.700 --> 00:20:53.100
what you'd expect to see.

402

00:20:54.200 --> 00:20:57.600

In that document so that there aren't any surprises when

403

00:20:57.600 --> 00:21:00.600

you receive it and that'll help us with our

404

00:21:00.600 --> 00:21:03.300

assessment of deadline seventh submissions and then coming on

405

00:21:03.300 --> 00:21:03.600

this point.

406

00:21:04.500 --> 00:21:08.500

So I'll do I'll do my best. Thank you in terms

407

00:21:08.500 --> 00:21:11.500

of matters and then if necessary, I'll

408

00:21:11.500 --> 00:21:14.800

ask Miss Cox to add anything

409

00:21:14.800 --> 00:21:17.300

further, but clearly so as

410

00:21:17.300 --> 00:21:18.000

you will appreciate.

411

00:21:20.100 --> 00:21:23.700

Abnormal individual indivisible loads will

412

00:21:23.700 --> 00:21:27.200

require special treatment

413

00:21:26.200 --> 00:21:30.200

as they Traverse the highway Network

414

00:21:29.200 --> 00:21:33.200

and there are particular locations

415

00:21:32.200 --> 00:21:35.000

on the network where one needs to

416

00:21:35.100 --> 00:21:38.100

be confirmed that either because of

417

00:21:38.100 --> 00:21:42.500

the presence of existing roadside structures

418

00:21:41.500 --> 00:21:44.400

all because of the nature of

419

00:21:44.400 --> 00:21:47.400

existing Highway infrastructure in the

420

00:21:47.400 --> 00:21:50.400

roads traffic islands, and the like one needs

421

00:21:50.400 --> 00:21:53.500

to be able to understand the movements can actually make the

422

00:21:53.500 --> 00:21:55.000

journey that is intended.

423

00:21:56.600 --> 00:22:00.100

they're also particularly in relation to the Strategic Road

424

00:21:59.100 --> 00:22:02.600

Network limitations for

425

00:22:02.600 --> 00:22:06.200

some movements across all well Bridge the A14

426

00:22:05.200 --> 00:22:08.200

over the Orwell bridge and so one

427

00:22:08.200 --> 00:22:11.800

is that's particularly brings into bear the issues

428

00:22:11.800 --> 00:22:14.600

in relation to the use of local roads, which obviously

429

00:22:14.600 --> 00:22:17.300
is the responsibility of the County Council rather than

430
00:22:17.300 --> 00:22:21.700
National highways and effectively

431
00:22:20.700 --> 00:22:23.300
what we would like to see

432
00:22:23.300 --> 00:22:25.400
is a review which

433
00:22:26.300 --> 00:22:29.000
on an informed basis which the use of

434
00:22:29.200 --> 00:22:31.100
the specialist hallia will assist on

435
00:22:31.800 --> 00:22:34.500
enables us to know that in

436
00:22:34.500 --> 00:22:37.800
terms of weight or height or other physical restrictions on

437
00:22:37.800 --> 00:22:40.400
the availability routes that the movements can

438
00:22:40.400 --> 00:22:43.600
actually be made by suitable routes without

439
00:22:43.600 --> 00:22:46.700
negative impacts either on

440
00:22:46.700 --> 00:22:49.900
the highway Network Highway infrastructure or a

441
00:22:49.900 --> 00:22:52.600
factory roadside properties that

442
00:22:52.600 --> 00:22:55.500
may be affected by the movement. So all of

443

00:22:55.500 --> 00:22:58.900

those I say we're confident that an experienced earlier

444

00:22:58.900 --> 00:23:01.600

will be able to address and that's what we're looking to

445

00:23:01.600 --> 00:23:01.800

see.

446

00:23:02.700 --> 00:23:03.800

I don't know.

447

00:23:05.900 --> 00:23:08.500

I don't think well, we don't think you need anything further unless

448

00:23:08.500 --> 00:23:11.400

you've got particular question. I'm just I'm just thinking that some

449

00:23:11.400 --> 00:23:12.600

once we get.

450

00:23:14.200 --> 00:23:16.700

in proximity to the areas where these

451

00:23:18.100 --> 00:23:20.700

loads of got to actually finally arrive.

452

00:23:21.400 --> 00:23:24.300

Sometimes there are issues of things such as

453

00:23:24.300 --> 00:23:26.800

telling everybody can't park the cars there for the next.

454

00:23:27.500 --> 00:23:30.300

24 hours and just stuff like that sounds really

455

00:23:30.300 --> 00:23:33.200

neatly but it's just stuff that needs to be there and people

456

00:23:33.200 --> 00:23:36.300

need to be aware of and need to know about so that's really helpful. And

457

00:23:36.300 --> 00:23:37.500

as I say if

458

00:23:38.500 --> 00:23:39.400

parties can

459

00:23:42.800 --> 00:23:45.800

look at that document before deadline seven. It men

460

00:23:45.800 --> 00:23:49.100

means that you're both your submissions at

461

00:23:48.100 --> 00:23:52.300

deadlines seven will be informed by what specialist device

462

00:23:51.300 --> 00:23:52.700

comes in.

463

00:23:53.500 --> 00:23:56.600

And that will help us I think to take a

464

00:23:56.600 --> 00:23:58.300

view on where we think we should be with it.

465

00:23:58.900 --> 00:24:01.400

So thanks very much for that. Are there

466

00:24:01.400 --> 00:24:05.000

any other Cambridgeshire you wish to also comment

467

00:24:04.900 --> 00:24:06.500

only thing to add?

468

00:24:08.200 --> 00:24:08.600

Thank you.

469

00:24:10.700 --> 00:24:13.100
Does anybody other party? Yeah, yes. Yes.

470
00:24:14.200 --> 00:24:14.800
sir

471
00:24:15.800 --> 00:24:18.600
So John steel Casey on

472
00:24:18.600 --> 00:24:21.400
behalf of snds, we assume because

473
00:24:21.400 --> 00:24:24.300
it's some of our constituents all my

474
00:24:24.300 --> 00:24:27.500
clients are concerned about the over sailing Arrangements.

475
00:24:27.500 --> 00:24:30.400
We are just wishing to be confirmed that

476
00:24:30.400 --> 00:24:33.300
no no changes whatsoever. As far

477
00:24:33.300 --> 00:24:37.100
as we know as far as anybody knows just would

478
00:24:36.100 --> 00:24:39.200
be able to confirm this in relation to

479
00:24:39.200 --> 00:24:42.300
any of those over sailing requirements that are being sought

480
00:24:42.300 --> 00:24:45.800
because of the load maximum. It's exactly the same as States and

481
00:24:45.800 --> 00:24:48.100
all thank you. Thank you the case

482
00:24:48.100 --> 00:24:51.500
if the African confirm there's no change to the configuration

483

00:24:51.500 --> 00:24:54.200

of the AIL. It's just a matter of assessing whether it

484

00:24:54.200 --> 00:24:56.100

can make the movements from Port.

485

00:24:57.200 --> 00:25:00.300

Richard turning for the applicant. I don't know because we haven't seen

486

00:25:00.300 --> 00:25:03.200

the the report but I don't think

487

00:25:03.200 --> 00:25:06.200

any change to oversailing is expected. No, we've assess

488

00:25:06.200 --> 00:25:10.100

the over sailing because you you've made you've made your assessment and

489

00:25:09.100 --> 00:25:12.500

respect to the over sailing and respect of a certain configuration of

490

00:25:12.500 --> 00:25:15.300

low of that sailor. That's it. So that assessments

491

00:25:15.300 --> 00:25:19.800

being made and and will remain the same.

492

00:25:19.800 --> 00:25:22.400

I mean there may be it may

493

00:25:22.400 --> 00:25:25.800

be when the contractor gets to the particular Junctions where

494

00:25:25.800 --> 00:25:28.100

there's a need to over sale that they say

495

00:25:28.100 --> 00:25:31.600

actually, you know, we might drive the truck around slightly differently,

496

00:25:31.600 --> 00:25:34.700

but I don't need any change that

497

00:25:34.700 --> 00:25:37.500

I don't anticipate that I need to change. I understand you really

498

00:25:37.500 --> 00:25:39.400

submissions was that they were conservative.

499

00:25:40.300 --> 00:25:44.200

so consequently, yeah the trailer configuration

500

00:25:43.200 --> 00:25:44.700

which the

501

00:25:46.100 --> 00:25:49.900

Expert Warrior uses or adopts or whatever will

502

00:25:49.900 --> 00:25:52.300

be within what you've already got without

503

00:25:52.300 --> 00:25:55.300

the correct. Absolutely. And also it's worth noting that

504

00:25:55.300 --> 00:25:58.400

the trailer configuration is actually a bespoke to

505

00:25:58.400 --> 00:25:59.000

that Holier.

506

00:25:59.600 --> 00:26:02.400

And so they that that's their vehicle. Oh, yes.

507

00:26:02.400 --> 00:26:05.600

I mean, there's only a handful of these these trailers around but

508

00:26:05.600 --> 00:26:08.200

they buy that same token. It should

509

00:26:08.200 --> 00:26:10.800

be pretty well known what the configuration is, so

510

00:26:12.300 --> 00:26:15.400

We have your assurance that the configuration in terms of over

511

00:26:15.400 --> 00:26:18.400

sailing and general movement is within what you've

512

00:26:18.400 --> 00:26:21.800

already assessed in your sweatpath access drawings.

513

00:26:21.800 --> 00:26:24.400

The vehicle will be within it

514

00:26:24.400 --> 00:26:28.000

we expect it to be to be within the United

515

00:26:27.300 --> 00:26:30.400

as we need if there was an issue when

516

00:26:30.400 --> 00:26:33.300

we need to know about that. Absolutely sir, and

517

00:26:33.300 --> 00:26:36.300

we expect to be able to report positively on that right? Thank you,

518

00:26:36.300 --> 00:26:37.900

Mr. Steele. Yes quickly.

519

00:26:38.500 --> 00:26:41.300

This matter in fact has been brought up by one or

520

00:26:41.300 --> 00:26:44.300

two people who are directly affected by the over sailing as

521

00:26:44.300 --> 00:26:47.400

to what it means and so on and so this is not just

522

00:26:47.400 --> 00:26:51.000

a question of an idle question. No, no, would it

523

00:26:50.600 --> 00:26:53.700

be told positive back in us through you that the

524

00:26:53.700 --> 00:26:56.400

applicant could reassess what is

525

00:26:56.400 --> 00:26:59.900

required because the overselling requirements

526

00:26:59.900 --> 00:27:02.700

are compulsory purchase approach?

527

00:27:02.700 --> 00:27:05.300

Yes, and if they can be knocked out if

528

00:27:05.300 --> 00:27:08.600

they can be removed from the order then that would remove

529

00:27:08.600 --> 00:27:11.600

the anxiety as to what they mean. Yes, because you've

530

00:27:11.600 --> 00:27:14.100

got to explain to them that it shouldn't be too much at all

531

00:27:14.100 --> 00:27:17.100

and it should only be necessary in certain circumstance, you know all of

532

00:27:17.100 --> 00:27:20.700

that sort of thing and as a lawyer I prefer not

533

00:27:20.700 --> 00:27:21.400

to have to do so.

534

00:27:22.600 --> 00:27:25.400

Thank you very much. You take the words out of my mouth. That was

535

00:27:25.400 --> 00:27:28.200

actually my next question because the Visa location

536

00:27:28.200 --> 00:27:31.500

on sheet 21 Orlando plan and if

537

00:27:31.500 --> 00:27:35.000

we were to find that your detailed assessments

538

00:27:34.300 --> 00:27:38.000

comes up with a lesser requirements at

539

00:27:37.200 --> 00:27:38.200

that point.

540

00:27:39.300 --> 00:27:42.100

Then that would obviously mean in terms of

541

00:27:42.100 --> 00:27:46.000

the ca case that you don't need the over sailing anymore. Is

542

00:27:45.200 --> 00:27:48.400

that something that you think is possibility Richard Tony

543

00:27:48.400 --> 00:27:51.200

for the applicant? It's it I can't rule this out. We're talking

544

00:27:51.200 --> 00:27:53.700

about a report that we haven't seen yet, but

545

00:27:55.100 --> 00:27:58.300

I think we'd want to consider the report and consider what exactly

546

00:27:58.300 --> 00:28:01.300

it says. So it may well

547

00:28:01.300 --> 00:28:04.900

show a Tracker vehicle

548

00:28:04.900 --> 00:28:07.500

tracking that or suggest

549

00:28:07.500 --> 00:28:11.000

that it's slightly different from what we've assessed. I don't

550

00:28:11.100 --> 00:28:14.600

know it may be in those circumstances that we proceed on

551

00:28:14.600 --> 00:28:17.600

the basis that we may still require to oversell

552

00:28:17.600 --> 00:28:20.500

a bit of the land. So I'm not gonna I'm

553

00:28:20.500 --> 00:28:23.100

not gonna say now that no, of course an outcome in a report.

554

00:28:23.100 --> 00:28:26.500

I haven't seen will lead to a particular consequence but we will
what

555

00:28:26.500 --> 00:28:29.700

we I think could commit to doing is updating the

556

00:28:29.700 --> 00:28:32.600

examination when we put that documents in as

557

00:28:32.600 --> 00:28:36.300

to whether it makes any difference to our identified need

558

00:28:35.300 --> 00:28:37.500

for oversailing.

559

00:28:38.300 --> 00:28:41.600

Thank you. I was just thinking it's something to be alive to it

560

00:28:41.600 --> 00:28:44.600

was the possibility which for making things it'll simpler.

561

00:28:44.600 --> 00:28:47.500

Thank you everyone. So could I just ask that be deadlines

562

00:28:47.500 --> 00:28:48.400
seven I assume again.

563
00:28:50.100 --> 00:28:53.500
We've said so that dead deadline seven will be when we submit our

564
00:28:53.500 --> 00:28:56.100
support. So we'll confirm that when we put in. Yes, we'll know
either way by

565
00:28:56.100 --> 00:28:59.600
then. Yes that we are understanding. Thank you everyone. So could I

566
00:28:59.600 --> 00:29:02.300
just have a small point which I should have raise. But yeah, when
you

567
00:29:02.300 --> 00:29:05.300
asked me whether there was anything further specific that

568
00:29:05.300 --> 00:29:08.500
we would expect to see in the feasibility study. And

569
00:29:08.500 --> 00:29:11.100
and so there is just one particular location, which I know

570
00:29:11.100 --> 00:29:15.000
has been identified to the applicants

571
00:29:14.800 --> 00:29:17.200
previously allow just mention it now

572
00:29:17.200 --> 00:29:18.200
for completeness the

573
00:29:20.400 --> 00:29:24.000
Traffic Island on the b11 02 at

574
00:29:23.100 --> 00:29:26.700
the street stroke maidenhall. Sorry

575

00:29:26.700 --> 00:29:27.700
mildenhall Road.

576
00:29:28.700 --> 00:29:32.900
And the question of how an stg-03 would

577
00:29:32.900 --> 00:29:37.100
overrun that Island, we're

578
00:29:35.100 --> 00:29:38.700
not saying there's no

579
00:29:38.700 --> 00:29:42.500
solution, but we were sending hope that the report addresses the

580
00:29:42.500 --> 00:29:45.200
feasibility of that movement. So I just flag that

581
00:29:45.200 --> 00:29:48.500
up now so I know it has been brought up previously and I

582
00:29:48.500 --> 00:29:50.600
think the last time it was brought up.

583
00:29:51.500 --> 00:29:54.300
I think the County Council had some concern about that

584
00:29:54.300 --> 00:29:57.300
and I just hope that that is one of the things that's going to be
addressed in

585
00:29:57.300 --> 00:30:00.200
this review report. Thank you. Yes, that was

586
00:30:00.200 --> 00:30:03.300
I was Will Roll that into the next question I have here. I

587
00:30:03.300 --> 00:30:04.600
think I might fit it quite well.

588
00:30:07.100 --> 00:30:10.500

So the applicant next I would ask you just to outline

589

00:30:10.500 --> 00:30:11.900

the roots that you're going to use.

590

00:30:13.100 --> 00:30:15.200

from the strategy route Network

591

00:30:16.300 --> 00:30:19.400

so don't don't even have to talk us all through the entire room,

592

00:30:19.400 --> 00:30:22.600

but from the strategy Road Network to and

593

00:30:22.600 --> 00:30:25.200

farm each of the three sites, which now remain which require

594

00:30:26.100 --> 00:30:27.900

400 kilovolt Transformers

595

00:30:28.800 --> 00:30:31.500

Just the review of obstacles that

596

00:30:31.500 --> 00:30:34.200

have been identified and the measures required to

597

00:30:34.200 --> 00:30:37.800

overcome them and in so doing perhaps you'll sweep up Mr. Bedford's

598

00:30:37.800 --> 00:30:39.300

Question just now.

599

00:30:45.700 --> 00:30:54.100

But Mr. Carter

600

00:30:53.100 --> 00:30:56.400

will pick this up I can see he's just getting

601

00:30:56.400 --> 00:30:59.200

the right plan up. Thank you. That's right. That's good it

602
00:30:59.200 --> 00:31:03.100
right. Thank you. Yep. So the location

603
00:31:02.100 --> 00:31:06.000
of this information is in chapter 5

604
00:31:05.600 --> 00:31:08.100
of the framework ctmp, which

605
00:31:08.100 --> 00:31:12.500
is reference five Dash 015 and

606
00:31:15.500 --> 00:31:17.900
that's as part of this includes.

607
00:31:18.800 --> 00:31:21.500
From There's a summary of the

608
00:31:21.500 --> 00:31:25.400
roots in section 5.4 and there is

609
00:31:25.400 --> 00:31:28.700
a a detailed review

610
00:31:28.700 --> 00:31:31.700
for which includes kind of the vehicle types

611
00:31:31.700 --> 00:31:35.100
that we that we have assessed and The

612
00:31:34.100 --> 00:31:37.600
Soca so sections

613
00:31:37.600 --> 00:31:41.100
5.5 addresses the access to Sonica

614
00:31:40.100 --> 00:31:43.500
West site a at Lahore

615
00:31:43.500 --> 00:31:46.100

road, which is a which is a

616

00:31:46.100 --> 00:31:49.800

short distance from the a11 Northbound slip Road and

617

00:31:49.800 --> 00:31:52.200

we'll be right in thinking that's probably the most straightforward of

618

00:31:52.200 --> 00:31:52.500

the three.

619

00:31:53.900 --> 00:31:55.600

That's correct from this point of view. Yeah.

620

00:31:56.300 --> 00:32:00.200

And so the sweatpath for the

621

00:31:59.200 --> 00:32:03.800

Thousand tonne Crane and the 46.63

622

00:32:02.800 --> 00:32:05.100

meter AI which is the

623

00:32:05.100 --> 00:32:09.000

Transformer and they're shown within the document and

624

00:32:08.200 --> 00:32:11.800

the wheel paths and the crane remain

625

00:32:11.800 --> 00:32:14.100

within the highway the body of the crane will

626

00:32:14.100 --> 00:32:17.800

overhang the central island and and there will

627

00:32:17.800 --> 00:32:20.400

be a requirement for temporary removal of traffic

628

00:32:20.400 --> 00:32:23.400

signage within the central island. This is coming off the area.

This

629

00:32:23.400 --> 00:32:26.100

is that the a11 lahoga road Junction. So coming

630

00:32:26.100 --> 00:32:28.800

off the yes, very tight. Slip there, isn't it? Yes.

631

00:32:29.500 --> 00:32:33.000

and and that's not required for the 650 ton

632

00:32:32.400 --> 00:32:36.100

or the 400 ton cranes and

633

00:32:35.100 --> 00:32:37.200

and the

634

00:32:39.200 --> 00:32:42.900

Again, the 46.63 meter and vehicle can

635

00:32:42.900 --> 00:32:45.500

safely maneuver The Junction and but the

636

00:32:45.500 --> 00:32:48.600

trailer over sails the inside Verge by approximately

637

00:32:48.600 --> 00:32:51.700

3.2 meters. And again that is remains

638

00:32:51.700 --> 00:32:54.300

within the bounds of the highway, but there would

639

00:32:54.300 --> 00:32:58.100

be a requirement to remove a what temporarily remove

640

00:32:57.100 --> 00:33:00.700

or relocate a street sign. Yes.

641

00:33:00.700 --> 00:33:03.500

Presumably we'll soon as you've got the troubled

642

00:33:03.500 --> 00:33:07.000

through you put the sign back exactly. So right so

643

00:33:06.100 --> 00:33:08.000

that's that's West a then.

644

00:33:08.800 --> 00:33:09.100

so

645

00:33:10.400 --> 00:33:13.900

And as then you stay in East B, isn't that that's

646

00:33:13.900 --> 00:33:15.700

that's correct. And the

647

00:33:22.700 --> 00:33:25.900

so then to move on to East site

648

00:33:25.900 --> 00:33:28.200

a so there is a there's a

649

00:33:28.200 --> 00:33:31.100

fair amount of discussion within East site a on the

650

00:33:31.100 --> 00:33:34.300

different alternative routes that that we that we

651

00:33:34.300 --> 00:33:37.500

assessed. Yeah, so you need to kind of with through

652

00:33:37.500 --> 00:33:40.800

that and to look at the all the Alternatives

653

00:33:40.800 --> 00:33:43.400

and the

654

00:33:45.100 --> 00:33:48.600

And so we we then took the route along the

655

00:33:48.600 --> 00:33:51.800

from the all1 and so

656

00:33:51.800 --> 00:33:55.500

we first of all looked at the all offslip

657

00:33:54.500 --> 00:33:58.400

with the b1085 and again

658

00:33:57.400 --> 00:34:00.600

that shows that the trailer for the

659

00:34:00.600 --> 00:34:03.900

AIL oversales the inside grass Verge

660

00:34:03.900 --> 00:34:06.100

and but that remains within the band

661

00:34:06.100 --> 00:34:09.600

of Highway and there's no temporary alterations required because

662

00:34:09.600 --> 00:34:13.000

there's no vertical obstructions. Yeah, and and

663

00:34:12.200 --> 00:34:15.500

the Thousand ton crane can maneuver The Junction entirely

664

00:34:15.500 --> 00:34:19.400

within the Carriage Way, right? And it then

665

00:34:19.400 --> 00:34:22.200

kind of moves on to the the s-bend at the

666

00:34:22.200 --> 00:34:26.000

b4b1085 again, just

667

00:34:25.300 --> 00:34:29.100

outside chipping and park entrance. Yeah. Again that

668

00:34:28.100 --> 00:34:31.400

that shows that the trailer will

669

00:34:31.400 --> 00:34:34.600

oversale the inside veg and and

670

00:34:34.600 --> 00:34:37.400

they won't be in there and over vertical obstacles

671

00:34:37.400 --> 00:34:40.100

that require and removal and then

672

00:34:40.100 --> 00:34:43.300

replacement. It's still within the highway. It is

673

00:34:43.300 --> 00:34:44.900

entirely from the highway and

674

00:34:45.100 --> 00:34:48.000

The Thousand tonne Crane can maneuver entirely within the

675

00:34:48.500 --> 00:34:50.400

carriageway itself, right? So there's no oversell.

676

00:34:51.100 --> 00:34:51.500

and

677

00:34:53.100 --> 00:34:56.200

then again the next two the next

678

00:34:56.200 --> 00:34:57.400

two Graphics look at the

679

00:34:58.700 --> 00:35:01.800

Again, the movements on the before 1085 through

680

00:35:01.800 --> 00:35:04.400

Chippenham and it identifies that

681

00:35:04.400 --> 00:35:08.200

there's an oversale for the AAL on the inside of the Verge again.

682

00:35:07.200 --> 00:35:10.600

No temporary alterations required and

683

00:35:10.600 --> 00:35:13.600

the thousand-ton crane camera maneuver within the carriageway.

684

00:35:14.300 --> 00:35:17.800

The the junction of the street and mildenhall

685

00:35:17.800 --> 00:35:20.900

Road and there is vegetation clearance

686

00:35:20.900 --> 00:35:23.300

and Branch trimming of the tree

687

00:35:23.300 --> 00:35:26.400

required within the center of the junction to enable the

688

00:35:26.400 --> 00:35:29.300

AIL to navigate The Junction and but the

689

00:35:29.300 --> 00:35:32.800

vehicle itself remains within the bounds of the highway, so no third party.

690

00:35:32.800 --> 00:35:35.400

Is that a height issue is it

691

00:35:35.400 --> 00:35:39.300

treat you when you're talking about Branch trimming? Yes, exactly. And sorry

692

00:35:38.300 --> 00:35:41.500

and the 10 crane can

693

00:35:41.500 --> 00:35:44.800

maneuver with the junction with our entirely within the

694

00:35:44.800 --> 00:35:46.400

Carriage Way and then

695

00:35:47.800 --> 00:35:50.600

we then look at the b11 02

696

00:35:50.600 --> 00:35:53.600

mildenhall Road Junction with Ferry Lane, which is

697

00:35:53.600 --> 00:35:56.600

it's also termed for reckon and road on the on the

698

00:35:56.600 --> 00:35:57.600

Streaker and

699

00:35:58.700 --> 00:36:01.100

And that's as37. I believe

700

00:36:01.100 --> 00:36:05.500

that's the location that Mr. Steele was referring to and the

701

00:36:04.500 --> 00:36:07.900

AIL trailer over sale

702

00:36:07.900 --> 00:36:10.700

the inside of the Verge by approximately 4.3 meters

703

00:36:10.700 --> 00:36:13.700

and this is the private land. Yeah, and

704

00:36:13.700 --> 00:36:16.500

that's included within the order limits

705

00:36:16.500 --> 00:36:19.300

and our assessment is that this

706

00:36:19.300 --> 00:36:23.200

would require the existing private fence slash gate

707

00:36:22.200 --> 00:36:25.200

to be removed or

708

00:36:25.200 --> 00:36:28.900

relocated as well as some minor vegetation

709

00:36:28.900 --> 00:36:31.400

clearance in order to facilitate that maneuver

710

00:36:32.200 --> 00:36:35.600

and as Mr. Turney advised if if the

711

00:36:35.600 --> 00:36:36.500

report from the

712

00:36:38.300 --> 00:36:39.700

from the Holier identifies a

713

00:36:41.600 --> 00:36:44.200

Less intrusive approaching there. We will

714

00:36:44.200 --> 00:36:48.000

we will of course consider that as far as possible. Yes. Yes,

715

00:36:47.500 --> 00:36:50.500

obviously if you can manage it within the

716

00:36:50.500 --> 00:36:53.500

physical infrastructure that's there, then that's obviously much more straightforward than

717

00:36:53.500 --> 00:36:56.300

having to take a gate and defense down. Absolutely.

718

00:36:58.100 --> 00:37:01.600

And again, the 1010 crane

719

00:37:01.600 --> 00:37:04.400

can maneuver within the junction and the

720

00:37:04.400 --> 00:37:07.800

body overhang the body of the vehicle would overhang The Verge but

721

00:37:07.800 --> 00:37:10.500

the but that wouldn't it doesn't overhang

722

00:37:10.500 --> 00:37:13.100

to the extent that it would require any vegetation trimming or

723

00:37:13.100 --> 00:37:16.300

affecting the the gate. Yeah, so it

724

00:37:16.300 --> 00:37:19.400

is just for the ailments that the the fence and

725

00:37:19.400 --> 00:37:20.400

the gate would be affected.

726

00:37:21.800 --> 00:37:22.100

and

727

00:37:24.700 --> 00:37:27.100

again, we then move on to Back Road Ferry Lane

728

00:37:27.100 --> 00:37:30.800

again frackenhams road on the street because it's here and

729

00:37:32.300 --> 00:37:35.400

there we have the AAL trailer over sailing the inside of the Verge

730

00:37:35.400 --> 00:37:38.500

by two meters approximately and there

731

00:37:38.500 --> 00:37:41.300

is the temporary removal or relocation of

732

00:37:41.300 --> 00:37:44.300

two existing road signs. And as you correctly said

733

00:37:44.300 --> 00:37:47.200

before so and we would replace immediately as

734

00:37:47.200 --> 00:37:50.400

smooth vehicle passes through and you've changed during the

735

00:37:50.400 --> 00:37:53.200

the examination is you move the access.

736

00:37:53.200 --> 00:37:57.000

So I think from Kate J. Is that right? So you have a different movement the

737

00:37:58.600 --> 00:38:00.200

Junction at Back Road, I've got that right.

738

00:38:02.300 --> 00:38:05.700

I think it's a way around sir. And I will check it because K

739

00:38:05.700 --> 00:38:08.200

is now the AOL access right and

740

00:38:09.400 --> 00:38:12.900

And that's the yeah

741

00:38:12.900 --> 00:38:15.300

and in in that location and there is

742

00:38:15.300 --> 00:38:18.800

some vegetation trimming and so that's again. It's

743

00:38:18.800 --> 00:38:21.000

the same point as before. So Branch trimming from

744

00:38:21.100 --> 00:38:22.400

the from a tree

745

00:38:23.300 --> 00:38:24.700

and and the vehicle and

746

00:38:25.900 --> 00:38:29.000

and that's because the tree overhangs the carriageway and

747

00:38:28.600 --> 00:38:31.100

and the 10 crane can

748

00:38:31.100 --> 00:38:35.000

maneuver within the carriageway. So right I

749

00:38:34.900 --> 00:38:37.500

and then we move on to

750

00:38:37.500 --> 00:38:40.200

me. So I'm just wondering if I could come back

751

00:38:40.200 --> 00:38:43.200

before we move on. If I'm just can you just hang

752

00:38:43.200 --> 00:38:46.600

on a minute Mrs. Steal away. Just let them finish please. Thank you. Just carry

753

00:38:46.600 --> 00:38:49.200

on please. Okay. He isn't it. He's be

754

00:38:49.200 --> 00:38:49.600

Elms Road.

755

00:38:50.300 --> 00:38:53.600

and again the a11 Northbound slip

756

00:38:53.600 --> 00:38:57.100

onto the Elms Road T Junction and that's

757

00:38:58.600 --> 00:39:01.200

Again, when the 2010 crane turns off the

758

00:39:01.200 --> 00:39:04.400

a11 off slip onto Elms Road. Yeah, there would

759

00:39:04.400 --> 00:39:07.500

be the temporary removal of a road sign and

760

00:39:07.500 --> 00:39:11.300

that's a worst case assessment. It's potentially that

761

00:39:11.300 --> 00:39:15.300

wouldn't be required. But either way it's within the within the

762

00:39:15.300 --> 00:39:18.500
scope of what's been assessed and

763
00:39:19.500 --> 00:39:22.400
And any sign if it is for sign if it is removed, it would

764
00:39:22.400 --> 00:39:25.600
be to promptly reinstated and we've shown.

765
00:39:26.600 --> 00:39:29.800
That the AIL can safely remove that Junction and

766
00:39:29.800 --> 00:39:32.900
the E trailer would oversail the

767
00:39:32.900 --> 00:39:35.600
inside Verge. And again that in

768
00:39:35.600 --> 00:39:39.000
that case the streets sign would be temporarily relocated

769
00:39:38.500 --> 00:39:41.700
and that that entirely happens within

770
00:39:41.700 --> 00:39:44.500
the within the highway and another

771
00:39:44.500 --> 00:39:47.900
relatively short of slip on the A1. And is

772
00:39:47.900 --> 00:39:50.300
that your access only we're talking

773
00:39:50.300 --> 00:39:50.700
about there.

774
00:39:51.900 --> 00:39:52.500
that is

775
00:39:55.200 --> 00:39:58.300
it is a reasonably short of offset and

776

00:39:58.300 --> 00:39:59.200
the all and

777

00:40:01.800 --> 00:40:02.100
Okay.

778

00:40:03.200 --> 00:40:06.200
Because that's I'm just thinking that's as far as it's got to go on
and on the

779

00:40:06.200 --> 00:40:09.400
network before we get something to size, isn't it? Yes because it
travels

780

00:40:09.400 --> 00:40:12.200
all along Elms Road and then turns into into an

781

00:40:12.200 --> 00:40:15.400
access or films road. So it doesn't go in. It doesn't go into the
size

782

00:40:15.400 --> 00:40:16.700
at that point. It goes down Elms Road.

783

00:40:18.200 --> 00:40:18.900
I think so. Yes. Yeah.

784

00:40:21.200 --> 00:40:24.600
Well, you're making me doubt myself. It's not a fine. Just just
wanting to

785

00:40:24.600 --> 00:40:27.100
make sure we're getting right. So is there any

786

00:40:27.100 --> 00:40:30.600
issue getting into the site or films Road or any issues on almost
Road

787

00:40:30.600 --> 00:40:30.800
itself?

788

00:40:32.500 --> 00:40:35.500

Right, so that's it. Then that's that's those are

789

00:40:35.500 --> 00:40:38.200

the three. Yes, and as you know, the Burwell route has

790

00:40:38.200 --> 00:40:41.500

been removed. Sorry as you as you're aware. So the Burwell route has

791

00:40:41.500 --> 00:40:44.400

been removed and that's right. Yes, we are tricky. Thank you off

792

00:40:44.400 --> 00:40:45.700

the roots and presumably if there's any

793

00:40:46.400 --> 00:40:48.400

change to what you've told us.

794

00:40:49.500 --> 00:40:52.500

As a result of the detailed Paul is detail assessment

795

00:40:52.500 --> 00:40:53.500

and that'll be highlighted.

796

00:40:54.400 --> 00:40:57.200

Absolutely. We were getting anything We're not expecting anything.

797

00:40:57.200 --> 00:41:00.400

But as rich as Mr. Attorney says never

798

00:41:00.400 --> 00:41:03.300

seen never about a report. We haven't haven't yet read

799

00:41:03.300 --> 00:41:06.300

and this would this is all documented in the

800

00:41:06.300 --> 00:41:09.600

ctmp and we would submit the track change version. Yeah at

801

00:41:09.600 --> 00:41:12.300
the next deadline which would incorporate anything that's very

802
00:41:12.300 --> 00:41:15.600
very helpful to me to get a recap of just what exactly what's

803
00:41:15.600 --> 00:41:18.700
now happening and what the problems might

804
00:41:18.700 --> 00:41:20.800
be dissolves your question, Mr. Bedford.

805
00:41:22.200 --> 00:41:25.800
will say it's only deals with the issues

806
00:41:25.800 --> 00:41:27.800
in relation particularly to

807
00:41:29.600 --> 00:41:32.500
the the street mildenhall road

808
00:41:32.500 --> 00:41:35.900
Junction, obviously, we will look at what the review says

809
00:41:35.900 --> 00:41:39.700
about that when we see it and obviously

810
00:41:40.800 --> 00:41:43.700
We understand what being said about the

811
00:41:43.700 --> 00:41:46.800
issues between the

812
00:41:46.800 --> 00:41:50.300
Strategic Road Network and the various sites.

813
00:41:49.300 --> 00:41:52.300
We understand that and that's obviously what's

814
00:41:52.300 --> 00:41:55.200
been addressed. We simply make the point that we don't

815

00:41:55.200 --> 00:41:58.200

want overlooked and we know won't be overlooked in the review

816

00:41:58.200 --> 00:42:02.400

process. There is also the question of the movements particularly

817

00:42:01.400 --> 00:42:05.200

from Port to the srn which

818

00:42:04.200 --> 00:42:07.500

again we've made the point in order

819

00:42:07.500 --> 00:42:10.500

to get from particularly the port of Ipswich to the srn

820

00:42:10.500 --> 00:42:13.300

you will have to use local roads first and it's

821

00:42:13.300 --> 00:42:16.400

ensuring that they are again included within

822

00:42:16.400 --> 00:42:19.400

the review and our satisfactory in there for the purpose,

823

00:42:19.400 --> 00:42:22.300

but that's I say, I think the applicant

824

00:42:22.300 --> 00:42:25.900

for the understands that that's going to come forward I confirm

825

00:42:25.900 --> 00:42:27.400

that's a key part of the scope.

826

00:42:28.500 --> 00:42:31.300

Sorry, I confirm that he's give your name each time

827

00:42:31.300 --> 00:42:34.300

you speak please. I'm sorry Mr. Castor on behalf of the applicant.
Thank

828

00:42:34.300 --> 00:42:36.400

you. I confirm that's the key part of the scope.

829

00:42:37.500 --> 00:42:41.700

Thank you very much. That's very useful Mr. Steele.

830

00:42:40.700 --> 00:42:42.900

Did you want to make a point?

831

00:42:43.700 --> 00:42:46.500

I apologize for coming in early. I hope it's a very short Point sir.

832

00:42:46.500 --> 00:42:49.300

Thank you very much for allowing me to do so, I believe that

833

00:42:49.300 --> 00:42:52.900

the land in freckenham is the shores trust

834

00:42:52.900 --> 00:42:55.600

land when I have instructions through others for

835

00:42:55.600 --> 00:42:58.500

them. And I'm just wondering if it's tour bus

836

00:42:58.500 --> 00:43:01.600

to go about this in this way. So they're out of the picture thereafter.

837

00:43:02.900 --> 00:43:05.000

I realized that when one gets one of

838

00:43:05.200 --> 00:43:08.100

these reports and I'm familiar with the nature of

839

00:43:08.100 --> 00:43:08.500

in general.

840

00:43:09.400 --> 00:43:12.800

There are tracked the tracks which

841

00:43:12.800 --> 00:43:15.200
are shown for the vehicles within the report.

842
00:43:16.200 --> 00:43:19.400
But the author of the port may not be looking at the

843
00:43:19.400 --> 00:43:22.800
minimization of any particular requirement.

844
00:43:24.300 --> 00:43:28.200
In the author may be looking at a different approach. Maybe

845
00:43:27.200 --> 00:43:28.800
just using

846
00:43:30.700 --> 00:43:33.300
one of the software programs at one

847
00:43:33.300 --> 00:43:35.500
can use just to incorporate the track.

848
00:43:36.100 --> 00:43:38.600
and I'm just wondering that if I can ask true the

849
00:43:39.500 --> 00:43:42.700
appellant and Mr. Attorney in this particular case that when

850
00:43:42.700 --> 00:43:45.700
the the authors of

851
00:43:45.700 --> 00:43:49.100
the report are then in conjunction with

852
00:43:48.100 --> 00:43:49.400
the

853
00:43:50.700 --> 00:43:53.400
Polio themselves. They look

854
00:43:53.400 --> 00:43:57.000
at the ability if at all possible to omit

855

00:43:56.600 --> 00:43:59.400
the requirement for any land

856

00:43:59.400 --> 00:44:03.200
to be taken rather than just to incorporate what

857

00:44:02.200 --> 00:44:05.300
is in the report and look at that on

858

00:44:05.300 --> 00:44:08.500
its own. So you go back to see if there's an ability to

859

00:44:08.500 --> 00:44:11.100
knock out things such as branch has been

860

00:44:11.100 --> 00:44:14.500
taking away and things like that because there is an effect

861

00:44:14.500 --> 00:44:17.600
potentially with something. I've been told by those who

862

00:44:17.600 --> 00:44:21.200
instruct me with the branch removal not

863

00:44:20.200 --> 00:44:23.200
quite sure what is required. It's all this sort

864

00:44:23.200 --> 00:44:26.300
of stuff and also it's a conservation area and it's all those

865

00:44:26.300 --> 00:44:29.400
sorts of matters and then in order to just remove all that

866

00:44:29.400 --> 00:44:30.900
entirely potentially from

867

00:44:31.700 --> 00:44:34.500
The scene then in those circumstances. It

868

00:44:34.500 --> 00:44:37.300

may be possible just to put it all on one side. If one looks

869

00:44:37.300 --> 00:44:40.800

at this more carefully. I just raised that so that those

870

00:44:40.800 --> 00:44:43.300

who instruct Mr. Attorney can look at it in

871

00:44:43.300 --> 00:44:46.300

that way rather than it being something which is left

872

00:44:46.300 --> 00:44:47.700

over further representations.

873

00:44:48.400 --> 00:44:51.300

Thank you. Yes, I mean my understanding is that

874

00:44:52.800 --> 00:44:55.700

brought things such as branch removal

875

00:44:55.700 --> 00:44:58.800

are going to be dictated by the size of the Transformer and

876

00:44:58.800 --> 00:45:01.200

we'll know what that is, and I would think

877

00:45:01.200 --> 00:45:02.500

that software will use

878

00:45:04.700 --> 00:45:07.100

Standard algorithm to work it out and they'll add a

879

00:45:07.100 --> 00:45:11.500

bit on from luck. But I'll double check that with the applicant
Rich attorney

880

00:45:11.500 --> 00:45:14.200

for the applicant. We we dealt with this. I don't I didn't realize

881

00:45:14.200 --> 00:45:17.500

Mrs. Steel was for the Shore Trust because they

882

00:45:17.500 --> 00:45:21.200
appeared on Tuesday and we

883

00:45:20.200 --> 00:45:24.700
heard from them and the position

884

00:45:24.700 --> 00:45:27.200
with them is that we've explained

885

00:45:27.200 --> 00:45:30.800
to them their represented by cards Jonas who as surveyors

886

00:45:30.800 --> 00:45:33.100
we're seeking to

887

00:45:33.100 --> 00:45:37.500
agree a license with them for the overtale. The interference

888

00:45:36.500 --> 00:45:41.100
is is minimal. Will

889

00:45:39.100 --> 00:45:42.500
it be minimized? Yes because

890

00:45:42.500 --> 00:45:46.000
the truck will stay on the road and the

891

00:45:45.100 --> 00:45:49.400
question is how far does the trailer over

892

00:45:49.400 --> 00:45:52.200
sell the land? That's the issue. So that's what we're looking

893

00:45:52.200 --> 00:45:55.200
at. And that's what's being assessed with identified a need for an

894

00:45:55.200 --> 00:45:58.400
over sale. There's a fence which somebody told

895

00:45:58.400 --> 00:46:01.400

me is in relatively. He's not in pristine

896

00:46:01.400 --> 00:46:04.600

condition. I don't think it's a fence that will be valued by anyone partic.

897

00:46:04.600 --> 00:46:07.200

Sleep Beyond this role as a fence which would

898

00:46:07.200 --> 00:46:10.600

be removed for the minutes during which

899

00:46:10.600 --> 00:46:13.900

the turn is made and then replaced and then

900

00:46:13.900 --> 00:46:16.300

those concerned with the

901

00:46:16.300 --> 00:46:20.100

that land and the asparagus on it will carry

902

00:46:19.100 --> 00:46:22.600

on as they were before. So it's a

903

00:46:22.600 --> 00:46:27.400

single a single delivery that we're looking at here with we're

904

00:46:26.400 --> 00:46:30.200

in close. We have tried

905

00:46:29.200 --> 00:46:32.500

to negotiate a license we would

906

00:46:32.500 --> 00:46:35.900

which we would hope would be unobjectionable to have

907

00:46:35.900 --> 00:46:38.400

that very brief interference. But obviously as

908

00:46:38.400 --> 00:46:42.000

we've already said the hall is going through it. Now. They're

909

00:46:41.200 --> 00:46:44.400

looking at the whole route which would include that

910

00:46:44.400 --> 00:46:47.700

turn and if they come to a different conclusion

911

00:46:47.700 --> 00:46:50.800

on the Ava sale, we will we will update. Yes and

912

00:46:50.800 --> 00:46:53.800

just one thinking about it presumably once

913

00:46:53.800 --> 00:46:56.600

the trailers made the delivery then

914

00:46:56.600 --> 00:46:58.000

has to get back again, so it's actually

915

00:46:59.100 --> 00:47:02.100

You thought you've got the work you've retracing retracing. It

916

00:47:02.100 --> 00:47:05.600

steps. Well it to get back home as it were the the trailer

917

00:47:05.600 --> 00:47:08.900

can be disassembled and made into a smaller vehicle. Excellent.

918

00:47:08.900 --> 00:47:12.900

That's the answer to here. Thank you very much. Matt, Mr.

919

00:47:12.900 --> 00:47:15.600

Married. Yes, Mr. Mohammed on behalf of the two

920

00:47:15.600 --> 00:47:18.700

councils on this side. May I reintroduce Mrs.

921

00:47:18.700 --> 00:47:21.600

Rhodes? And she's just has some some clarification

922

00:47:21.600 --> 00:47:24.600

and questions on on a few points. Okay? Yes.

923

00:47:25.900 --> 00:47:28.200

Thank you Camilla Rose

924

00:47:28.200 --> 00:47:32.100

for Cambridge County Council. And I think

925

00:47:32.100 --> 00:47:35.200

I may cover this point possibly also for Suffolk County

926

00:47:35.200 --> 00:47:36.700

Council of the local Highway Authority.

927

00:47:37.900 --> 00:47:38.100

So

928

00:47:39.600 --> 00:47:42.100

we there's one critical point that hasn't

929

00:47:42.100 --> 00:47:45.200

yet been addressed which is something that the

930

00:47:45.200 --> 00:47:49.000

councils are both been raising since the beginning of the examination and

931

00:47:48.400 --> 00:47:51.900

prior to that think through the liar, which is

932

00:47:51.900 --> 00:47:52.200

that

933

00:47:53.100 --> 00:47:56.300

The plans and the reports that we have

934

00:47:56.300 --> 00:47:59.800

seen don't yet include the highway boundary data,

935

00:47:59.800 --> 00:48:02.900

which we've been requesting that they do include

936

00:48:02.900 --> 00:48:04.100

in fact.

937

00:48:05.300 --> 00:48:08.400

Despite saying they seeking information from us.

938

00:48:08.400 --> 00:48:11.500

We never received a request and we've proactively provided that

939

00:48:11.500 --> 00:48:14.300

from Cambria County Council our higher extent

940

00:48:14.300 --> 00:48:17.300

data at the beginning of this week. My understanding

941

00:48:17.300 --> 00:48:20.900

is that Suffolk County Council haven't provided

942

00:48:20.900 --> 00:48:23.700

their detailed Hydro boundary data as yet.

943

00:48:23.700 --> 00:48:26.900

So we need to see that

944

00:48:26.900 --> 00:48:29.500

data overlaid with the

945

00:48:29.500 --> 00:48:32.700

haulage roots with the site accesses and

946

00:48:32.700 --> 00:48:35.600

needs to be provided to us as soon as possible because

947

00:48:35.600 --> 00:48:38.400

that's going to be quite a burden on the authority to then

948

00:48:38.400 --> 00:48:41.300

assess the implications and we need the time to do

949

00:48:41.300 --> 00:48:41.600

that.

950

00:48:42.600 --> 00:48:45.600

To then respond provide appropriate comments

951

00:48:45.600 --> 00:48:46.700

back to them.

952

00:48:47.800 --> 00:48:51.000

So it's a it's a plea first

953

00:48:50.300 --> 00:48:53.600

that that data is included added to

954

00:48:53.600 --> 00:48:56.500

the site access plans. We're not quite clear

955

00:48:56.500 --> 00:48:59.800

what else they might be needed to add it to for example

956

00:48:59.800 --> 00:49:01.700

the cable access plans.

957

00:49:03.300 --> 00:49:05.600

In will it be included in the haulage report?

958

00:49:06.800 --> 00:49:10.300

To enable these decisions when there's a

959

00:49:09.300 --> 00:49:11.300

statement is made that.

960

00:49:12.500 --> 00:49:15.300

It's all within the highway. Well, we're not

961

00:49:15.300 --> 00:49:18.300

confident it is because we've not seen the evidence that it

962

00:49:18.300 --> 00:49:19.900
is against our legal data.

963

00:49:21.200 --> 00:49:23.900
So that's a big concern for us. That's still outstanding.

964

00:49:24.800 --> 00:49:25.200
Thank you.

965

00:49:26.400 --> 00:49:29.800
Could the applicant please respond? Thanks Sarah

966

00:49:29.800 --> 00:49:30.700
Rich Tony for the applicant. Yes.

967

00:49:31.800 --> 00:49:35.100
We're waiting for sec's data. So

968

00:49:34.100 --> 00:49:37.900
that's the point that was Rhodes

969

00:49:37.900 --> 00:49:40.100
identified. So we're waiting for

970

00:49:40.100 --> 00:49:43.600
the highway data, but we have already said to

971

00:49:43.600 --> 00:49:44.800
the county councils that we will

972

00:49:45.600 --> 00:49:48.500
provide those overlays to

973

00:49:48.500 --> 00:49:51.300
them. So they'll have I think an overlay

974

00:49:51.300 --> 00:49:55.000
on the tracking plans that are in the ctmp and

975

00:49:54.200 --> 00:49:57.200

on the access plans and on the

976

00:49:57.200 --> 00:50:00.300

access plans, when will that be done that doesn't have to work to our

977

00:50:00.300 --> 00:50:03.200

deadlines? No you that's fine. It's between us

978

00:50:03.200 --> 00:50:06.500

but it's not we're not posing that should be on any approved plan

979

00:50:06.500 --> 00:50:09.800

for the purposes of the order, but

980

00:50:09.800 --> 00:50:12.300

I don't know if there's an update from

981

00:50:12.300 --> 00:50:13.800

SCC is to

982

00:50:18.700 --> 00:50:21.500

so we're waiting. I don't I don't know if SCC can

983

00:50:21.500 --> 00:50:24.100

say when they're going to provide that data, but obviously we can't do

984

00:50:24.100 --> 00:50:25.300

the work until we have the

985

00:50:26.200 --> 00:50:29.700

the highway boundary data just a light.

986

00:50:30.400 --> 00:50:33.300

Yes, so just a minute. Sorry. Have you have you

987

00:50:33.300 --> 00:50:36.000

completed your submissions to Tony unless I can

988

00:50:36.400 --> 00:50:39.400

assist you. So something that we all doing. Yeah, we've agreed we're going

989

00:50:39.400 --> 00:50:42.100

to do we're not proposing to introduce it to

990

00:50:42.100 --> 00:50:46.800

the examination. We're going to give it to the councils and

991

00:50:45.800 --> 00:50:48.300

to do that.

992

00:50:48.300 --> 00:50:51.400

We need their data files to show

993

00:50:51.400 --> 00:50:54.400

the boundaries of their highways so that we can plot them

994

00:50:54.400 --> 00:50:57.500

onto our plans. Is there anything you're waiting for from

995

00:50:57.500 --> 00:50:59.000

Cambridgeshire?

996

00:51:04.900 --> 00:51:05.200

so

997

00:51:06.700 --> 00:51:10.900

twenty they say and just asking

998

00:51:09.900 --> 00:51:12.500

that I emphasize and

999

00:51:12.500 --> 00:51:15.400

I certainly don't want to put them back to anyone's back. What's

1000

00:51:15.400 --> 00:51:18.600

up? My name is Bedford is Keen on

1001

00:51:18.600 --> 00:51:21.300

who said what when we're not

1002

00:51:21.300 --> 00:51:25.000

criticizing SEC for not providing information. I

1003

00:51:24.200 --> 00:51:27.700

think it's a relatively recent request but we cannot do

1004

00:51:27.700 --> 00:51:30.400

the plans until we have that. I'm just thinking in respect to miss Rhodes

1005

00:51:30.400 --> 00:51:33.700

question, whether there's anything you're waiting for from Cambridge in

1006

00:51:33.700 --> 00:51:36.000

order to comply with their request. No, I don't

1007

00:51:36.100 --> 00:51:39.300

think so. No, but I think we're going to do the plans together.

1008

00:51:39.300 --> 00:51:43.000

So rather than do to iterations

1009

00:51:42.200 --> 00:51:45.400

of them. So that's what

1010

00:51:45.400 --> 00:51:48.700

we're praising to do. But for the purpose of the examination, we're very

1011

00:51:48.700 --> 00:51:51.300

happy to provide this information, but we don't think you need it.

1012

00:51:51.300 --> 00:51:54.700

So we don't think you need to be provided with those overlay plans for

1013

00:51:54.700 --> 00:51:58.200

any purpose connected to the examination. We're happy

1014

00:51:57.200 --> 00:52:02.100
to do it for the county councils and but

1015
00:52:01.100 --> 00:52:04.200
it's fine with that so long as

1016
00:52:04.200 --> 00:52:06.100
you are satisfied among yourself.

1017
00:52:06.700 --> 00:52:08.700
Yes, Miss Rose you have something else you wanted to ask?

1018
00:52:09.300 --> 00:52:12.400
And well first point out the burden

1019
00:52:12.400 --> 00:52:13.200
is on the applicant.

1020
00:52:13.500 --> 00:52:16.400
That's a normal commercial search request that we'd expect

1021
00:52:16.400 --> 00:52:19.400
of any applicant to do a beginning of a

1022
00:52:19.400 --> 00:52:22.500
scheme. So just point that out. It's not not something that

1023
00:52:22.500 --> 00:52:25.200
the higher authorities should proactively have to do

1024
00:52:25.200 --> 00:52:28.800
should come from the applicant and secondly the

1025
00:52:28.800 --> 00:52:31.400
the it we think it does matter

1026
00:52:31.400 --> 00:52:35.000
because they think we think it turns on the viability of whether

1027
00:52:34.300 --> 00:52:37.500
the scheme can be delivered if you can get these vehicles through

1028

00:52:38.400 --> 00:52:41.100

Using the extent of the highway or not

1029

00:52:41.100 --> 00:52:44.200

or whether there's whether the areas where works are to

1030

00:52:44.200 --> 00:52:47.200

be done are actually within existing highway or not.

1031

00:52:47.200 --> 00:52:51.400

And that would then turn on whether you need additional over

1032

00:52:50.400 --> 00:52:53.300

sailing licenses in the Searchlight.

1033

00:52:53.900 --> 00:52:56.200

Thank you. So well, I'm hoping

1034

00:52:56.200 --> 00:52:59.300

to offline the parties can get that sorted

1035

00:52:59.300 --> 00:53:00.300

out as necessary.

1036

00:53:01.200 --> 00:53:04.100

Thank you. Just just be clear

1037

00:53:04.100 --> 00:53:05.600

that it.

1038

00:53:06.500 --> 00:53:06.800

that

1039

00:53:09.100 --> 00:53:11.700

the The Roots we've identified.

1040

00:53:12.700 --> 00:53:14.000

but within the order limits

1041

00:53:14.600 --> 00:53:17.200
So that's that's how we that's how it's

1042
00:53:17.200 --> 00:53:20.900
dealt with. I don't think there is a I don't think the precise position.

1043
00:53:21.900 --> 00:53:24.400
Of the highway if we take the asparagus field

1044
00:53:24.400 --> 00:53:27.300
Corner the precise width of

1045
00:53:27.300 --> 00:53:31.000
the highway doesn't much matter because we've

1046
00:53:30.400 --> 00:53:34.000
taken that bit of the land that we need to oversell. We're

1047
00:53:33.100 --> 00:53:36.800
taking the right temporary possession right that minutes that

1048
00:53:36.800 --> 00:53:39.200
we take turning the corner. So it really doesn't much

1049
00:53:39.200 --> 00:53:43.600
matter for the purposes of delivery of the scheme. Obviously the

1050
00:53:42.600 --> 00:53:45.200
applicant like perfect set the

1051
00:53:45.200 --> 00:53:48.100
applicant Bears the consenting risk in the sense that the applicant is

1052
00:53:48.100 --> 00:53:51.100
responsible for identifying which Powers it asks the sector of state

1053
00:53:51.100 --> 00:53:53.800
to Grant to it to allow it to construct the scheme.

1054
00:53:56.300 --> 00:53:59.900
But this sort of forensic process

1055
00:53:59.900 --> 00:54:04.300
of comparing Highway width

1056
00:54:02.300 --> 00:54:05.300
data files

1057
00:54:05.300 --> 00:54:08.200
with plants that

1058
00:54:08.200 --> 00:54:12.100
we have produced showing Our Roots is is not

1059
00:54:11.100 --> 00:54:14.200
necessary for deciding whether or not we should

1060
00:54:14.200 --> 00:54:17.200
have development consent. So that's why we're dealing with it
separately. I

1061
00:54:17.200 --> 00:54:20.800
know it's been a repeated point of concern but we we're

1062
00:54:20.800 --> 00:54:23.600
happy to deal with it, but it's not something that

1063
00:54:23.600 --> 00:54:26.200
we need to do with through the examination. Hence the fact that

1064
00:54:27.800 --> 00:54:30.400
We're not promising it to the particular deadline.

1065
00:54:31.200 --> 00:54:31.400
Thank you.

1066
00:54:34.400 --> 00:54:34.700
Thanks.

1067

00:54:37.600 --> 00:54:38.700
Would it?

1068
00:54:39.600 --> 00:54:43.000
Not be a normal practice to seek that

1069
00:54:42.400 --> 00:54:46.000
sort of data from the highway authorities.

1070
00:54:48.600 --> 00:54:50.100
To anyone on the applicants, too.

1071
00:54:52.700 --> 00:54:55.600
And Mr.

1072
00:54:55.600 --> 00:54:58.500
Carter for the applicant and yes, it

1073
00:54:58.500 --> 00:55:01.200
would be it would be normal practice and my

1074
00:55:01.200 --> 00:55:02.400
husband to be done here.

1075
00:55:03.400 --> 00:55:06.400
And there was a misunderstanding earlier in earlier in

1076
00:55:06.400 --> 00:55:09.300
the scheme where we felt that it where members of

1077
00:55:09.300 --> 00:55:12.200
the team felt it had been requested and then found out that it

1078
00:55:12.200 --> 00:55:15.600
hadn't been requested but we are seeking to rectify that and

1079
00:55:15.600 --> 00:55:18.400
ensure that that it would be done as as

1080
00:55:18.400 --> 00:55:19.000
Mr. Turney.

1081

00:55:20.200 --> 00:55:23.400

As Mr. Turney points out. It doesn't come

1082

00:55:23.400 --> 00:55:26.300

to the heart judges before you get to the consequences. Just how

1083

00:55:26.300 --> 00:55:27.800

are you seeking to rectifier?

1084

00:55:28.500 --> 00:55:31.500

But by the fact that we must be informations are yes, we've

1085

00:55:31.500 --> 00:55:34.500

requested the information and we will that's no and

1086

00:55:34.500 --> 00:55:37.400

yes, so we've received the information from Cambridgeshire and

1087

00:55:37.400 --> 00:55:40.700

a request has gone to to Suffolk

1088

00:55:40.700 --> 00:55:43.500

for the for the same information. Yes, so that

1089

00:55:43.500 --> 00:55:46.100

that's that's been with them for how long

1090

00:55:46.100 --> 00:55:46.700

that request.

1091

00:55:48.800 --> 00:55:51.800

I'm not sure so it's it. It's

1092

00:55:51.800 --> 00:55:53.000

not an exceedingly long time.

1093

00:55:55.200 --> 00:55:58.400

I'm going to be a rich Journey for the applicant. Can you just

1094

00:55:58.400 --> 00:55:59.200
pause the moment, please?

1095
00:56:03.200 --> 00:56:07.600
So question 3.9.8 of

1096
00:56:08.400 --> 00:56:12.700
our latest round of questions asked where in

1097
00:56:12.700 --> 00:56:15.300
the application documents sectional drawings showing

1098
00:56:15.300 --> 00:56:18.000
accurately verges that are part of

1099
00:56:18.100 --> 00:56:21.100
the highway and whether you've engaged effectively with the

1100
00:56:21.100 --> 00:56:25.300
local Highway authorities to use Highway boundary

1101
00:56:24.300 --> 00:56:25.800
data.

1102
00:56:27.400 --> 00:56:30.300
Um, I I which I suppose goes to

1103
00:56:30.300 --> 00:56:33.200
that issue. It's just been

1104
00:56:33.200 --> 00:56:34.100
something that I

1105
00:56:35.500 --> 00:56:38.900
we've been conscious of I don't

1106
00:56:38.900 --> 00:56:42.800
I mean it's helpful that you say that there was a misunderstanding
Mr.

1107
00:56:41.800 --> 00:56:44.200

Carter and it's helpful to know

1108

00:56:44.200 --> 00:56:47.900

that that request for the data is now with with the

1109

00:56:47.900 --> 00:56:51.500

local Highway authorities. How is

1110

00:56:51.500 --> 00:56:52.800

that going to be progressed then?

1111

00:56:53.600 --> 00:56:57.500

And we will update the the plans within

1112

00:56:57.500 --> 00:57:00.300

the Galaxy site access plans and the

1113

00:57:00.300 --> 00:57:03.400

tracking plans and provide that as a package

1114

00:57:03.400 --> 00:57:06.900

of information to the to the highways authorities, and

1115

00:57:06.900 --> 00:57:09.200

we will do that as soon as

1116

00:57:09.200 --> 00:57:09.400

possible.

1117

00:57:11.400 --> 00:57:14.400

Writing sounds and does that

1118

00:57:14.400 --> 00:57:18.000

satisfy for the time being the county council's

1119

00:57:17.000 --> 00:57:19.900

position?

1120

00:57:21.600 --> 00:57:24.700

sir, could I just say on behalf

1121

00:57:24.700 --> 00:57:27.600

Michael Bedford Suffolk County Council on behalf

1122

00:57:27.600 --> 00:57:31.500

of the Suffolk County Council the the

1123

00:57:34.700 --> 00:57:37.300

reason to misunderstanding. It isn't

1124

00:57:37.300 --> 00:57:41.500

the case in all locations. The County

1125

00:57:40.500 --> 00:57:43.700

Council has sufficiently detailed

1126

00:57:43.700 --> 00:57:47.100

records currently available as

1127

00:57:46.100 --> 00:57:49.200

it were sitting on a shelf that can

1128

00:57:49.200 --> 00:57:52.700

just be taken off a shelf and given to somebody in some

1129

00:57:52.700 --> 00:57:55.300

instances. It's necessary for survey work

1130

00:57:55.300 --> 00:57:57.000

to be undertaken. I actual

1131

00:57:58.100 --> 00:58:02.000

field survey work to identify the limits

1132

00:58:01.200 --> 00:58:03.400

of Highway boundaries

1133

00:58:04.300 --> 00:58:07.100

and as I understand it that's provided on a

1134

00:58:07.100 --> 00:58:10.400

commercial service basis when applicants make

1135

00:58:10.400 --> 00:58:11.900

requests for that.

1136

00:58:12.700 --> 00:58:15.500

As I think been indicated the request has been

1137

00:58:15.500 --> 00:58:18.300

made relatively recently and to the

1138

00:58:18.300 --> 00:58:21.100

extent that survey work is required. I say it's

1139

00:58:21.100 --> 00:58:24.100

not the case that the county council's just sitting there as it were

1140

00:58:24.100 --> 00:58:27.900

with all the information in its hands and just as being dilatory

1141

00:58:27.900 --> 00:58:30.300

about dishing it out some of

1142

00:58:30.300 --> 00:58:33.700

this information requires as I say survey work to be undertaken. So

1143

00:58:33.700 --> 00:58:36.600

that is why there is a as we're a chronological

1144

00:58:37.600 --> 00:58:40.800

Time scale issue. So it is a matter

1145

00:58:40.800 --> 00:58:41.900

that obviously

1146

00:58:42.500 --> 00:58:45.100

we are so what are we

1147

00:58:45.100 --> 00:58:48.300

talking about? Are we talking about this section 36 list of

1148

00:58:48.300 --> 00:58:51.800

streets. I mean, well that won't provide sufficient detail

1149

00:58:51.800 --> 00:58:56.100

in all locations. I obviously

1150

00:58:55.100 --> 00:58:58.900

say you will have seen the list of streets that

1151

00:58:58.900 --> 00:59:01.500

some local authorities have in different forms

1152

00:59:01.500 --> 00:59:04.100

from your professional experience and you will

1153

00:59:04.100 --> 00:59:07.300

know that there are different degrees of detail in some of that information

1154

00:59:07.300 --> 00:59:10.800

and it's Matt basis and

1155

00:59:10.800 --> 00:59:13.700

some of that needs to be supplemented. I say by survey

1156

00:59:13.700 --> 00:59:16.500

work which will take

1157

00:59:16.500 --> 00:59:19.900

time to undertake. We are intending obviously

1158

00:59:19.900 --> 00:59:22.400

to help the applicant so far

1159

00:59:22.400 --> 00:59:24.900

as we can but I say we just conscious that there is a

1160

00:59:26.700 --> 00:59:30.200

Work to be done. And therefore I

1161

00:59:29.200 --> 00:59:32.100

say I wouldn't want the impression to be formed that it's just

1162

00:59:32.100 --> 00:59:35.800

oh, well, they've asked in the County Council is not not cooperating

1163

00:59:35.800 --> 00:59:38.100

we are but there are

1164

00:59:38.100 --> 00:59:41.100

I say there is a process and as you rightly say and as

1165

00:59:41.100 --> 00:59:44.300

I think the applicant is accepted, this is something that really should have

1166

00:59:44.300 --> 00:59:47.300

been requested and put in motion at a much

1167

00:59:47.300 --> 00:59:50.600

earlier stage so that we didn't have this problem arising relatively

1168

00:59:50.600 --> 00:59:52.400

late in the day. Thank you, Mr. Bedford.

1169

00:59:53.900 --> 00:59:55.600

Yes. Thank you, Mr. Cain.

1170

00:59:56.600 --> 00:59:59.100

If we can now move on I think

1171

00:59:59.100 --> 01:00:00.900

we're all done with that item.

1172

01:00:02.100 --> 01:00:05.300

And among us anything else. They want to say about Al's before

1173

01:00:05.300 --> 01:00:05.800

we move on.

1174

01:00:07.800 --> 01:00:08.100

look

1175

01:00:08.900 --> 01:00:11.400

So we move on to have a

1176

01:00:11.400 --> 01:00:13.300

good vehicle routes and forecast impacts.

1177

01:00:14.800 --> 01:00:17.600

and we note the responses by the applicant and

1178

01:00:17.600 --> 01:00:18.800

by the councils to our

1179

01:00:19.900 --> 01:00:22.000

execute 1.10.4.

1180

01:00:23.500 --> 01:00:26.600

Regarding your proposed a11 Barton Mills and Associated Gap

1181

01:00:26.600 --> 01:00:27.000

closures.

1182

01:00:28.100 --> 01:00:31.200

And I was wondering what measures might be

1183

01:00:31.200 --> 01:00:34.800

needed to ensure compliance with signposted diversions.

1184

01:00:35.500 --> 01:00:37.100

for

1185

01:00:38.200 --> 01:00:42.500

put out by national highways for the a11 projects for

1186

01:00:41.500 --> 01:00:44.500

instance requirement for a

1187

01:00:44.500 --> 01:00:47.200
11 northbound traffic to return on the

1188
01:00:47.200 --> 01:00:50.100
all southbound do a UE apartment Mills come back

1189
01:00:50.100 --> 01:00:53.500
down southbound and not rat round Westwoods from

1190
01:00:53.500 --> 01:00:54.700
Barton Mills on local roads.

1191
01:00:55.500 --> 01:00:58.300
And whether there are any Roots which will be used

1192
01:00:58.300 --> 01:01:00.800
by hgv which we haven't already considered.

1193
01:01:01.700 --> 01:01:04.100
So if the applicant would like to

1194
01:01:04.700 --> 01:01:07.200
Kick off on that one place a rich journey of

1195
01:01:07.200 --> 01:01:11.700
the applicant. Can I just clarifies that is that's about
enforcement of the approved

1196
01:01:10.700 --> 01:01:13.700
route. So resist about changes to

1197
01:01:13.700 --> 01:01:14.400
the approved roots.

1198
01:01:15.100 --> 01:01:18.700
It's about both in a sense because National highways

1199
01:01:18.700 --> 01:01:21.200
as I understand it will put up Thou shalt do this

1200
01:01:21.200 --> 01:01:21.800

notices.

1201

01:01:22.500 --> 01:01:25.700

But whether people actually do is another matter and the

1202

01:01:25.700 --> 01:01:28.800

the diversion notices which national

1203

01:01:28.800 --> 01:01:31.300

highways put out made. I'm wondering whether they might

1204

01:01:31.300 --> 01:01:34.600

change your assessment of your crew Roots. Hopefully, they

1205

01:01:34.600 --> 01:01:37.500

won't in which case we then kick on to the enforcement

1206

01:01:37.500 --> 01:01:40.000

bit about whether people will actually do what they've been told

1207

01:01:40.300 --> 01:01:43.300

or not. Thank you cards come in on the on those

1208

01:01:43.300 --> 01:01:44.400

two two steps.

1209

01:01:48.300 --> 01:01:51.400

Yes, so within that if National highways put say

1210

01:01:51.400 --> 01:01:54.900

diversion route from the srn as a result of a scheme

1211

01:01:54.900 --> 01:01:57.600

that introduces and then our contractor

1212

01:01:57.600 --> 01:02:00.600

would be required to comply with that with that

1213

01:02:00.600 --> 01:02:03.600

route. Hmm, and we can we can

1214

01:02:03.600 --> 01:02:06.400

build that into the to the contracts and we are required

1215

01:02:06.400 --> 01:02:09.900

and we're establishing in the ctmp that there's

1216

01:02:09.900 --> 01:02:12.100

a requirement for us to Monitor and

1217

01:02:12.100 --> 01:02:15.600

reports and the use of the roots of the hgv's use

1218

01:02:15.600 --> 01:02:18.700

to access the sites, right? So

1219

01:02:18.700 --> 01:02:21.100

I'm just think he's some mechanism because we're going to get an

1220

01:02:21.100 --> 01:02:21.500

updated.

1221

01:02:22.900 --> 01:02:25.200

ctmp to actually

1222

01:02:25.200 --> 01:02:28.100

cite that and I realized at the moment it's a little

1223

01:02:28.100 --> 01:02:31.200

bit up in the air because the national highways a11 program

1224

01:02:31.200 --> 01:02:31.800

is not exactly

1225

01:02:32.800 --> 01:02:33.700

nailed down yet

1226

01:02:34.300 --> 01:02:37.500

But in so far as possibility it might interfere with.

1227

01:02:38.500 --> 01:02:39.100

your project

1228

01:02:40.200 --> 01:02:42.000

I'm just wondering whether it's possible to

1229

01:02:43.200 --> 01:02:45.900

draw attention start to that in some way in the plan.

1230

01:02:46.700 --> 01:02:46.900

and

1231

01:02:48.200 --> 01:02:51.400

yes the applicant and yes, it would

1232

01:02:51.400 --> 01:02:54.600

be possible to to specify within

1233

01:02:54.600 --> 01:02:57.800

the ctmp that if there are signs and

1234

01:02:57.800 --> 01:03:00.400

diversions from the srn that yeah contractors will

1235

01:03:00.400 --> 01:03:03.900

be required to follow those and we we

1236

01:03:03.900 --> 01:03:06.600

see this as something that a considerate contractor

1237

01:03:06.600 --> 01:03:09.600

would would carry out naturally. Yes, of

1238

01:03:09.600 --> 01:03:12.100

course, but I'll just thinking front loading things. It will be useful

1239

01:03:12.100 --> 01:03:12.900

to have it flagged.

1240

01:03:13.600 --> 01:03:15.400

Earlier on yeah, thank you. Okay.

1241

01:03:17.400 --> 01:03:20.600

Some accounts council. Do you won't have anything to say on this matter

1242

01:03:20.600 --> 01:03:23.100

this question. So not only clearly we

1243

01:03:23.100 --> 01:03:27.200

would welcome an Express reference in the construction

1244

01:03:26.200 --> 01:03:30.300

traffic management plan to adherence

1245

01:03:29.300 --> 01:03:32.200

to signage in the event that

1246

01:03:32.200 --> 01:03:36.200

National highways implements. It's a 11

1247

01:03:36.200 --> 01:03:39.300

improvements in a construction period that overlaps with

1248

01:03:39.300 --> 01:03:43.500

the construction period for this project so we would welcome what I

1249

01:03:42.500 --> 01:03:45.900

think Mr. Carter is just indicated and

1250

01:03:45.900 --> 01:03:48.100

presumably if it's it's actually put in the

1251

01:03:48.100 --> 01:03:51.600

form of a relatively General catch all about National Highway

1252

01:03:51.600 --> 01:03:54.300

signposted diversions that sweep up anything wouldn't it?

1253

01:03:54.300 --> 01:03:58.000

So that would also be well it would

1254

01:03:57.200 --> 01:04:00.400

I have to say whether it might be appropriate

1255

01:04:00.400 --> 01:04:04.400

to widen it to any sign diversions

1256

01:04:03.400 --> 01:04:06.700

whether it's National highways or indeed

1257

01:04:06.700 --> 01:04:10.500

whether there are local Highway diversions at

1258

01:04:09.500 --> 01:04:13.100

the time of implementation effectively requiring

1259

01:04:12.100 --> 01:04:15.400

the contractor to comply with

1260

01:04:15.400 --> 01:04:17.200

any diversion routes.

1261

01:04:17.500 --> 01:04:20.400

So you could have an offline discussion about that. I'm sure we put

1262

01:04:20.400 --> 01:04:23.400

that on seven. Yes. Thank you, Cambridgeshire.

1263

01:04:24.500 --> 01:04:26.200

Mr. Hamid you say anything

1264

01:04:32.500 --> 01:04:33.100

No anybody else?

1265

01:04:34.400 --> 01:04:36.200

The all done on that question. Thank you.

1266

01:04:37.500 --> 01:04:38.400

So let's just

1267

01:04:40.500 --> 01:04:45.000

On from hgv Route

1268

01:04:44.500 --> 01:04:47.400
all together. Oh, no. I'm kind. I'm

1269

01:04:47.400 --> 01:04:50.700
just moving on to my next question, right? So,

1270

01:04:50.700 --> 01:04:53.300
yes. No, thank you. It's just it's just that

1271

01:04:53.300 --> 01:04:55.700
that's the first issue. I wanted to to raise.

1272

01:04:56.500 --> 01:04:58.100
Thank you everybody.

1273

01:05:00.500 --> 01:05:00.800
so

1274

01:05:02.200 --> 01:05:05.500
next down to the applicant. We note your responses.

1275

01:05:06.600 --> 01:05:09.100
to our second written questions

1276

01:05:10.300 --> 01:05:12.600
to ten nine and two ten ten

1277

01:05:13.600 --> 01:05:16.500
inspect and respects of having us

1278

01:05:16.500 --> 01:05:19.500
vehicles on Lahore Road, and we thank you

1279

01:05:19.500 --> 01:05:22.600
for including the extract from the Department for transports guide

1280

01:05:22.600 --> 01:05:25.100
to loretypes and weights, which I think is

1281

01:05:25.100 --> 01:05:25.600

quite useful.

1282

01:05:26.700 --> 01:05:29.100

Bearing in mind that a heavy Goods vehicle could be anything from

1283

01:05:29.100 --> 01:05:31.300

seven and a half tons to 40 plus.

1284

01:05:32.100 --> 01:05:35.800

We've seen very few have a good vehicles of any classification on

1285

01:05:35.800 --> 01:05:36.700

the whole Road.

1286

01:05:37.500 --> 01:05:40.100

But our understanding is that the few have a

1287

01:05:40.100 --> 01:05:42.400

good vehicles currently using their Home Road.

1288

01:05:43.100 --> 01:05:46.200

Are all two actual rigid body vehicles with a maximum

1289

01:05:46.200 --> 01:05:47.300

weight of 18 tons.

1290

01:05:48.500 --> 01:05:51.300

And also that all your proposed heavily Goods

1291

01:05:51.300 --> 01:05:54.600

Vehicles will be at the other end of the scale as it were four

1292

01:05:54.600 --> 01:05:56.500

and five axle articulated vehicles.

1293

01:05:57.700 --> 01:06:00.200

And from our observations, we also note.

1294

01:06:01.200 --> 01:06:05.200

That the existing Road doesn't appear to be wide enough to allow such

1295

01:06:04.200 --> 01:06:07.800
vehicles to pass each other water pass

1296

01:06:07.800 --> 01:06:08.800
on the vehicles safely.

1297

01:06:09.800 --> 01:06:12.300
So first off in that

1298

01:06:12.300 --> 01:06:12.500
respect.

1299

01:06:13.600 --> 01:06:16.500
If you could confirm where and how

1300

01:06:16.500 --> 01:06:19.500
you propose to construct passing places presumed that

1301

01:06:19.500 --> 01:06:21.300
you will want to construct passing places.

1302

01:06:22.700 --> 01:06:25.900
If you could remind us where receptor

1303

01:06:25.900 --> 01:06:28.300
are Oasis that she refer

1304

01:06:28.300 --> 01:06:31.300
to but also if you could enlarge on

1305

01:06:31.300 --> 01:06:31.800
your view.

1306

01:06:33.200 --> 01:06:37.200
That the heavy Goods Vehicles proposed for construction and
presumably

1307

01:06:36.200 --> 01:06:38.400

also for decommissioning.

1308

01:06:39.200 --> 01:06:43.300

Will not have a significant impact on what's currently acquired to

1309

01:06:43.300 --> 01:06:43.800

narrow road.

1310

01:06:45.500 --> 01:06:48.400

So the applicant first, please so Richard anything.

1311

01:06:48.400 --> 01:06:51.300

I'm sorry. So I missed your question. You asked a

1312

01:06:51.300 --> 01:06:55.800

document about a document. Where would I where would you find that I didn't

1313

01:06:55.800 --> 01:06:58.500

get the reference that you made? Oh, sorry your responses

1314

01:06:58.500 --> 01:07:02.000

to our second written questions it just

1315

01:07:01.100 --> 01:07:04.400

in the the something that the final questions that you posed

1316

01:07:04.400 --> 01:07:09.300

to us that I think the penultimate question was. Oh, I'll

1317

01:07:07.300 --> 01:07:10.200

just repeat the three. It's

1318

01:07:10.200 --> 01:07:13.400

easy enough if you could firstly confirm where and

1319

01:07:13.400 --> 01:07:15.400

how you propose to construct passing places.

1320

01:07:17.200 --> 01:07:20.800

And secondly where receptor Ro

1321

01:07:20.800 --> 01:07:23.300

8 is I think that's referred to in your responses

1322

01:07:23.300 --> 01:07:24.700

on Lahore road somewhere.

1323

01:07:25.400 --> 01:07:28.500

And thirdly in

1324

01:07:28.500 --> 01:07:31.300

large on your view that the heavy Goods Vehicles

1325

01:07:31.300 --> 01:07:32.500

proposed for construction.

1326

01:07:33.400 --> 01:07:36.600

And presumably also for decommissioning will not

1327

01:07:36.600 --> 01:07:39.400

have a significance impact on what's currently requires a

1328

01:07:39.400 --> 01:07:42.600

narrow road. I was thinking the location of receptors relevant

1329

01:07:42.600 --> 01:07:43.600

to an assessment of

1330

01:07:44.500 --> 01:07:45.300

thank you Pat.

1331

01:07:47.800 --> 01:07:51.800

I'll hand over to Mr. Carter when he's ready to answer the questions

1332

01:07:50.800 --> 01:07:53.300

first of all about passing

1333

01:07:53.300 --> 01:07:56.600

places and perhaps the impact we can

1334

01:07:56.600 --> 01:08:00.500

get the receptor location whilst you're doing that's that helps.
Absolutely Mr.

1335

01:08:00.500 --> 01:08:03.900

Carter for the applicant and the highways works

1336

01:08:03.900 --> 01:08:06.400

on both Elms Road and Lahore Road are

1337

01:08:06.400 --> 01:08:10.100

discussed in in the ctmp reference five

1338

01:08:09.100 --> 01:08:13.200

a15 and they

1339

01:08:12.200 --> 01:08:16.400

follow from paragraphs 5.2.6.

1340

01:08:17.500 --> 01:08:22.200

through to 5.2.11 the

1341

01:08:24.300 --> 01:08:27.100

there were indicative plans within the annex C.

1342

01:08:28.700 --> 01:08:31.600

The referenced in 5.2.10. I could

1343

01:08:31.600 --> 01:08:34.100

read out the drawings, but they're quite lengthy of

1344

01:08:35.300 --> 01:08:39.200

It was just simply to get an overview of how much I got roads. Yeah,

1345

01:08:38.200 --> 01:08:41.900

the whole Road start with you've really gonna

1346

01:08:41.900 --> 01:08:44.600

need to so it's straight and whether you actually do it bearing

1347

01:08:44.600 --> 01:08:47.500

in mind after our ditches on to the side it is the section

1348

01:08:47.500 --> 01:08:50.200
between between Elms Road.

1349

01:08:50.200 --> 01:08:54.000
Sorry between the a11 and the lahog

1350

01:08:53.100 --> 01:08:56.100
road access. Yes, which is

1351

01:08:56.100 --> 01:08:59.500
approximately 400 meters in length, and we've got

1352

01:08:59.500 --> 01:09:02.800
plans within the with as

1353

01:09:02.800 --> 01:09:06.800
referenced which show where where

1354

01:09:05.800 --> 01:09:08.400
we could widen the

1355

01:09:08.400 --> 01:09:11.300
Carriage Way to enable sufficient passing places

1356

01:09:11.300 --> 01:09:14.700
for two hgv's and

1357

01:09:14.700 --> 01:09:17.500
a long distance ensuring that there's sufficient forward

1358

01:09:17.500 --> 01:09:21.000
visibility between each of the passing places and

1359

01:09:20.600 --> 01:09:23.100
we have so you can

1360

01:09:23.100 --> 01:09:26.200
see to the next one. Yeah, exactly. So you don't follow down a
blind alley and

1361

01:09:26.200 --> 01:09:29.600

then realize you've got to see yeah, you can

1362

01:09:29.600 --> 01:09:31.100

always see far enough ahead and

1363

01:09:32.300 --> 01:09:35.400

and the there's enough space within the order limits

1364

01:09:35.400 --> 01:09:38.400

to ensure that that those passing places can

1365

01:09:38.400 --> 01:09:41.500

be provided and the order limits is included within the

1366

01:09:41.500 --> 01:09:42.700

drawings referenced.

1367

01:09:44.800 --> 01:09:47.700

The does that I'm just wondering just

1368

01:09:47.700 --> 01:09:50.100

opposite the roads got Hedges set back

1369

01:09:50.100 --> 01:09:53.600

from the tarmac and but are you satisfied the

1370

01:09:53.600 --> 01:09:56.200

given the cross-section of the road you you can actually be able

1371

01:09:56.200 --> 01:09:59.300

to do that because it's one thing to look at a plan and it's another thing

1372

01:09:59.300 --> 01:10:02.400

to go and have a good look and see what the road actually looks like. Yes. We've

1373

01:10:02.400 --> 01:10:05.800

we've undertaken a site visit you to review

1374

01:10:05.800 --> 01:10:06.000

that.

1375

01:10:06.900 --> 01:10:09.000

Initially that it can let it can happen.

1376

01:10:10.100 --> 01:10:13.300

Fine, so that's yes. We're talking

1377

01:10:13.300 --> 01:10:15.200

about Lahore Road at the moment, aren't we?

1378

01:10:16.200 --> 01:10:16.800

So, okay.

1379

01:10:18.700 --> 01:10:20.100

as to the other parts of the question

1380

01:10:21.100 --> 01:10:23.100

I think the I think the key points.

1381

01:10:24.100 --> 01:10:27.400

On the on this section are the duration of the

1382

01:10:27.400 --> 01:10:30.900

construction period being relatively limited and

1383

01:10:30.900 --> 01:10:33.700

the the red, I

1384

01:10:33.700 --> 01:10:36.300

mean whilst we are having a high percentage impact.

1385

01:10:37.200 --> 01:10:40.800

in overall terms, the the total

1386

01:10:40.800 --> 01:10:43.200

numbers of hgv's are relatively limited and

1387

01:10:43.200 --> 01:10:46.600
are mitigation is ensuring that the hgv's can

1388

01:10:46.600 --> 01:10:49.500
pass each other because I'm just I'm just coming from

1389

01:10:49.500 --> 01:10:52.800
the Viewpoint that at the moment in respect

1390

01:10:52.800 --> 01:10:53.200
of the

1391

01:10:54.400 --> 01:10:55.900
size of vehicle that you're going to be using.

1392

01:10:56.900 --> 01:10:58.100
At the moment, there aren't any.

1393

01:10:59.500 --> 01:11:00.400
but they're going to be

1394

01:11:01.200 --> 01:11:04.000
quite a few so percentage terms you're talking.

1395

01:11:05.800 --> 01:11:08.900
That's got that that is true. But it's

1396

01:11:08.900 --> 01:11:11.800
also the case that because there are relatively few

1397

01:11:11.800 --> 01:11:15.200
hgv's on the road at the moment. There will

1398

01:11:14.200 --> 01:11:17.200
be few instances where hgv's come

1399

01:11:17.200 --> 01:11:20.600
in to um by pass each other. Mmm. I'm

1400

01:11:20.600 --> 01:11:23.300
thinking more about the impact on receptors.

1401

01:11:24.800 --> 01:11:25.100

Yep.

1402

01:11:26.600 --> 01:11:29.100

I mean that view is not that sort of the last part of

1403

01:11:29.100 --> 01:11:29.700

my question really.

1404

01:11:30.900 --> 01:11:33.700

in terms of noise impacts or

1405

01:11:33.700 --> 01:11:37.100

the visual impacts of noise safety

1406

01:11:36.100 --> 01:11:40.200

General immunity all the

1407

01:11:40.200 --> 01:11:43.800

things that will happen that don't happen at the moment because there aren't any do

1408

01:11:43.800 --> 01:11:46.100

you want to pick up the safety point and then we

1409

01:11:46.100 --> 01:11:47.400

can pick up noise separately perhaps

1410

01:11:48.100 --> 01:11:48.200

Okay.

1411

01:11:49.200 --> 01:11:52.600

And this I mean from from the say from

1412

01:11:52.600 --> 01:11:55.900

the perspective of safety, that's the that's effectively

1413

01:11:55.900 --> 01:11:58.600

the purpose of ensuring that there is sufficient

1414

01:11:58.600 --> 01:12:01.500
space to enable these https to

1415

01:12:01.500 --> 01:12:04.600
pass without without running in Into The

1416

01:12:04.600 --> 01:12:07.500
Verge or without colliding with each other. Yeah. I'm thinking

1417

01:12:07.500 --> 01:12:11.100
about other Road users as well. Not just other trucks. So there's

1418

01:12:10.100 --> 01:12:14.200
a safety aspect in respect of pedestrian

1419

01:12:13.200 --> 01:12:17.200
cyclists horse riders non-motion

1420

01:12:16.200 --> 01:12:19.400
users. Yeah cars all

1421

01:12:19.400 --> 01:12:22.600
the people who use it at the moment and don't see any Heavens
vehicles

1422

01:12:22.600 --> 01:12:25.100
of a large size because there aren't any

1423

01:12:25.100 --> 01:12:26.500
and then all of a sudden they're going to see

1424

01:12:28.300 --> 01:12:31.500
Have a good vehicles of a large size. So does the immunity safety?

1425

01:12:32.800 --> 01:12:35.200
Etc aspects which I'm asking

1426

01:12:35.200 --> 01:12:35.400
you to

1427

01:12:37.400 --> 01:12:40.100
enlarge on in terms of your response to our question.

1428
01:12:40.800 --> 01:12:43.100
Then you responded to our written question, but I wanted

1429
01:12:43.100 --> 01:12:45.400
if you were able to say why you thought the

1430
01:12:47.500 --> 01:12:48.700
impact wasn't significant

1431
01:12:50.100 --> 01:12:54.400
I mean it is because and you can look at the the tape

1432
01:12:53.400 --> 01:12:56.900
that the numbers of vehicles that set

1433
01:12:56.900 --> 01:12:59.200
out within the within the environmental

1434
01:12:59.200 --> 01:13:02.300
statement that they are it is a it

1435
01:13:02.300 --> 01:13:05.700
is a short time period And I can't quote

1436
01:13:05.700 --> 01:13:08.500
the exact vehicle number of vehicles of my head, but

1437
01:13:08.500 --> 01:13:11.800
they are a it is a relatively small number

1438
01:13:11.800 --> 01:13:14.200
if you look at it in terms of numbers of

1439
01:13:14.200 --> 01:13:17.400
vehicles per minute or per hour and because

1440
01:13:17.400 --> 01:13:19.800
they are spread across the day and also they are.

1441

01:13:20.500 --> 01:13:25.400

And their specifically timed to avoid the network

1442

01:13:24.400 --> 01:13:27.700

peak hours. Hmm. I'm just

1443

01:13:27.700 --> 01:13:28.300

thinking that

1444

01:13:29.400 --> 01:13:34.300

the characteristic of the highway here isn't really a

1445

01:13:32.300 --> 01:13:35.500

busy road in the peak where

1446

01:13:35.500 --> 01:13:39.000

you just adding a bit on it's a highway

1447

01:13:38.300 --> 01:13:41.200

that at the moment has none of

1448

01:13:41.200 --> 01:13:44.300

this stuff and it's going to have Summit sort of

1449

01:13:45.700 --> 01:13:48.400

straight away. So that's whatever percentage that

1450

01:13:48.400 --> 01:13:49.600

is and

1451

01:13:51.200 --> 01:13:54.500

how that doesn't mean that the impact is significant.

1452

01:13:55.600 --> 01:13:56.900

Because the Baseline is zero.

1453

01:13:57.700 --> 01:13:59.500

So that's really my question.

1454

01:14:00.500 --> 01:14:02.200
Mr. How you said that

1455
01:14:04.600 --> 01:14:07.400
in your view, they won't have a significant impact on

1456
01:14:07.400 --> 01:14:09.800
the road. But some I just wondering if you could

1457
01:14:10.400 --> 01:14:12.100
tell me a bit more about why you think that is.

1458
01:14:13.600 --> 01:14:16.200
Rather than just saying that it won't

1459
01:14:16.200 --> 01:14:18.100
be a significant impact. That's all I'm thinking.

1460
01:14:19.200 --> 01:14:22.600
I I don't believe I have just said there wouldn't be a significantly
I

1461
01:14:22.600 --> 01:14:26.100
have made the point that there's the the duration

1462
01:14:25.100 --> 01:14:28.700
of the construction phase is very limited. And

1463
01:14:28.700 --> 01:14:31.500
also the the numbers or vehicles

1464
01:14:31.500 --> 01:14:34.700
in absolute terms are again

1465
01:14:34.700 --> 01:14:37.100
relatively limited and there are

1466
01:14:37.100 --> 01:14:40.700
fewer as I mean as you said about the Baseline there

1467
01:14:40.700 --> 01:14:43.400

are fewer receptors in terms of other vehicles that might

1468

01:14:43.400 --> 01:14:46.400

experience delay or safety issues because as

1469

01:14:46.400 --> 01:14:49.300

you say there is very limited traffic there and it

1470

01:14:49.300 --> 01:14:51.800

is only a very short length or very between.

1471

01:14:52.900 --> 01:14:55.300

The srn. I'm just thinking

1472

01:14:55.300 --> 01:14:56.300

that there's some.

1473

01:14:57.200 --> 01:14:58.900

at the

1474

01:15:00.300 --> 01:15:03.900

Place opposite of your access there will be quite a few receptors.

So

1475

01:15:03.900 --> 01:15:06.700

I was wondering that was where the

1476

01:15:06.700 --> 01:15:09.100

question about receptor Ro 8 came in

1477

01:15:09.100 --> 01:15:09.700

as to where you're

1478

01:15:10.300 --> 01:15:13.400

steps of was on that road processing impact

1479

01:15:13.400 --> 01:15:16.300

Richard Turney for the applicant. Say the

1480

01:15:16.300 --> 01:15:19.600

receptor Ro 8 is lahog farmtrop.

1481

01:15:19.600 --> 01:15:22.600

Yeah, that's what I thought was. Yeah, so it's

1482

01:15:22.600 --> 01:15:23.500

used in air quality.

1483

01:15:24.500 --> 01:15:27.200

Receptor hmm. There's a noise.

1484

01:15:27.200 --> 01:15:29.200

I think there's no there's noise reception in the same location.

1485

01:15:30.400 --> 01:15:33.200

Yeah, so there's a noise there's a noise assessments as well.

1486

01:15:33.200 --> 01:15:36.200

So in terms of those immunity impacts and

1487

01:15:36.200 --> 01:15:39.900

the noise section of the es the construction and

1488

01:15:39.900 --> 01:15:42.700

decommissioning traffic noise assessment concludes that

1489

01:15:42.700 --> 01:15:42.800

the

1490

01:15:44.700 --> 01:15:48.300

noise change on the assessment methodology would

1491

01:15:47.300 --> 01:15:52.300

be less than one DB.

1492

01:15:50.300 --> 01:15:53.700

It's well below

1493

01:15:53.700 --> 01:15:56.500

the ambient noise level the predicted construction traffic noise
and

1494

01:15:56.500 --> 01:15:59.200

the result is a very low magnitude of impact

1495

01:15:59.200 --> 01:16:02.400

and negligible significance of effect. So that's

1496

01:16:02.400 --> 01:16:03.100

the assessment for

1497

01:16:04.500 --> 01:16:07.500

traffic noise in that location. Yeah in terms

1498

01:16:07.500 --> 01:16:07.500

of

1499

01:16:08.500 --> 01:16:09.600

I think

1500

01:16:11.500 --> 01:16:14.400

your questions are I think to Mr. Carter were

1501

01:16:14.400 --> 01:16:15.600

we're focusing on What's the

1502

01:16:17.300 --> 01:16:20.400

with the effect on other users and I think it's it's

1503

01:16:21.400 --> 01:16:24.300

perhaps instructor. It's just just for your note chapter 13

1504

01:16:24.300 --> 01:16:28.700

of the es page 13 hyphen 140.

1505

01:16:30.300 --> 01:16:33.400

which deals with the provides a

1506

01:16:33.400 --> 01:16:36.700

table 13 high for 34 a summary of the residual effects

1507

01:16:36.700 --> 01:16:39.300

of construction in terms

1508

01:16:39.300 --> 01:16:42.400

of transport and access matters, and there's an

1509

01:16:42.400 --> 01:16:43.100

identification of

1510

01:16:44.100 --> 01:16:50.100

effects on pedestrians and

1511

01:16:49.100 --> 01:16:53.000

cyclists as nmu's of

1512

01:16:52.800 --> 01:16:56.900

roads which includes that

1513

01:16:55.900 --> 01:16:58.800

that's there's an amenity assessment

1514

01:16:58.800 --> 01:17:02.900

which concludes minor adverse residual

1515

01:17:01.900 --> 01:17:04.700

there's a

1516

01:17:04.700 --> 01:17:08.500

fear and intimidation assessment which in which

1517

01:17:08.500 --> 01:17:12.200

concludes minor adverse residual and there's

1518

01:17:11.200 --> 01:17:14.200

an accident and safety assessment which has

1519

01:17:14.200 --> 01:17:17.300

the same conclusion minor adverse residual so

1520

01:17:20.200 --> 01:17:23.400

I think that's that those conclusions apply. I

1521

01:17:23.400 --> 01:17:24.300

think to.

1522

01:17:25.500 --> 01:17:29.400

All of the sites with

1523

01:17:29.400 --> 01:17:33.600

the exception of the impacts that Burwell and

1524

01:17:32.600 --> 01:17:35.200

on the grid connection

1525

01:17:35.200 --> 01:17:38.300

route, but for the main sites that assessment is common across

1526

01:17:38.300 --> 01:17:41.200

the across the sites. So that's how

1527

01:17:41.200 --> 01:17:43.000

we assess it.

1528

01:17:45.100 --> 01:17:45.900

in terms of

1529

01:17:47.600 --> 01:17:50.100

The assessment methodology that's all set out in

1530

01:17:50.100 --> 01:17:53.700

traps 13, so won't go through it, but you'll

1531

01:17:53.700 --> 01:17:56.800

see for example the way

1532

01:17:56.800 --> 01:17:59.900

in which the changes are described in table 13 hyphen 33

1533

01:17:59.900 --> 01:18:02.300

is is in

1534

01:18:02.300 --> 01:18:06.000

relation to those changes both in well specifically in

1535

01:18:05.200 --> 01:18:08.200

the hgv flows. So that's

1536

01:18:08.200 --> 01:18:12.200

how it's been assessed. Yes. So it's a recognition of change but

1537

01:18:11.200 --> 01:18:15.200

we say the residual effects are to

1538

01:18:14.200 --> 01:18:18.200

be regarded as mine or adverse on those key NMU

1539

01:18:17.200 --> 01:18:20.800

categories. So really the it's because

1540

01:18:20.800 --> 01:18:23.500

of taking hgv's as

1541

01:18:23.500 --> 01:18:23.900

a whole

1542

01:18:24.800 --> 01:18:27.500

rather than it's a separate

1543

01:18:27.500 --> 01:18:30.700

classifications. So you you have

1544

01:18:30.700 --> 01:18:31.800

a number of hgvs.

1545

01:18:32.900 --> 01:18:35.300

As a whole existing and then another

1546

01:18:35.300 --> 01:18:38.700

number as a whole with the construction.

1547

01:18:41.200 --> 01:18:41.700

Yeah.

1548

01:18:44.800 --> 01:18:47.600

well, because there's a

1549

01:18:47.600 --> 01:18:48.900

there's a

1550

01:18:50.200 --> 01:18:52.200

in terms of the lower classifications

1551

01:18:53.100 --> 01:18:56.500

There won't be any increase because you you are going to be using any.

1552

01:18:57.800 --> 01:19:00.200

Two axle rigid Vehicles you're going to be using bigger ones.

1553

01:19:00.200 --> 01:19:01.700

So the increases all of the

1554

01:19:02.400 --> 01:19:05.600

We'll top end as it were but the assessment that's

1555

01:19:05.600 --> 01:19:09.100

being carried out in the es on

1556

01:19:08.100 --> 01:19:12.500

those identified impacts on non-motorised

1557

01:19:11.500 --> 01:19:14.500

users is by reference to

1558

01:19:14.500 --> 01:19:17.500

the hgv trips that are proposed and

1559

01:19:17.500 --> 01:19:20.200

it's only during the construction and the commissioning period so

1560

01:19:20.200 --> 01:19:23.400

there isn't a sort of averaging approach. It is

1561

01:19:23.400 --> 01:19:27.000

looking at those impacts during those periods and

1562

01:19:29.300 --> 01:19:32.100

that there is a lahog road is

1563

01:19:32.100 --> 01:19:36.200

one of the areas that's identified in the narrative in that chapter where

1564

01:19:35.200 --> 01:19:39.000

where particular consideration is

1565

01:19:38.500 --> 01:19:41.300

given various factors

1566

01:19:41.300 --> 01:19:44.600

relied on in concluding that the impacts Reserve

1567

01:19:44.600 --> 01:19:51.000

described minor adverse and that

1568

01:19:48.000 --> 01:19:51.500

their

1569

01:19:51.500 --> 01:19:55.100

short term impacts because they're only during the construction period those considerations

1570

01:19:54.100 --> 01:19:57.800

include the current Baseline to

1571

01:19:57.800 --> 01:19:58.100

how many

1572

01:19:58.900 --> 01:20:01.500

how many users are affected on those

1573

01:20:01.500 --> 01:20:04.400

roads but also takes into account

1574

01:20:04.400 --> 01:20:07.700
the fact that there is

1575
01:20:09.200 --> 01:20:10.000
that the

1576
01:20:11.500 --> 01:20:15.100
the construction traffic flows will be across

1577
01:20:14.100 --> 01:20:18.200
the operational hours rather than being

1578
01:20:17.200 --> 01:20:19.200
all in.

1579
01:20:20.300 --> 01:20:23.400
One go, although as it notes.

1580
01:20:23.400 --> 01:20:28.100
There's a there's a judgment that has been made which takes

1581
01:20:27.100 --> 01:20:30.300
count to the fact that you spent more arrivals at

1582
01:20:30.300 --> 01:20:34.300
the start of the day and more departures at the end. So, that's

1583
01:20:34.300 --> 01:20:37.100
the assessment that's been made. So I don't I don't think

1584
01:20:37.100 --> 01:20:41.100
it's confined Mister Castle will run

1585
01:20:40.100 --> 01:20:43.600
by dating is confined just a percentage change

1586
01:20:43.600 --> 01:20:46.300
in the number of hgvs of a particular category, and it's

1587
01:20:46.300 --> 01:20:49.600
looking at a number of factors including the sensitivity of the

receptor

1588

01:20:49.600 --> 01:20:52.600

when you're identifying is different potential impacts

1589

01:20:52.600 --> 01:20:55.800

and assessing the residual likely significant

1590

01:20:55.800 --> 01:20:58.000

effects for yes purposes. Thank you.

1591

01:21:00.900 --> 01:21:03.500

Suffolk County council, do you have any coins you'd

1592

01:21:03.500 --> 01:21:06.300

like to make on the questions? I've just put the applicant.

1593

01:21:06.300 --> 01:21:10.200

What's so your specific questions related

1594

01:21:09.200 --> 01:21:12.300

to lahog road, which is

1595

01:21:12.300 --> 01:21:16.100

obviously in Cambridge year, although Mr. Carter's

1596

01:21:15.100 --> 01:21:18.600

response. I think also embraced the treatment

1597

01:21:18.600 --> 01:21:21.600

for Elms Road, which is in suffer.

1598

01:21:21.600 --> 01:21:24.700

And so I was taking it discussion actually broadened out

1599

01:21:24.700 --> 01:21:27.100

to include all the easier to

1600

01:21:27.100 --> 01:21:30.600

do it this way. Yeah, obviously so for so far as Elms

1601

01:21:30.600 --> 01:21:33.800

Road is concerned which obviously you're familiar with is relatively narrow

1602

01:21:33.800 --> 01:21:37.900

rural Lane the same sort of considerations arise,

1603

01:21:36.900 --> 01:21:40.000

what would

1604

01:21:39.400 --> 01:21:42.000

just be helpful to have just a little bit of

1605

01:21:42.800 --> 01:21:45.800

clarification if possible in again Elms

1606

01:21:45.800 --> 01:21:48.300

Road, it is proposed as I understand it that there will

1607

01:21:48.300 --> 01:21:52.500

be parking sorry passing places provided

1608

01:21:51.500 --> 01:21:54.300

to enable

1609

01:21:56.300 --> 01:21:59.900

The larger construction vehicles to safely

1610

01:21:59.900 --> 01:22:02.300

maneuver, but it

1611

01:22:02.300 --> 01:22:05.500

would be helpful to understand what is intended in relation

1612

01:22:05.500 --> 01:22:09.100

to those path passing places post

1613

01:22:08.100 --> 01:22:11.400

construction is it intended that

1614

01:22:11.400 --> 01:22:14.500

they are effectively to be retained and become

1615

01:22:14.500 --> 01:22:17.500

part of the adopted highway is it intended they are removed.

1616

01:22:17.500 --> 01:22:20.200

It's not at the moment clear to us.

1617

01:22:20.200 --> 01:22:24.000

What is the intention in

1618

01:22:23.400 --> 01:22:26.400

relation to that and then I have got a separate

1619

01:22:26.400 --> 01:22:29.200

point which I do want to make but it might not fit into

1620

01:22:29.200 --> 01:22:32.900

this discussion about numbers of

1621

01:22:32.900 --> 01:22:36.000

movements and the question of cats that's perhaps

1622

01:22:35.100 --> 01:22:38.600

a different topic. So if I can just flag it

1623

01:22:38.600 --> 01:22:41.600

but not develop it. So the query was

1624

01:22:41.600 --> 01:22:44.300

the first point. Yes. Thank you. I think the cat question

1625

01:22:44.300 --> 01:22:47.600

will come later. Yes if you want to carry on.

1626

01:22:47.600 --> 01:22:50.100

Yeah, but beyond.

1627

01:22:53.100 --> 01:22:56.500

Okay, it's just confusing the fact that you have to have no

1628

01:22:56.500 --> 01:22:59.200

light to mean that the microphone is live as

1629

01:22:59.200 --> 01:23:03.400

opposed to a light which means that it's mute. I apologize. No,

1630

01:23:02.400 --> 01:23:05.700

so in principle there

1631

01:23:05.700 --> 01:23:06.700

has been dialogue we are.

1632

01:23:08.800 --> 01:23:11.500

Making progress on sorting out the detail of

1633

01:23:11.500 --> 01:23:15.300

how hgv movements will safely

1634

01:23:14.300 --> 01:23:18.900

be able to access the sites and the

1635

01:23:17.900 --> 01:23:21.800

house being some useful discussion

1636

01:23:20.800 --> 01:23:23.500

on that.

1637

01:23:23.500 --> 01:23:26.500

There are as you know, the issues about

1638

01:23:26.500 --> 01:23:30.100

the site access is the visibility displays and

1639

01:23:29.100 --> 01:23:32.600

so on but on this position of the movement

1640

01:23:32.600 --> 01:23:35.200

on the local roads, we are

1641

01:23:35.200 --> 01:23:38.500
happy with the way that it's

1642
01:23:38.500 --> 01:23:42.100
going. The reason why I raise caps

1643
01:23:41.100 --> 01:23:44.400
is because it does come back to a point of wanting

1644
01:23:44.400 --> 01:23:47.700
to ensure that if the outcomes in

1645
01:23:47.700 --> 01:23:50.500
the environmental assessment and Mr. Carter

1646
01:23:50.500 --> 01:23:54.000
and a friend have rehearsed

1647
01:23:53.100 --> 01:23:56.500
what those impacts are assessed as

1648
01:23:56.500 --> 01:23:59.400
in order to ensure that the

1649
01:23:59.400 --> 01:24:02.700
development remains within the parameters of

1650
01:24:02.700 --> 01:24:05.500
the environmental assessment one needs a form of

1651
01:24:05.500 --> 01:24:08.700
control which will ensure that the HG.

1652
01:24:08.900 --> 01:24:10.400
movements remain

1653
01:24:11.200 --> 01:24:13.000
as per the environmental assessment

1654
01:24:14.300 --> 01:24:17.100
so that those are the comments I want to make on this item. Thank

1655

01:24:17.100 --> 01:24:20.000

you Mr. Hamid. You have anything you want to

1656

01:24:20.000 --> 01:24:20.800

say?

1657

01:24:22.500 --> 01:24:25.500

Okay, Camilla Rose became Michelle County Council.

1658

01:24:25.500 --> 01:24:28.500

Thank you. So and yes, I

1659

01:24:28.500 --> 01:24:31.800

just don't pick up on a couple of points there.

1660

01:24:31.800 --> 01:24:34.800

And we we have asked for

1661

01:24:34.800 --> 01:24:38.600

local roads to be included within the

1662

01:24:37.600 --> 01:24:40.700

rights were in Access plans identified

1663

01:24:40.700 --> 01:24:43.800

as part because people do use them as

1664

01:24:43.800 --> 01:24:46.400

part of their nmu's use

1665

01:24:46.400 --> 01:24:49.500

them as part of their Network rights were

1666

01:24:49.500 --> 01:24:52.500

connected by local roads and to make their

1667

01:24:52.500 --> 01:24:54.200

circuits. So it's important that

1668

01:24:55.200 --> 01:24:58.600
when an assessing adverse impact that is viewed

1669
01:24:58.600 --> 01:25:01.500
as the totality of the route that people use which

1670
01:25:01.500 --> 01:25:04.700
includes Local Rose. I believe in the latest

1671
01:25:04.700 --> 01:25:07.500
that late submission

1672
01:25:07.500 --> 01:25:10.300
on the 8th of February that

1673
01:25:10.300 --> 01:25:13.800
the applicant did indicate they would add local roads.

1674
01:25:14.500 --> 01:25:17.200
To the relevant plan. I hope that will be done because that

1675
01:25:17.200 --> 01:25:17.500
will help.

1676
01:25:18.200 --> 01:25:22.700
Give a holistic view of the these impacts to nmu's

1677
01:25:21.700 --> 01:25:25.500
in the local communities. These are

1678
01:25:25.500 --> 01:25:29.000
good examples. I think Elms Road Links to

1679
01:25:28.800 --> 01:25:31.200
badlingham road. Yeah on a different

1680
01:25:31.200 --> 01:25:34.200
on related point. We we know

1681
01:25:34.200 --> 01:25:37.400
that local equestrians in the area particularly use these

1682

01:25:37.400 --> 01:25:40.400
roots and it's in

1683

01:25:40.400 --> 01:25:43.300
our experiment plans that the questions

1684

01:25:43.300 --> 01:25:46.200
are particularly vulnerable on roads and they don't

1685

01:25:46.200 --> 01:25:49.300
have many other routes they can use at all. So the local Road
network

1686

01:25:49.300 --> 01:25:52.500
is particularly important for them. And so we

1687

01:25:52.500 --> 01:25:56.100
do need to see I think more consideration of

1688

01:25:57.300 --> 01:26:00.400
and how these roots and the

1689

01:26:00.400 --> 01:26:04.000
construction period will be managed for to protect

1690

01:26:03.300 --> 01:26:06.300
those users and picking up

1691

01:26:06.300 --> 01:26:09.500
on colleagues and like a

1692

01:26:09.500 --> 01:26:13.900
bed was point about the long term intentions for

1693

01:26:12.900 --> 01:26:15.200
for example

1694

01:26:15.200 --> 01:26:18.800
those passing places and how that

1695

01:26:18.800 --> 01:26:21.300

perhaps could be used for as a

1696

01:26:22.100 --> 01:26:25.500

Mitigation benefit of the scheme for

1697

01:26:25.500 --> 01:26:28.400

those vulnerable users in the longer term would

1698

01:26:28.400 --> 01:26:29.800

be really appreciated. I think.

1699

01:26:31.900 --> 01:26:32.300

Thank you.

1700

01:26:35.500 --> 01:26:39.000

Let's see Hands. Would you like to respond please straight

1701

01:26:38.100 --> 01:26:41.600

up against early Bridge attorney for the applicant. I

1702

01:26:41.600 --> 01:26:41.800

think.

1703

01:26:43.500 --> 01:26:46.400

Just a couple of points from what's been referred to just now

1704

01:26:46.400 --> 01:26:50.000

we'll double check about the passing

1705

01:26:49.100 --> 01:26:53.200

places and how they're

1706

01:26:52.200 --> 01:26:55.200

supposed to be dealt with they are shown on in the

1707

01:26:55.200 --> 01:26:58.300

ctmp. It's Annex C. I think to the ctmp indicates

1708

01:26:58.300 --> 01:27:01.200

the location of those passing places for to know which

1709

01:27:01.200 --> 01:27:01.800

part of

1710

01:27:02.700 --> 01:27:05.400

have been trying to find it and there

1711

01:27:05.400 --> 01:27:08.300

are seven parts or more and they take a

1712

01:27:08.300 --> 01:27:11.300

very long time to download. Yes. They do.

1713

01:27:14.200 --> 01:27:14.900

Thank you.

1714

01:27:16.700 --> 01:27:19.400

I think

1715

01:27:19.400 --> 01:27:22.900

you referred to 5.2.10 in

1716

01:27:22.900 --> 01:27:25.300

Annex C earlier on Mr. Carter.

1717

01:27:26.100 --> 01:27:30.000

So do you have any idea which part of nxc vis-a-vis the

1718

01:27:29.500 --> 01:27:31.000

examination Library?

1719

01:27:33.800 --> 01:27:36.600

My colleagues are checking that I speak if

1720

01:27:36.600 --> 01:27:39.100

it's possible to come back later on that would be

1721

01:27:39.100 --> 01:27:42.600

appreciated. We'll deal after turning we'll do that. So we've

1722

01:27:42.600 --> 01:27:45.700

got the drawings there. I can't envisage that

1723

01:27:45.700 --> 01:27:48.700

any if there any passing places constructed during

1724

01:27:48.700 --> 01:27:51.200

for the purposes of the construction, that would be

1725

01:27:51.200 --> 01:27:55.500

any concern for the applicant in

1726

01:27:55.500 --> 01:27:58.800

terms of leaving those in place if that's

1727

01:27:58.800 --> 01:27:59.400

what was

1728

01:28:00.800 --> 01:28:04.700

asked for by the highway authorities. I suspect

1729

01:28:04.700 --> 01:28:07.700

that would probably be made their life easier to leave them where

1730

01:28:07.700 --> 01:28:10.700

they are at the end of the construction period so if that's the request I'd

1731

01:28:10.700 --> 01:28:13.200

be surprised if we were pushing back in it unless there's something I've

1732

01:28:13.200 --> 01:28:17.300

missed about the request in terms

1733

01:28:17.300 --> 01:28:19.500

of Roads points about

1734

01:28:22.100 --> 01:28:25.800

The plans the rights of way plans, I

1735

01:28:25.800 --> 01:28:28.700

think show the local roads on them

1736

01:28:28.700 --> 01:28:31.400

because they're part of the same base. I'm not

1737

01:28:31.400 --> 01:28:32.000

sure.

1738

01:28:33.300 --> 01:28:36.200

What more we should be doing on a rights of way

1739

01:28:36.200 --> 01:28:36.400

plan?

1740

01:28:38.100 --> 01:28:41.600

That they're that they're supposed

1741

01:28:41.600 --> 01:28:45.000

to identify those those public rights away. So

1742

01:28:44.700 --> 01:28:47.300

I think I don't

1743

01:28:47.300 --> 01:28:52.100

think we're proposed to make any changes to those plans. So in

1744

01:28:51.100 --> 01:28:55.600

terms of equestrians, I'm so

1745

01:28:55.600 --> 01:28:56.400

sorry Mr. Tony.

1746

01:28:58.600 --> 01:29:02.200

Always 10 seconds behind you it you were

1747

01:29:01.200 --> 01:29:04.200

going to provide a Consolidated set of

1748

01:29:04.200 --> 01:29:07.300

updated access and rights of way plans. I think weren't you?

1749

01:29:08.600 --> 01:29:13.200

Yeah, and then that's right. Yes. Yes, right.

1750

01:29:20.700 --> 01:29:21.100

No, I

1751

01:29:24.300 --> 01:29:27.300

Don't I don't set the whole

1752

01:29:27.300 --> 01:29:30.900

set of accessing rights where plans I don't think there is a new set

1753

01:29:30.900 --> 01:29:32.600

being proposed, right?

1754

01:29:34.600 --> 01:29:38.400

unless I've unless I've missed something the plans that

1755

01:29:38.400 --> 01:29:40.600

we were referring to earlier is this point that the

1756

01:29:41.300 --> 01:29:45.400

Cambridge share have raised about the

1757

01:29:44.400 --> 01:29:48.200

overlays I think of the

1758

01:29:48.200 --> 01:29:51.400

highway boundaries and that's something we're going to do outside of

1759

01:29:51.400 --> 01:29:54.800

the examination process, but I think it will involve some updating

1760

01:29:54.800 --> 01:29:57.800

of the plans and the ctmp is all right. So some

1761

01:29:57.800 --> 01:30:00.100

point those ctmp plants will be addressed. But the

1762

01:30:00.100 --> 01:30:03.300

I don't think there's an update the rights of

1763

01:30:03.300 --> 01:30:07.400

way plans. Can I just clarify them with Miss Rhodes? Is

1764

01:30:07.400 --> 01:30:09.800

that what exactly you're looking for?

1765

01:30:11.500 --> 01:30:14.400

And what so what

1766

01:30:14.400 --> 01:30:17.200

what would be helpful would be in terms of I mean

1767

01:30:17.200 --> 01:30:20.800

this speaks more to the being able to assess the adverse impact

1768

01:30:20.800 --> 01:30:23.500

of the scheme on enemies and local communities

1769

01:30:23.500 --> 01:30:26.500

to see rights of

1770

01:30:26.500 --> 01:30:29.300

way with the connecting local roads, because that's what people

1771

01:30:29.300 --> 01:30:32.600

use and we don't feel that this the assessments have

1772

01:30:32.600 --> 01:30:34.000

taken that into account.

1773

01:30:35.100 --> 01:30:38.100

So that's that more wider point I think

1774

01:30:38.100 --> 01:30:41.300

but but it comes down to seeing it on a plan and that

1775

01:30:41.300 --> 01:30:44.600

which hasn't been done. Yeah. Have you seen you I mean

1776

01:30:44.600 --> 01:30:48.500

from memory that the rights of Wayne access plans

1777

01:30:47.500 --> 01:30:51.500

show the rights of way in well in

1778

01:30:51.500 --> 01:30:54.300

isolation. I guess that's right actually show that

1779

01:30:54.300 --> 01:30:57.400

what users would you would would

1780

01:30:58.700 --> 01:31:01.600

With War I suppose no. No, they

1781

01:31:01.600 --> 01:31:04.000

don't exactly what you want to see and why.

1782

01:31:05.200 --> 01:31:06.500

Yes, I mean with yes.

1783

01:31:07.300 --> 01:31:08.500

Really it would be helpful.

1784

01:31:10.200 --> 01:31:12.100

I mean if and what would be the point of that.

1785

01:31:13.400 --> 01:31:16.800

I was just going to say that it could I appreciate

1786

01:31:16.800 --> 01:31:20.300

that those plans have a particular purpose for a

1787

01:31:19.300 --> 01:31:22.500

dco so it could be done on

1788

01:31:22.500 --> 01:31:24.300

a an a separate.

1789

01:31:25.500 --> 01:31:28.200

Analysis and analytical set of plans

1790

01:31:28.200 --> 01:31:31.300

that that then could be attached

1791

01:31:31.300 --> 01:31:34.900

to I think I read it recently. It was a relationship the olimp

1792

01:31:34.900 --> 01:31:37.500

actually that that was going to be the schedule of

1793

01:31:37.500 --> 01:31:39.900

changes to the olemp. I was just trying to find it but

1794

01:31:40.900 --> 01:31:42.400

there's a lot of documents.

1795

01:31:43.400 --> 01:31:46.300

And that's my so it could be done in connection with

1796

01:31:46.300 --> 01:31:47.200

the olimp.

1797

01:31:47.700 --> 01:31:49.500

And with what sorry.

1798

01:31:50.400 --> 01:31:53.500

Oh the

1799

01:31:53.500 --> 01:31:54.500

oh lamp. Yes, right.

1800

01:31:58.500 --> 01:32:02.400

Okay, so I I understand why why you're

1801

01:32:01.400 --> 01:32:04.900

interested in it. Thank you. And so

1802

01:32:04.900 --> 01:32:07.200

so if it's just helpful to give you

1803

01:32:07.200 --> 01:32:10.400

a reference, I think Miss Rhodes was

1804

01:32:10.400 --> 01:32:13.900

referring to it's as 324.

1805

01:32:15.300 --> 01:32:18.700

Which is the schedule of changes to the Olympic environmental Master

1806

01:32:18.700 --> 01:32:21.600

plans? Okay, and I'm afraid they're on numbers to

1807

01:32:21.600 --> 01:32:24.700

the items, but it's on the first page.

1808

01:32:24.700 --> 01:32:28.400

I think it says olimp PR.

1809

01:32:27.400 --> 01:32:30.400

Oh W Dash.

1810

01:32:31.100 --> 01:32:34.000

Minor local roads. Yeah applicant to

1811

01:32:34.500 --> 01:32:37.300

include minor stroke local roads used by

1812

01:32:37.300 --> 01:32:41.500

the public as part of the pro Network information

1813

01:32:40.500 --> 01:32:43.300

to be included in the

1814

01:32:43.300 --> 01:32:46.100

olamp at deadline 7. I think

1815

01:32:46.100 --> 01:32:49.100

that's helpful. Thanks for referring to yeah. Thank

1816

01:32:49.100 --> 01:32:50.000

you, Mr. Bedford.

1817

01:32:52.500 --> 01:32:55.200

Thank him. It's coming up

1818

01:32:55.200 --> 01:32:58.600

to quarter to four. So I just really take

1819

01:32:58.600 --> 01:33:01.300

a break before we break it up. I was the just

1820

01:33:01.300 --> 01:33:03.400

nothing just just one other point that.

1821

01:33:04.600 --> 01:33:07.300

I was going to address just for

1822

01:33:07.300 --> 01:33:10.300

Mr. Keen asked me about the plans that were being

1823

01:33:10.300 --> 01:33:13.300

referred to just to

1824

01:33:13.300 --> 01:33:17.200

be clear on those plans. So the rights of way plans as this

1825

01:33:16.200 --> 01:33:19.200

road says they have a specific purpose which is to show

1826

01:33:19.200 --> 01:33:22.500

the powers and the order so we're not going to be changing those

1827

01:33:22.500 --> 01:33:25.300

but as she said there's a reference in

1828

01:33:25.300 --> 01:33:28.200

the OEM schedule a proposed changes to the old lamp which

1829
01:33:28.200 --> 01:33:31.200
obviously will follow through with I think the only other point

1830
01:33:31.200 --> 01:33:31.700
was about

1831
01:33:32.600 --> 01:33:35.500
equestrian users and those have

1832
01:33:35.500 --> 01:33:38.700
been assessed as well in terms of the transport section

1833
01:33:38.700 --> 01:33:41.600
of the es in the

1834
01:33:41.600 --> 01:33:44.400
category of other users of

1835
01:33:44.400 --> 01:33:47.800
the road Network. So that assessment has already taken

1836
01:33:47.800 --> 01:33:51.300
place and obviously have

1837
01:33:50.300 --> 01:33:53.800
been representations on that at various stages. I

1838
01:33:53.800 --> 01:33:54.200
don't know.

1839
01:33:57.100 --> 01:34:00.400
Of adjust will what's been provided at D7 then

1840
01:34:00.400 --> 01:34:03.500
in accordance with the undertaking at

1841
01:34:03.500 --> 01:34:08.300
as 324. We're like distinguish, but

1842
01:34:06.300 --> 01:34:10.200

Public public

1843

01:34:10.200 --> 01:34:14.600
footpaths from Bridal ways or I I

1844

01:34:14.600 --> 01:34:18.200
think no I think the change there's is about roads rather

1845

01:34:17.200 --> 01:34:20.200
than footpaths and Bridal ways. So

1846

01:34:20.200 --> 01:34:23.200
it's about identifying roads, which are used as part of the network
which

1847

01:34:23.200 --> 01:34:24.200
obviously would be open to

1848

01:34:26.600 --> 01:34:29.500
walk Walkers cyclists horse riders.

1849

01:34:29.500 --> 01:34:32.800
So I think that's what's being

1850

01:34:32.800 --> 01:34:35.300
contemplated in that in that olamp update.

1851

01:34:35.300 --> 01:34:35.900
Hmm.

1852

01:34:36.500 --> 01:34:39.600
But I don't I don't I don't know if there's a separate I don't

1853

01:34:39.600 --> 01:34:42.800
think there was a separate necessarily a separate point about
equestrians from

1854

01:34:42.800 --> 01:34:45.300
what Mr. Ed said Virgil wanted to make clear that

1855

01:34:45.300 --> 01:34:48.200

we had assess those if there's if there's

1856

01:34:48.200 --> 01:34:51.300

other information that's required in respective equestrians, then

1857

01:34:51.300 --> 01:34:54.100

perhaps that could be identified grateful.

1858

01:34:56.100 --> 01:34:56.900

Thanks everybody.

1859

01:34:57.900 --> 01:34:58.800

Mr. Steele

1860

01:34:59.600 --> 01:35:02.400

Do you have something to say on Mary JB? I

1861

01:35:02.400 --> 01:35:05.400

possibly had say something after the break sir. Yes, that will

1862

01:35:05.400 --> 01:35:09.000

be very helpful and would it be on this item

1863

01:35:08.100 --> 01:35:11.800

that we're just leaving hgv accesses exactly

1864

01:35:11.800 --> 01:35:14.400

that so fine. We'll do that in 20 minutes

1865

01:35:14.400 --> 01:35:16.900

at five past four. Thanks very much everybody.