

WEBVTT - This file was automatically generated by event.video

0

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

Past four hearing is now resumed.

1

00:00:06.100 --> 00:00:08.300

And I'll hand straight over to Mr. Rigby.

2

00:00:20.300 --> 00:00:22.900

Thanks everyone welcome back to resume hearing.

3

00:00:24.700 --> 00:00:28.300

Just before the break Mr. Steel said

4

00:00:27.300 --> 00:00:30.200

he had a brief point to make on.

5

00:00:31.300 --> 00:00:31.400

the

6

00:00:33.100 --> 00:00:36.800

ACV roots and forecast impacts item

7

00:00:36.800 --> 00:00:39.700

just before we wrap it up. So Mr. Steele,

8

00:00:39.700 --> 00:00:39.800

please.

9

00:00:40.900 --> 00:00:43.700

Thank you, sir. John steel Casey and

10

00:00:43.700 --> 00:00:46.400

IPL for the action group

11

00:00:46.400 --> 00:00:49.100

in this particular matter. So it might

12

00:00:49.100 --> 00:00:52.300

be slightly more than a brief point because what we are trying to

13

00:00:52.300 --> 00:00:55.500
understand is the consequence on

14

00:00:55.500 --> 00:00:58.700
snail. Well, you very kindly have looked at the matter

15

00:00:58.700 --> 00:01:01.300
concerning that whole road, but it's snail one

16

00:01:01.300 --> 00:01:05.100
just to understand what the position is. Can I go to a two

17

00:01:04.100 --> 00:01:05.500
documents?

18

00:01:06.400 --> 00:01:09.200
The first sir is the management.

19

00:01:10.400 --> 00:01:14.300
document which is rep 5 -

20

00:01:14.300 --> 00:01:15.300
0 1 6

21

00:01:16.500 --> 00:01:19.000
if you could open that I'd be very grateful because it is the actual

22

00:01:19.500 --> 00:01:21.500
wording in it. Which when we have to look at please.

23

00:01:24.100 --> 00:01:25.600
rep 5

24

00:01:27.300 --> 00:01:28.300
- 0 1 6

25

00:01:29.200 --> 00:01:32.900
And when you refine that's it's PDF page

26

00:01:32.900 --> 00:01:34.600
25, yeah.

27
00:01:37.000 --> 00:01:37.200
and

28
00:01:38.900 --> 00:01:41.400
What's your point please? Well, I can read

29
00:01:41.400 --> 00:01:44.400
it out, sir. Or yes. If you would summary of

30
00:01:44.400 --> 00:01:47.800
the site accesses are provided below as a response to examination
question

31
00:01:47.800 --> 00:01:51.100
q1 1024 to provide

32
00:01:51.100 --> 00:01:53.500
clarification of the site access is taken forward.

33
00:01:54.100 --> 00:01:57.800
The site accesses are also shown on figure 2 to figure 13. And

34
00:01:57.800 --> 00:02:00.900
when you go to figures two and four, then

35
00:02:00.900 --> 00:02:03.400
there are two site accesses to Sonica West site

36
00:02:03.400 --> 00:02:06.900
a and one of them as you're aware series lahog,

37
00:02:06.900 --> 00:02:09.400
and the other one which is the secondary axis, which

38
00:02:09.400 --> 00:02:13.700
is just North of east of snail. Well the sun

39
00:02:12.700 --> 00:02:15.600

site accesses which identified it

40

00:02:15.600 --> 00:02:18.300

goes on Save 4.1.9 the side axis, which

41

00:02:18.300 --> 00:02:21.800

identified to be used within the operational phase. Our existing

42

00:02:21.800 --> 00:02:24.400

field access is an expected to be used in frequently

43

00:02:24.400 --> 00:02:27.300

for maintenance. And then what it says is this

44

00:02:27.300 --> 00:02:30.900

Sonica West site a colon site

45

00:02:30.900 --> 00:02:33.700

access B on Chippenham road to

46

00:02:33.700 --> 00:02:36.800

be used within construction operational and

47

00:02:36.800 --> 00:02:39.300

decommissioning phases. So the

48

00:02:39.300 --> 00:02:42.800

beginning of the paragraph talks about the operational phase. Yeah, then

49

00:02:42.800 --> 00:02:45.600

it says construction operational decommissioning phases

50

00:02:45.600 --> 00:02:48.300

and then it says this is an existing access which

51

00:02:48.300 --> 00:02:51.900

is expected to be used infrequently during the operational phase for

52

00:02:51.900 --> 00:02:54.000

maintenance purposes. So

53

00:02:54.100 --> 00:02:57.900

What we wish to know is what the usage is

54

00:02:57.900 --> 00:03:01.000

because it doesn't say here of that

55

00:03:00.400 --> 00:03:03.800

particular access during the construction phase

56

00:03:03.800 --> 00:03:06.800

and also because

57

00:03:06.800 --> 00:03:10.300

it is considered to be unsuitable

58

00:03:09.300 --> 00:03:12.600

for hgvs. It is

59

00:03:12.600 --> 00:03:15.100

gay and it goes over the railway line. So I'm sure

60

00:03:15.100 --> 00:03:18.600

you you're aware of shipping rate and there's a humpback Bridge there and

61

00:03:18.600 --> 00:03:21.700

it has a narrow pavement

62

00:03:21.700 --> 00:03:24.000

there, but the inadequacies of

63

00:03:24.300 --> 00:03:27.300

the road are apparent when you go there. So it's

64

00:03:27.300 --> 00:03:30.600

the extent to which that particular road is to be used because

65

00:03:30.600 --> 00:03:33.800

when one looks through all the tables, there is

66

00:03:33.800 --> 00:03:37.400

no identification of any projected usage

67

00:03:36.400 --> 00:03:39.200

of it at any stage

68

00:03:39.200 --> 00:03:42.100

during the construction phase when it does say it is going

69

00:03:42.100 --> 00:03:43.900

to be used during the construction phase.

70

00:03:45.100 --> 00:03:48.400

Thank you. Could you respond please for the applicant Mr.

71

00:03:48.400 --> 00:03:51.800

Tony? I'll ask Mr. Carter spit that up. So the question is about Sonica

72

00:03:51.800 --> 00:03:52.700

West site a

73

00:03:53.500 --> 00:03:57.000

comma or colon site access B Chippenham

74

00:03:56.100 --> 00:03:57.300

Road, I think.

75

00:03:58.700 --> 00:04:01.700

And so it's usage during the construction phase.

76

00:04:01.700 --> 00:04:02.600

Yes.

77

00:04:08.900 --> 00:04:12.400

Okay. Yes. The

78

00:04:12.400 --> 00:04:15.300

I think Mr. Steele is is correct.

79

00:04:15.300 --> 00:04:18.200

That is a that is a site access

80

00:04:18.200 --> 00:04:21.300

to be used during the during the construction phase. I'm not

81

00:04:21.300 --> 00:04:24.200

I'm not quite clear what the actual what the actual question is.

82

00:04:24.200 --> 00:04:27.900

I'm afraid about the level of usage what any information that

83

00:04:27.900 --> 00:04:30.100

the number the number of vehicles and so on.

84

00:04:31.300 --> 00:04:34.400

Do we have that to handle should we come back to it? And it is

85

00:04:34.400 --> 00:04:36.700

in the application documents we can.

86

00:04:38.100 --> 00:04:41.400

It's within the transport assessment and we will

87

00:04:41.400 --> 00:04:44.400

we can find the actual numbers for you.

88

00:04:44.400 --> 00:04:47.000

So if you can direct your submissions here, please thank you.

89

00:04:47.900 --> 00:04:50.500

Well, so well, it sounds so we don't have the figure to hand but that's

90

00:04:50.500 --> 00:04:53.800

we can someone can look it up. Well, that's something you can do with offline. We'll

91

00:04:53.800 --> 00:04:56.400

deal with it offline. Probably we can do it in the next few minutes. So we're

92

00:04:56.400 --> 00:04:59.400

just we're just search that I most grateful. So it's

93

00:04:59.400 --> 00:05:02.500

not it's not information is actually missing. It's just that it's

94

00:05:02.500 --> 00:05:05.300

needs to be located documents. I'm sure by five

95

00:05:05.300 --> 00:05:08.700

o'clock when we finish we'll be able to tell you where it is,
right? Thanks

96

00:05:08.700 --> 00:05:11.800

very much. That's very helpful. So I'm very

97

00:05:11.800 --> 00:05:12.700

heavily laid and

98

00:05:15.100 --> 00:05:18.500

Sorry, sorry. I've looked

99

00:05:18.500 --> 00:05:21.100

for it and I can't find that information. It may well be I'm

100

00:05:21.100 --> 00:05:24.300

looking the wrong place, but if that information can be provided
and I

101

00:05:24.300 --> 00:05:27.100

can come back to that particular point. I'd be very grateful. Thank
you

102

00:05:27.100 --> 00:05:28.900

very much. Thanks. Thank you, very

103

00:05:29.900 --> 00:05:32.900

so if we could move on to site access

104

00:05:32.900 --> 00:05:33.300

is actually

105

00:05:34.200 --> 00:05:35.100

the next

106

00:05:36.400 --> 00:05:39.400

so are you are you moving away then from

107

00:05:39.400 --> 00:05:42.400

bullet point to because you remember I put

108

00:05:42.400 --> 00:05:45.100

down a marker about sorry. Did you have something else you wanted to make

109

00:05:45.100 --> 00:05:48.200

say on this point? Well, it was

110

00:05:48.200 --> 00:05:52.600

on the point about caps if you meant may remember right relates

111

00:05:51.600 --> 00:05:55.100

to forecast impacts. Yep.

112

00:05:54.100 --> 00:05:57.500

I think that might be better made if

113

00:05:57.500 --> 00:06:00.900

we could on a traffic management and regulation, right? Absolutely.

114

00:06:00.900 --> 00:06:03.200

Okay with yourself. I

115

00:06:03.200 --> 00:06:05.600

think that much time perhaps better discussion we have there. Yeah.

116

00:06:06.300 --> 00:06:09.300

Thanks very much and do remind me if I don't cover it

117

00:06:09.300 --> 00:06:10.300

explicitly. Thank you very much.

118

00:06:19.200 --> 00:06:20.700

So just very briefly.

119

00:06:21.600 --> 00:06:23.200

We note with the change.

120

00:06:24.800 --> 00:06:27.300

in respect to site accesses

121

00:06:28.400 --> 00:06:31.100

That cable root access cell is now

122

00:06:31.100 --> 00:06:31.800

gone.

123

00:06:32.800 --> 00:06:35.500

That was the site access.

124

00:06:36.900 --> 00:06:40.100

Via the H puts premises near

125

00:06:39.100 --> 00:06:41.200

the a142.

126

00:06:43.300 --> 00:06:46.800

I just wanted to cover off whether they're

127

00:06:46.800 --> 00:06:48.300

already knock-on effects because of that.

128

00:06:49.900 --> 00:06:52.500

of any appreciable magnitude

129

00:06:55.100 --> 00:06:58.300

I'm not expecting that there are but I just occur to ask.

130

00:06:59.900 --> 00:07:02.100

Richardson of the applicant know so there aren't

131

00:07:02.100 --> 00:07:05.600

there aren't any impacts. We have an alternative means of

132

00:07:05.600 --> 00:07:09.600

access that was introduced in the change request which was to avoid

133

00:07:08.600 --> 00:07:10.500

having to use the

134

00:07:13.600 --> 00:07:16.500

To avoid having to use H puts site access

135

00:07:16.500 --> 00:07:19.200

to access our site. So you're going to use it use the cable

136

00:07:19.200 --> 00:07:22.000

route instead. Come along. Okay route instead. Yeah. Thank you.

137

00:07:23.100 --> 00:07:23.300

Just

138

00:07:24.500 --> 00:07:25.500

further from that

139

00:07:27.300 --> 00:07:27.600

how

140

00:07:29.400 --> 00:07:32.400

will the heavy Goods Vehicle drivers know which route to

141

00:07:32.400 --> 00:07:35.300

use to get to the various accesses? They need to get

142

00:07:35.300 --> 00:07:35.600

to?

143

00:07:38.900 --> 00:07:40.400

in the latest iteration

144

00:07:45.900 --> 00:07:48.900

And so sorry, we're

145

00:07:48.900 --> 00:07:51.700

just just to pick it up the the means by

146

00:07:51.700 --> 00:07:54.500

which the drivers will be informed of

147

00:07:54.500 --> 00:07:58.200

the site access Arrangements. In

148

00:07:57.200 --> 00:08:00.300

other words. How were they have that communicated to them

149

00:08:00.300 --> 00:08:03.400

to ensure that they arrive at the right locations?

150

00:08:07.500 --> 00:08:10.300

And it will be can you please repeat your name?

151

00:08:10.300 --> 00:08:13.600

I know it sounds very boring. But for the recording, please say your

152

00:08:13.600 --> 00:08:16.800

name each time you speak thank you. Sorry Chris Carter

153

00:08:16.800 --> 00:08:20.500

for the applicant and the well, it

154

00:08:20.500 --> 00:08:23.500

will be part of the The Briefing that the

155

00:08:23.500 --> 00:08:26.300

contractors are provided with and it

156

00:08:26.300 --> 00:08:29.200

will be part of the it's a it would be a normal

157

00:08:29.200 --> 00:08:32.500

part of the construction traffic management plan when

158

00:08:32.500 --> 00:08:35.100

the drivers are informed of which accesses they

159

00:08:35.100 --> 00:08:38.700

are to go to and we have discussed with the with

160

00:08:38.700 --> 00:08:42.500

the local Highway authorities and the including a

161

00:08:42.500 --> 00:08:45.500

signage on Street signage and if

162

00:08:45.500 --> 00:08:48.300

that is something that you're authorities want us

163

00:08:48.300 --> 00:08:50.900

to take forward then we we are happy to include that in the

164

00:08:52.600 --> 00:08:55.400

Traffic management plan and we are also as

165

00:08:55.400 --> 00:09:00.100

as kind of referred to earlier are our

166

00:08:58.100 --> 00:09:01.400

responsibility is to monitor

167

00:09:01.400 --> 00:09:04.100

the compliance of hpvs with these routes and

168

00:09:04.100 --> 00:09:07.100

reports back to the authorities. And so that

169

00:09:07.100 --> 00:09:10.300

that's will in that will ensure that not only

170

00:09:10.300 --> 00:09:13.400

we telling them where to go that we are also kind of checking up

171

00:09:13.400 --> 00:09:16.900

on on yes that's been done correctly and insofar

172

00:09:16.900 --> 00:09:19.900

as that's not already in the outline or framework

173

00:09:19.900 --> 00:09:22.700

ctmp that will be in the next destination. So

174

00:09:22.700 --> 00:09:25.600

the that requirement

175

00:09:25.600 --> 00:09:28.800

is is already in the ctm. Yes. So you'll

176

00:09:28.800 --> 00:09:31.600

see page 77 of the ctmp paragraph section

177

00:09:31.600 --> 00:09:32.800

8.2. Yeah.

178

00:09:33.600 --> 00:09:34.500

Right. Thanks.

179

00:09:38.600 --> 00:09:41.400

Quit well next if you could give an

180

00:09:41.400 --> 00:09:44.700

update on what you propose and respects

181

00:09:44.700 --> 00:09:47.800

of road safety audits for site accesses. Again,

182

00:09:47.800 --> 00:09:49.100

this has been a subject of discussion.

183

00:09:50.100 --> 00:09:53.600

And I wondered what the latest position was

184

00:09:53.600 --> 00:09:54.000

on that.

185

00:09:55.200 --> 00:09:58.300

So I missed really the road safety audits you

186

00:09:58.300 --> 00:10:00.600

intend to carry out in respect to the site accesses.

187

00:10:02.100 --> 00:10:05.200

And yes, I can Mr. Cars for

188

00:10:05.200 --> 00:10:08.900

the applicant. I can report that we

189

00:10:08.900 --> 00:10:12.200

have we have agreed with the authorities that

190

00:10:11.200 --> 00:10:14.400

we will undertake that safety audits at

191

00:10:14.400 --> 00:10:17.900

at specific accesses. We've supplied

192

00:10:17.900 --> 00:10:20.700

CVS of the Auditors for the authorities to

193

00:10:20.700 --> 00:10:23.600

review. Yeah, and the authorities intend

194

00:10:23.600 --> 00:10:26.600

to what we have invited your authorities to join that us and

195

00:10:26.600 --> 00:10:29.300

that will happen if we can if we can make sure the dates

196

00:10:29.300 --> 00:10:32.100

are are going to work and and we

197

00:10:32.100 --> 00:10:35.500

will submit the briefs to the authorities for their approval.

198

00:10:35.500 --> 00:10:38.100

Yeah priority undertaking it. Are you

199

00:10:38.100 --> 00:10:41.900

able to say at the moment? Which accesses those are it's the

200

00:10:41.900 --> 00:10:45.000

it's the main site accesses

201

00:10:44.700 --> 00:10:47.900

on Elms Road and the whole Road plus any

202

00:10:47.900 --> 00:10:50.400

accesses where where substations are going

203

00:10:50.400 --> 00:10:51.200

to be accessed from?

204

00:10:52.400 --> 00:10:55.700

And when we submit the the briefs to the authorities and

205

00:10:55.700 --> 00:10:58.400

that will obviously include making sure

206

00:10:58.400 --> 00:11:00.700

that we're that that we are.

207

00:11:02.500 --> 00:11:05.700

Safety auditing the right access is yes, and will

208

00:11:05.700 --> 00:11:08.300

that be something else that included in the

209

00:11:08.300 --> 00:11:12.100

ctmp or any other documents for

210

00:11:11.100 --> 00:11:12.400

us to?

211

00:11:13.900 --> 00:11:15.500

We we don't.

212

00:11:16.400 --> 00:11:19.700

Mr. Cards for the applicant and we don't consider it

213

00:11:19.700 --> 00:11:22.900

necessary to include it in the ctmp. We feel

214

00:11:22.900 --> 00:11:26.300

that it can be something that is undertaken

215

00:11:25.300 --> 00:11:28.600

offline as it were and reported back

216

00:11:28.600 --> 00:11:31.800

in the statement of common ground and however, it's

217

00:11:31.800 --> 00:11:32.800

not something that we are.

218

00:11:33.800 --> 00:11:37.200

we wouldn't dig our heels in if others

219

00:11:36.200 --> 00:11:37.800

felt otherwise

220

00:11:38.900 --> 00:11:39.200

Thank you.

221

00:11:40.500 --> 00:11:42.800

Could I move at this point to?

222

00:11:44.300 --> 00:11:47.400

Local authorities for any comments you'd like to make we'd like

223

00:11:47.400 --> 00:11:50.100

to go first. Just Bradford. Thank you.

224

00:11:50.100 --> 00:11:53.400

Thank you, sir. Michael Bedford Suffolk County

225

00:11:53.400 --> 00:11:54.100

Council.

226

00:11:56.400 --> 00:12:00.000

Specifically on the issue of road safety audits

227

00:11:59.100 --> 00:12:02.800

we welcome the indication that

228

00:12:02.800 --> 00:12:05.400

has been given obviously time is

229

00:12:05.400 --> 00:12:08.800

pressing in relation to to that

230

00:12:08.800 --> 00:12:11.700

and clearly there is

231

00:12:11.700 --> 00:12:14.200

going to be limited time to reflect that in the statement of Common

232

00:12:14.200 --> 00:12:17.800

Ground. I think deadline eight if

233

00:12:17.800 --> 00:12:21.500

those audits have not yet been undertaken, but

234

00:12:20.500 --> 00:12:23.200

that's that's I

235

00:12:23.200 --> 00:12:27.400

think we're all just aware that there are these time time pressures. So

236

00:12:26.400 --> 00:12:29.800

that's all I think what we want to audits.

237

00:12:29.800 --> 00:12:30.400

Thank you, sir.

238

00:12:31.400 --> 00:12:31.800

Thank you.

239

00:12:34.100 --> 00:12:34.800

Cambridgeshire

240

00:12:37.900 --> 00:12:41.000

I agree with what mother Mohammed

241

00:12:40.200 --> 00:12:43.300

on behalf of Cambria County Council agree with

242

00:12:43.300 --> 00:12:46.300

what my learner friend said in relation

243

00:12:46.300 --> 00:12:49.400

to the road safety audit and that's also helpful.

244

00:12:49.400 --> 00:12:53.200

There was just something that we were trying to locate

245

00:12:52.200 --> 00:12:55.600

and maybe we'll come back to this. There were

246

00:12:55.600 --> 00:12:58.000

some recommendations that we had made to be

247

00:12:58.400 --> 00:13:01.600

included in this ctmp. Partially though

248

00:13:01.600 --> 00:13:04.800

not completely supported by

249

00:13:04.800 --> 00:13:07.300

one of your questions in the early

250

00:13:07.300 --> 00:13:10.400

stages a we're struggling to find what that was.

251

00:13:10.400 --> 00:13:13.300

So we'll come back to you at some point to just highlight what that

252

00:13:13.300 --> 00:13:14.900
is because what we want to see is whether

253
00:13:15.900 --> 00:13:18.300
that feedback that we gave and the

254
00:13:18.300 --> 00:13:21.500
answers that you got from the applicant has now fed

255
00:13:21.500 --> 00:13:24.700
into the latest ctmp, right? Okay. Well we've

256
00:13:24.700 --> 00:13:24.800
got

257
00:13:26.300 --> 00:13:29.200
the rest of today we we're in session tomorrow,

258
00:13:29.200 --> 00:13:29.800
so

259
00:13:31.100 --> 00:13:32.600
I see no reason why you shouldn't.

260
00:13:33.800 --> 00:13:36.300
Raise that again if then if that will

261
00:13:36.300 --> 00:13:36.400
help you.

262
00:13:37.700 --> 00:13:38.000
Thank you.

263
00:13:41.300 --> 00:13:43.100
if I just move on now to

264
00:13:44.400 --> 00:13:45.400
the applicants

265
00:13:46.900 --> 00:13:48.600
cable routes access J

266

00:13:51.300 --> 00:13:54.200

Is close to the junction of the new and the former?

267

00:13:54.200 --> 00:13:55.400

A142?

268

00:13:56.700 --> 00:13:59.800

So if you could explain it's related

269

00:13:59.800 --> 00:14:01.900

to safety audits in some respect I suppose.

270

00:14:02.600 --> 00:14:03.900

if you explain for

271

00:14:04.900 --> 00:14:06.000

That site access.

272

00:14:07.100 --> 00:14:10.200

How you'll avoid over sailing onto the opposite courageway and how

273

00:14:10.200 --> 00:14:14.000

so how you avoid rear-end collisions when

274

00:14:13.600 --> 00:14:16.500

they're hgv turning into the sites coming

275

00:14:16.500 --> 00:14:19.300

east of the direction on the approached around

276

00:14:19.300 --> 00:14:19.500

about?

277

00:14:25.500 --> 00:14:28.900

Okay, Chris Carter for the applicant and part

278

00:14:28.900 --> 00:14:32.000

of what we're doing is updating the tracking

279

00:14:31.300 --> 00:14:34.400

them to show the vehicle movements going

280

00:14:34.400 --> 00:14:38.000

into into the into the site and if necessary,

281

00:14:37.300 --> 00:14:40.800

we would use some

282

00:14:40.800 --> 00:14:43.300

of the land on the on the left hand side as you

283

00:14:43.300 --> 00:14:46.800

turn in to ensure that the vehicle wouldn't

284

00:14:46.800 --> 00:14:49.200

cross over onto the onto the

285

00:14:49.200 --> 00:14:52.500

far side of the carriageway. And we we do note there's been

286

00:14:52.500 --> 00:14:55.100

a use of a temporary construction access on the

287

00:14:55.100 --> 00:14:58.400

other side of the carriageway right where we understand that

288

00:14:58.400 --> 00:15:00.500

that has happened and we

289

00:15:01.500 --> 00:15:04.500

We feel that this issue of so we in the

290

00:15:04.500 --> 00:15:07.100

first instance, we will update the tracking so that it doesn't go over

291

00:15:07.100 --> 00:15:10.100

the other Carriage Way, and in terms of the of the

292

00:15:10.100 --> 00:15:14.200

rear shunt issue and we differ in

293

00:15:13.200 --> 00:15:16.800

our opinion from that of the of the

294

00:15:16.800 --> 00:15:19.200

authorities in that into in as to

295

00:15:19.200 --> 00:15:22.700

whether that is or is not a safety issue. And that's one

296

00:15:22.700 --> 00:15:25.900

of the locations where a road safety audit will be undertaken. Oh,

297

00:15:25.900 --> 00:15:29.700

right. Yeah starting my next question, which will yeah with

298

00:15:28.700 --> 00:15:31.400

as you as you're aware.

299

00:15:31.400 --> 00:15:34.400

So very safety audits are independent. Yes, and you'll see

300

00:15:34.400 --> 00:15:35.400

if they come up with that problem.

301

00:15:36.200 --> 00:15:39.500

So yeah, no, thanks very much. That's that's very helpful.

302

00:15:41.300 --> 00:15:45.000

And also on site accesses

303

00:15:44.500 --> 00:15:48.000

if we could clarify that.

304

00:15:49.500 --> 00:15:51.000

site accessory

305

00:15:51.600 --> 00:15:53.300

will be used for All Phases.

306

00:15:54.200 --> 00:15:57.200

And access J on Golf Links roads, and

307

00:15:57.200 --> 00:15:57.800

I've been removed.

308

00:15:59.400 --> 00:16:01.600

Is that is our understanding, correct?

309

00:16:05.500 --> 00:16:08.400

I am just to make sure Mr. Carter

310

00:16:08.400 --> 00:16:11.200

for the applicant and to make sure that I don't mislead you

311

00:16:11.200 --> 00:16:13.400

I'm going to refer to the

312

00:16:14.400 --> 00:16:18.100

To the original documentation and the acts there

313

00:16:18.100 --> 00:16:21.300

is an access on Golf Links Road, and it would be

314

00:16:21.300 --> 00:16:25.800

it would not be used for hgvs.

315

00:16:24.800 --> 00:16:28.200

I'm just going trying

316

00:16:27.200 --> 00:16:30.000

to get to the right page so I can correct.

317

00:16:31.500 --> 00:16:34.500

So I can advise you you correctly. So there

318

00:16:34.500 --> 00:16:37.500

is that sorry access. There is no longer an access

319

00:16:37.500 --> 00:16:40.700

K on Golf Links Road and access J

320

00:16:40.700 --> 00:16:43.400

is then operation is a secondary

321

00:16:43.400 --> 00:16:46.100

access in on in your operational phase only

322

00:16:46.100 --> 00:16:49.000

and that will there will be no hgvs using.

323

00:16:50.200 --> 00:16:53.600

Using that access and access I on New

324

00:16:53.600 --> 00:16:56.700

Market Road, which is the one in relatively close

325

00:16:56.700 --> 00:16:59.800

proximity to the to the a11. That is

326

00:16:59.800 --> 00:17:02.500

a secondary access. Sorry that yeah,

327

00:17:02.500 --> 00:17:06.100

it's a secondary access for construction and decommissioning. That

328

00:17:05.100 --> 00:17:09.300

would not be any use of access. I

329

00:17:08.300 --> 00:17:12.400

on New Market Road during the operational phase

330

00:17:12.400 --> 00:17:15.000

right? So

331

00:17:16.300 --> 00:17:17.800

I is for

332

00:17:19.300 --> 00:17:22.900

construction and decommissioning. Correct J

333

00:17:22.900 --> 00:17:25.600
is operational which is

334

00:17:25.600 --> 00:17:28.200
on Golf Links Road, but it's operational only so

335

00:17:28.200 --> 00:17:31.100
you'd be expecting small Vehicles. It would be

336

00:17:31.100 --> 00:17:34.600
yes, it would be workers in our light

337

00:17:34.600 --> 00:17:37.600
good. So LGB so not an hgv and that

338

00:17:37.600 --> 00:17:40.400
likely to be a car and access K is

339

00:17:40.400 --> 00:17:40.700
gone.

340

00:17:41.700 --> 00:17:44.400
Correct. Well access there is a separate access K.

341

00:17:44.400 --> 00:17:47.800
But the one that you're referring to on Golf Links

342

00:17:47.800 --> 00:17:49.200
Road is no longer part of the scheme.

343

00:17:49.700 --> 00:17:53.100
And in fact that was removed prior to submission, that's

344

00:17:52.100 --> 00:17:55.400
my understanding. I just wanted to get it all totally

345

00:17:55.400 --> 00:17:58.600
straight. So absolutely sense of our submissions.

346

00:18:00.400 --> 00:18:04.100

and just as part of that if

347

00:18:03.100 --> 00:18:06.700

you could update on what you now propose

348

00:18:06.700 --> 00:18:07.600

inspects of

349

00:18:08.300 --> 00:18:10.500

safety measures and assigning strategy

350

00:18:11.200 --> 00:18:14.700

at access I which is the a11 New

351

00:18:14.700 --> 00:18:16.200

Market Road Golf Links Road.

352

00:18:18.600 --> 00:18:19.600

okay, so the

353

00:18:20.700 --> 00:18:25.100

The Wider The Wider point on on

354

00:18:23.100 --> 00:18:26.500

Golf Links Road saw a

355

00:18:26.500 --> 00:18:29.900

new market Road for for everyone's benefit is

356

00:18:29.900 --> 00:18:32.500

that there is a is it

357

00:18:32.500 --> 00:18:35.700

we're proposing a construction and decommissioning access and

358

00:18:36.600 --> 00:18:39.500

That is 90 meters from the The

359

00:18:39.500 --> 00:18:42.700

Junction with the a11 and we previously undertook

360

00:18:42.700 --> 00:18:45.600

us undertook us a speed survey at

361

00:18:45.600 --> 00:18:48.700

the access itself and which identified that

362

00:18:48.700 --> 00:18:51.300

120 meters worth of visibility would be

363

00:18:51.300 --> 00:18:55.200

required. So typically you your

364

00:18:54.200 --> 00:18:57.100

visibility is play Ghost and goes

365

00:18:57.100 --> 00:19:00.300

to the next adjacent adjacent to each of you

366

00:19:00.300 --> 00:19:03.400

talk about speed of vehicles coming off the a11 at that short slip
a

367

00:19:03.400 --> 00:19:06.700

long New Market road heading long. Yes, heading heading

368

00:19:06.700 --> 00:19:09.400

Northbound. And we we are in agreement with

369

00:19:09.400 --> 00:19:12.500

Suffolk County Council that a 90 meter visibility

370

00:19:12.500 --> 00:19:15.300

display represents a departure from standard

371

00:19:15.300 --> 00:19:18.400

and we have done a very safety

372

00:19:18.400 --> 00:19:22.600

audit which is reported in the ctmp and the recommendation

373

00:19:21.600 --> 00:19:24.800
of the safety audit is that

374
00:19:24.800 --> 00:19:27.400
it is is

375
00:19:27.400 --> 00:19:30.800
that a signage strategy would be in place to

376
00:19:30.800 --> 00:19:34.100
advise vehicles that that there

377
00:19:33.100 --> 00:19:36.600
is an access upcoming and to expect

378
00:19:36.600 --> 00:19:39.900
Vehicles to come out of the access now,

379
00:19:39.900 --> 00:19:43.700
we understand that as the

380
00:19:43.700 --> 00:19:46.200
highway Authority and Suffolk County Council have

381
00:19:46.200 --> 00:19:49.400
significant concerns regarding and that approach and

382
00:19:49.400 --> 00:19:52.800
don't necessarily consider that that would be sufficient and I

383
00:19:52.800 --> 00:19:55.300
think the issue is more we've accepting a departure from

384
00:19:55.300 --> 00:19:58.200
standard former visibility perspective necessarily than the

385
00:19:58.200 --> 00:20:01.200
road safety audit. But yeah, I think the point is it's about

386
00:20:01.200 --> 00:20:04.800
divisibility. Yeah. So in order to address this

387

00:20:04.800 --> 00:20:07.200

so the survey was undertaken at the access point

388

00:20:07.200 --> 00:20:10.400

and that's when Vehicles will

389

00:20:10.400 --> 00:20:14.200

have turned off and the all and accelerated up

390

00:20:13.200 --> 00:20:17.200

to the access point now we did

391

00:20:16.200 --> 00:20:20.200

this over there in the first place because it's a it's

392

00:20:19.200 --> 00:20:22.300

a robust way of ensuring that

393

00:20:22.300 --> 00:20:25.900

you have the right visibility now clearly, we don't have

394

00:20:25.900 --> 00:20:28.200

the visibility necessary because of that

395

00:20:28.200 --> 00:20:31.300

but the actual requirement for the

396

00:20:31.300 --> 00:20:34.300

speed survey to measure of visibility display is at the extent of

397

00:20:34.300 --> 00:20:36.200

the visibility display. So we

398

00:20:36.500 --> 00:20:39.400

are putting a an ATC to an automated traffic

399

00:20:39.400 --> 00:20:42.600

counter down in place that goes in on

400

00:20:42.600 --> 00:20:46.300

Monday and we've we spoke

401

00:20:46.300 --> 00:20:49.800

with Suffolk a week or so ago and these

402

00:20:49.800 --> 00:20:52.300

they seemed comfortable that that would

403

00:20:52.300 --> 00:20:55.500

that that as an approach would give us a better understanding of

404

00:20:55.500 --> 00:20:58.500

what the visibility requirement actually is rather than

405

00:20:58.500 --> 00:21:02.000

the worst case scenario of taking it at the access point itself and

406

00:21:01.100 --> 00:21:04.900

we are reasonably confident that

407

00:21:04.900 --> 00:21:07.300

clearly with the radius coming

408

00:21:07.300 --> 00:21:10.800

off the a road and the need for vehicles to slow that

409

00:21:10.800 --> 00:21:12.400

the actual visibility the actual

410

00:21:13.300 --> 00:21:16.200

and speeds measured close to

411

00:21:16.200 --> 00:21:20.200

the closer to the access rather than at the access point itself
would

412

00:21:19.200 --> 00:21:22.700

lessen the the visibility requirement

413

00:21:22.700 --> 00:21:25.400

in that location and we intend to

414

00:21:25.400 --> 00:21:28.600

provide that data back to Suffolk County

415

00:21:28.600 --> 00:21:33.000

Council and and hopefully subject

416

00:21:32.100 --> 00:21:35.600

to the outcome of the survey resolved the

417

00:21:35.600 --> 00:21:38.500

matter. Thank you. And of course bearing in

418

00:21:38.500 --> 00:21:41.300

my what you've just updated just on that's only getting a bit

419

00:21:41.300 --> 00:21:44.300

necessary for the construction phase and later on

420

00:21:44.300 --> 00:21:47.400

for the commissioning but won't be necessary signs won't

421

00:21:47.400 --> 00:21:50.200

need to be permanent because you won't need them for the operational phase video

422

00:21:50.200 --> 00:21:52.000

because you you're accesses.

423

00:21:53.400 --> 00:21:56.500

Some place. Yes. That's that's correct. I mean they would the signage

424

00:21:56.500 --> 00:21:59.900

obviously is to be agreed. But the actual form

425

00:21:59.900 --> 00:22:02.800

of the sign was will be very much a construction access

426

00:22:02.800 --> 00:22:03.300

coming up.

427

00:22:04.200 --> 00:22:05.000

Yeah, thank you.

428

00:22:10.700 --> 00:22:13.100

and just lastly on my last question

429

00:22:13.100 --> 00:22:14.200

on this item before I

430

00:22:15.400 --> 00:22:17.600

ask other parties to comment.

431

00:22:19.100 --> 00:22:22.100

Was how you envisaged safe access?

432

00:22:23.200 --> 00:22:26.700

Being provided that the West a crane access

433

00:22:26.700 --> 00:22:29.300

a online road, which we've discussed previously.

434

00:22:30.200 --> 00:22:33.300

without significant removal of vegetation on both sides of

435

00:22:33.300 --> 00:22:33.700

the junction

436

00:22:35.300 --> 00:22:35.400

Okay.

437

00:22:36.100 --> 00:22:39.200

And so Mr. Carter the

438

00:22:39.200 --> 00:22:42.000

applicant apologies, and so the

439

00:22:43.500 --> 00:22:46.900

I think to clarify we are we are

440

00:22:46.900 --> 00:22:49.800
assessing and folias removal

441

00:22:49.800 --> 00:22:52.500
at the access point and I appreciate

442

00:22:52.500 --> 00:22:55.400
there was that there was an Omission

443

00:22:55.400 --> 00:22:58.200
within the set of plans on in the ctmp and that

444

00:22:58.200 --> 00:23:02.200
we didn't show the visibility's play and that has been that

445

00:23:01.200 --> 00:23:05.100
has been provided offline to the Cambridge

446

00:23:04.100 --> 00:23:07.800
County Council for their for their review. The visibility

447

00:23:07.800 --> 00:23:10.500
display required is worst case

448

00:23:10.500 --> 00:23:14.400
because it's based on speed limit which is 215 meters

449

00:23:14.400 --> 00:23:18.000
and so that shows and that's

450

00:23:17.200 --> 00:23:20.900
all within all within the order limits. Now

451

00:23:20.900 --> 00:23:23.600
the the access itself

452

00:23:23.600 --> 00:23:27.100
that can accommodate two-way

453

00:23:26.100 --> 00:23:29.800

traffic movement and so just

454

00:23:29.800 --> 00:23:32.400

two-way car movement and it can accommodate a car and

455

00:23:32.400 --> 00:23:36.000

an hgv and making that making that

456

00:23:35.200 --> 00:23:39.100

turning movement and in the

457

00:23:38.100 --> 00:23:41.900

incredibly unlikely event that

458

00:23:41.900 --> 00:23:43.200

so the delivery management

459

00:23:43.500 --> 00:23:46.500

system would result in would ensure

460

00:23:46.500 --> 00:23:49.100

that the hdv deliveries inbound and out. I would

461

00:23:49.100 --> 00:23:52.600

not be timed to coincide in the unlikely

462

00:23:52.600 --> 00:23:55.200

event that that did happen. We have written

463

00:23:55.200 --> 00:23:58.600

protocols into the ctmp to follow that

464

00:23:58.600 --> 00:24:01.300

would in and that is

465

00:24:03.400 --> 00:24:06.200

In seven points, he's not the one I've seen where you said that

466

00:24:06.200 --> 00:24:09.500

you'd hold a vehicle inside the site's room. Correct? The

467

00:24:09.500 --> 00:24:12.500

outcoming the outbound vehicle weight. Yes. No,

468

00:24:12.500 --> 00:24:15.700

that's that's exactly right so that we would avoid the whole

469

00:24:15.700 --> 00:24:19.000

purpose of these of these things to is to

470

00:24:18.300 --> 00:24:21.700

embed it into the site access design

471

00:24:21.700 --> 00:24:24.800

and the detailed design of the internal site layout to

472

00:24:24.800 --> 00:24:27.200

ensure that is complied with so that

473

00:24:27.200 --> 00:24:30.500

we don't have hgv's waiting in the waiting in

474

00:24:30.500 --> 00:24:34.000

the public Highway. Yeah, that's one. Yeah. Thanks a lot. And that's

475

00:24:33.300 --> 00:24:36.500

the one that I thought that look like

476

00:24:36.500 --> 00:24:38.200

the most probably the most critical one.

477

00:24:38.900 --> 00:24:41.500

Just um, is there anything similar?

478

00:24:42.600 --> 00:24:45.900

On the East a and East be accesses

479

00:24:45.900 --> 00:24:47.600

the major accesses.

480

00:24:48.300 --> 00:24:50.700

Are there any other similar issues on those as well?

481

00:24:51.700 --> 00:24:52.600

So

482

00:24:55.300 --> 00:24:58.000

That measure within the ctmp applies.

483

00:24:58.800 --> 00:25:01.300

And applies overall. And yeah, I

484

00:25:01.300 --> 00:25:04.100

know just fine. So we've ident we've talked

485

00:25:04.100 --> 00:25:07.800

about it in respect of West a but it applies to the other accesses
as

486

00:25:07.800 --> 00:25:07.800

well.

487

00:25:08.800 --> 00:25:09.600

That that's correct.

488

00:25:10.800 --> 00:25:13.400

And in terms

489

00:25:13.400 --> 00:25:16.400

of the so the the in terms of the Elms Road

490

00:25:16.400 --> 00:25:19.600

Site access as well the same the same applies

491

00:25:19.600 --> 00:25:20.700

in terms of vehicle movements.

492

00:25:21.600 --> 00:25:24.700

And and whole and

493

00:25:24.700 --> 00:25:27.100

kind of providing visibility to the extent

494

00:25:27.100 --> 00:25:30.300

of that is required because that's because those

495

00:25:30.300 --> 00:25:33.400

are permanent accesses for the the two

496

00:25:33.400 --> 00:25:36.600

areas of Staff. Yes parking during the operational phase. Yeah.

497

00:25:36.600 --> 00:25:37.300

Yeah.

498

00:25:38.300 --> 00:25:42.500

Thanks would the so can I just reach any

499

00:25:42.500 --> 00:25:45.300

of the application? I just want to found the answer to

500

00:25:45.300 --> 00:25:46.800

the question was raised about.

501

00:25:48.400 --> 00:25:52.200

Access B for Seneca West site a so the

502

00:25:52.200 --> 00:25:55.600

answer is to be found for your note in

503

00:25:55.600 --> 00:25:58.300

appendix 13B to the es which

504

00:25:58.300 --> 00:26:01.100

is the transport assessment. It's plate two

505

00:26:01.100 --> 00:26:04.500

of that document and and

506

00:26:04.500 --> 00:26:07.100

indeed Play 3. So plate two there shows the

507

00:26:07.100 --> 00:26:10.200

forecast Peak daily HTV movements during the

508

00:26:10.200 --> 00:26:14.000

construction period so access B is shown

509

00:26:13.200 --> 00:26:16.500

as 20 hgvs as a peak.

510

00:26:17.200 --> 00:26:20.400

and an average of nine that single

511

00:26:20.400 --> 00:26:24.200

direction for the for the

512

00:26:24.200 --> 00:26:27.700

construction period for Access B to silica

513

00:26:27.700 --> 00:26:28.300

West site a

514

00:26:29.300 --> 00:26:32.700

Is that some access a resource so

515

00:26:32.700 --> 00:26:33.000

for?

516

00:26:34.700 --> 00:26:37.100

Access a for solicit message

517

00:26:37.100 --> 00:26:38.000

the other one.

518

00:26:39.400 --> 00:26:42.300

figures is slightly different for Access a I

519

00:26:42.300 --> 00:26:45.500

think I think just one point that it might be worth just just being

520

00:26:45.500 --> 00:26:46.400

clear on is that

521

00:26:47.300 --> 00:26:50.900

the roots is a 11 lahog

522

00:26:50.900 --> 00:26:53.300

Road access a and then

523

00:26:53.300 --> 00:26:57.000

for Access B. It's a 14 a

524

00:26:56.600 --> 00:26:59.600

142 and then

525

00:26:59.600 --> 00:27:00.100

Short Road.

526

00:27:00.800 --> 00:27:03.600

Yes, it's true personal. Welcome directions. Yes.

527

00:27:03.600 --> 00:27:05.400

I see. Mmm. Well, thank you very much.

528

00:27:09.500 --> 00:27:13.000

Mr. Bedford, do you have any comments to make on the

529

00:27:12.600 --> 00:27:15.300

last batch of questions? I've just put to the

530

00:27:15.300 --> 00:27:15.500

applicant.

531

00:27:16.200 --> 00:27:19.400

Thank you, sir. Michael Bedford Suffolk County Council. So there

532

00:27:19.400 --> 00:27:22.900

are still some outstanding issues on accesses

533

00:27:22.900 --> 00:27:26.600

that have been discussed with the

534

00:27:26.600 --> 00:27:29.200
applicant and at the

535

00:27:29.200 --> 00:27:32.900
moment the County Council still has outstanding concerns. We've

536

00:27:32.900 --> 00:27:35.600
heard from Mr. Carter that

537

00:27:35.600 --> 00:27:38.400
some further work is being done to

538

00:27:38.400 --> 00:27:41.700
address some of those concerns. But if I just run through briefly

539

00:27:41.700 --> 00:27:44.200
the points. Yeah so far

540

00:27:44.200 --> 00:27:47.700
as site accesses a b and c on albums Road

541

00:27:47.700 --> 00:27:50.500
the visibility for Access B to

542

00:27:50.500 --> 00:27:53.200
the south for the operational phase is not been included on

543

00:27:53.200 --> 00:27:57.000
the plans and we think it needs to be the issues.

544

00:27:56.900 --> 00:27:59.100
There are also issues in relation to

545

00:27:59.100 --> 00:28:02.500
deliverability of the traffic management due to

546

00:28:02.500 --> 00:28:07.000
the proximity of the site the accesses the

547

00:28:05.200 --> 00:28:09.100

distance between them The Limited

548

00:28:08.100 --> 00:28:11.400

Road width for the temporary signal

549

00:28:11.400 --> 00:28:14.700

heads. And the County Council is not yet convinced

550

00:28:14.700 --> 00:28:16.000

that the full impacts of the

551

00:28:16.200 --> 00:28:20.000

relation clearance necessary for the 215 meters

552

00:28:19.400 --> 00:28:22.800

of visibility and access C during

553

00:28:22.800 --> 00:28:25.300

the operational phases being fully documented.

554

00:28:26.500 --> 00:28:29.500

For accesses D and H on

555

00:28:29.500 --> 00:28:32.500

New Market rows or no visibility details provided for

556

00:28:32.500 --> 00:28:35.600

Access D during the operational phase and vegetation

557

00:28:35.600 --> 00:28:38.800

removal for access h we

558

00:28:38.800 --> 00:28:41.300

consider underestimates the depth of the Woodland and

559

00:28:41.300 --> 00:28:41.900

edges.

560

00:28:43.400 --> 00:28:45.700

for accessee on Ferry Lane

561

00:28:47.400 --> 00:28:50.300

two-way movement of large Vehicles entering and leaving access.

562

00:28:50.300 --> 00:28:53.200

He doesn't appear to be feasible on the

563

00:28:53.200 --> 00:28:56.500

private track nor on secondham road due to

564

00:28:56.500 --> 00:28:59.400

the restricted width of both. We understand

565

00:28:59.400 --> 00:29:02.500

from the applicant that the applicant considers that movement will

566

00:29:02.500 --> 00:29:05.300

be controlled to prevent two large

567

00:29:05.300 --> 00:29:08.300

Vehicles meeting, but we don't see at the

568

00:29:08.300 --> 00:29:11.500

moment detail as to how that would be operated in

569

00:29:11.500 --> 00:29:15.900

practice access F

570

00:29:14.900 --> 00:29:17.500

and gee part

571

00:29:17.500 --> 00:29:20.200

of that I think back road is in Cambridge year,

572

00:29:20.200 --> 00:29:24.000

but there is narrow width of the road traffic

573

00:29:23.500 --> 00:29:26.900

signal heads with hgv straddling

574

00:29:26.900 --> 00:29:30.000

lanes and we consider again.

575

00:29:29.400 --> 00:29:33.400

There's not fishing information on visibility provided.

576

00:29:34.200 --> 00:29:37.800

Access I on Newmarket road. We remain concerned

577

00:29:37.800 --> 00:29:40.600

about the safety particularly the

578

00:29:40.600 --> 00:29:43.300

reduced visibility between the access and the a11. This

579

00:29:43.300 --> 00:29:46.600

is the point about the speed surveys we a welcome

580

00:29:46.600 --> 00:29:49.700

obviously the expectation that additional speed

581

00:29:49.700 --> 00:29:52.300

surveys will be undertaken and obviously we'll

582

00:29:52.300 --> 00:29:55.300

look at what that means in terms of if there

583

00:29:55.300 --> 00:29:58.400

is a Justified basis for reducing the visibility display

584

00:29:58.400 --> 00:30:01.000

based on that speed survey information when it comes

585

00:30:01.400 --> 00:30:04.300

forward and then access J Golf Links Road,

586

00:30:04.300 --> 00:30:08.100

no details of the junction have been

587

00:30:07.100 --> 00:30:10.300

provided to assess layout and safety or

588

00:30:10.300 --> 00:30:14.500

the level of traffic that would use it during the operational phase which

589

00:30:13.500 --> 00:30:16.500

we consider is necessary information.

590

00:30:16.500 --> 00:30:19.300

So they're quite detailed points

591

00:30:19.300 --> 00:30:22.200

that there are still matters where we are wanting

592

00:30:22.200 --> 00:30:24.300

more information from the applicant.

593

00:30:25.800 --> 00:30:28.200

I'm cute, Mr. Mohamed. You have anything

594

00:30:28.200 --> 00:30:29.700

you want to to add to that?

595

00:30:32.200 --> 00:30:35.600

As I also indicated to you, I will reduce this to writing but

596

00:30:35.600 --> 00:30:39.200

I just thought I'd give you the headlines. Yes. Thank you. We

597

00:30:38.200 --> 00:30:41.800

have we still have some concerns around Seneca

598

00:30:41.800 --> 00:30:44.300

West site a access a unlock road, which

599

00:30:44.300 --> 00:30:47.500

we've discussed in some extent with the passing of hgv's.

600

00:30:48.200 --> 00:30:52.100

Seneca West site a access C more

601

00:30:51.100 --> 00:30:55.500
details around the construction of the axis improvements needed

602
00:30:54.500 --> 00:30:56.700
Sonic.

603
00:30:57.900 --> 00:31:00.400
East site a access F on

604
00:31:00.400 --> 00:31:03.800
Beck Road Islam again just a bit more information needed

605
00:31:03.800 --> 00:31:05.400
there and then

606
00:31:06.300 --> 00:31:09.200
I don't know if people have mentioned the cable routes is also
another

607
00:31:09.200 --> 00:31:12.400
area that we've been concerned around the cable route

608
00:31:12.400 --> 00:31:16.100
access a near where's drove in Burwell cable

609
00:31:15.100 --> 00:31:18.400
route access h and cable route access

610
00:31:18.400 --> 00:31:22.200
J and cable route access K again.

611
00:31:21.200 --> 00:31:24.400
For example access J.

612
00:31:24.400 --> 00:31:27.500
We very much welcome the widely the widening of the axis

613
00:31:27.500 --> 00:31:30.100
at the a142 Ford and bypass but again, we need a bit

614
00:31:30.100 --> 00:31:30.700

more detail.

615

00:31:31.500 --> 00:31:34.400

So you will reduce all this to writing. It's either

616

00:31:34.400 --> 00:31:37.500

to do with more detailed at the construction of

617

00:31:37.500 --> 00:31:40.500

the access and improvements needed or it's about the visibility

618

00:31:40.500 --> 00:31:43.400

displays which either way, you know, we just

619

00:31:43.400 --> 00:31:46.300

need more information more clarification. I will reduce that

620

00:31:46.300 --> 00:31:49.000

to writing in our post submission hearing.

621

00:31:49.600 --> 00:31:52.300

Right. So between now and deadlines 7.

622

00:31:52.300 --> 00:31:55.400

Are you able to have offline? I'm certainly I've got

623

00:31:55.400 --> 00:31:58.400

them. All right down here. Right? We might actually send

624

00:31:58.400 --> 00:32:02.300

that along with Miley our questions around trees in

625

00:32:02.300 --> 00:32:03.600

the similar fashion, potentially.

626

00:32:04.900 --> 00:32:07.300

Oh, I'm told actually that they will have had

627

00:32:07.300 --> 00:32:11.400

some some of this material already but certainly mums.

628

00:32:10.400 --> 00:32:13.000

So we will we'll share as much

629

00:32:13.100 --> 00:32:16.000

as we can. Yeah, well, obviously the fact that we're all here can facilitate that

630

00:32:16.300 --> 00:32:20.100

and that will be very helpful. Thanks very much. So,

631

00:32:19.100 --> 00:32:22.300

I think that's all I wanted to cover.

632

00:32:23.500 --> 00:32:26.200

In respect to site accesses, Mr. Steal, you have

633

00:32:26.200 --> 00:32:30.200

something English to us. Thank you. So there are a

634

00:32:29.200 --> 00:32:32.200

number of points which arise as a result

635

00:32:32.200 --> 00:32:35.500

of that very helpful information from his

636

00:32:35.500 --> 00:32:38.000

attorney because we were aware of that just that one.

637

00:32:39.400 --> 00:32:41.200

respect of that one plate

638

00:32:42.200 --> 00:32:44.700

So the position is this as we understand it.

639

00:32:45.800 --> 00:32:49.400

There has been no assessment in the transporter

640

00:32:48.400 --> 00:32:51.900

assessment of that access

641

00:32:51.900 --> 00:32:52.300
B.

642
00:32:53.300 --> 00:32:54.000
No assessment.

643
00:32:55.100 --> 00:32:58.100
It goes through snail. Well, which is a small village which you're

644
00:32:59.100 --> 00:33:00.900
Familiar with yeah, there are two.

645
00:33:01.600 --> 00:33:04.300
Studs there right and it was

646
00:33:04.300 --> 00:33:08.200
raised just so you know, this isn't a new point on

647
00:33:07.200 --> 00:33:10.600
the 11th of November when we put

648
00:33:10.600 --> 00:33:13.700
in. Yeah, the Reps the reference is

649
00:33:13.700 --> 00:33:17.300
rep to hyphen 240, right paragraph

650
00:33:16.300 --> 00:33:20.400
18.1.34 and

651
00:33:19.400 --> 00:33:21.400
three six.

652
00:33:22.400 --> 00:33:25.600
And it's PDF page 135 of 209

653
00:33:25.600 --> 00:33:26.900
just so that's on the record.

654
00:33:27.900 --> 00:33:30.500
And so I should have said this is John steel king. That's

655

00:33:30.500 --> 00:33:33.500

that's fine. Thank you very much. Just go on.

656

00:33:33.500 --> 00:33:36.800

I'm Fred. I haven't finished and right this might be rather detail,

657

00:33:36.800 --> 00:33:37.900

but it's quite important.

658

00:33:39.500 --> 00:33:42.700

Lead transport assessment has assessed site

659

00:33:42.700 --> 00:33:45.900

a with respect to Hague Road the Hay

660

00:33:45.900 --> 00:33:49.600

Road. I make them and the plate which

661

00:33:49.600 --> 00:33:53.200

is the one which was very helpfully referred

662

00:33:52.200 --> 00:33:55.700

to by Mr. Turney has got

663

00:33:55.700 --> 00:33:59.100

the movements on it of both accesses

664

00:33:58.100 --> 00:34:02.400

to Seneca. West's a

665

00:34:01.400 --> 00:34:05.500

and the lahog

666

00:34:04.500 --> 00:34:07.700

road one maximum. There

667

00:34:07.700 --> 00:34:11.200

seems to be 28 Vehicles access

668

00:34:10.200 --> 00:34:13.800
a 28 hgv's single Direction.

669
00:34:15.300 --> 00:34:18.400
And the excess B is 20.

670
00:34:19.300 --> 00:34:19.600
so

671
00:34:20.500 --> 00:34:23.000
there is not a one could say there is a

672
00:34:23.400 --> 00:34:26.100
material because eight hgvs but there's normally is about the same

673
00:34:26.100 --> 00:34:26.800
sort of order.

674
00:34:28.300 --> 00:34:31.600
No assessment of that in the terror in

675
00:34:31.600 --> 00:34:32.700
the transport assessment.

676
00:34:33.700 --> 00:34:35.000
a number of other points

677
00:34:35.800 --> 00:34:37.000
there is a

678
00:34:38.100 --> 00:34:41.500
bridge there is your where no with a

679
00:34:41.500 --> 00:34:42.200
weight limit on it and

680
00:34:43.100 --> 00:34:46.100
We understand it seven point five tonnes, but you know,

681
00:34:46.100 --> 00:34:49.100
there we go. Does that affect things with no assessments? We don't

682

00:34:49.100 --> 00:34:49.300
know.

683

00:34:50.400 --> 00:34:53.300
It is also used as we've said in the

684

00:34:53.300 --> 00:34:56.300
equestrian documentation. I haven't got

685

00:34:56.300 --> 00:34:59.400
all that to hand at the moment. But that was also

686

00:34:59.400 --> 00:35:02.200
said this is used by equestrians and it's

687

00:35:02.200 --> 00:35:03.800
all so used by cyclists.

688

00:35:04.500 --> 00:35:07.200
And it is not a road where

689

00:35:07.200 --> 00:35:08.900
you can see over the top of the hunt Bridge.

690

00:35:10.200 --> 00:35:13.900
It is also the case that

691

00:35:13.900 --> 00:35:16.200
it goes through a village. Now. One of

692

00:35:16.200 --> 00:35:19.400
the things in the TA that is stated and this

693

00:35:19.400 --> 00:35:22.900
is a pp-117 at page

694

00:35:22.900 --> 00:35:26.000
111 of 249. You got

695

00:35:25.200 --> 00:35:29.400
it. I will sing paragraph 7.5 that it

696
00:35:28.400 --> 00:35:32.200
is the intention of the applicants to

697
00:35:31.200 --> 00:35:34.600
minimize the number of vehicles through villages.

698
00:35:35.500 --> 00:35:36.200
now

699
00:35:37.600 --> 00:35:40.400
we don't therefore have any answer

700
00:35:40.400 --> 00:35:41.700
to the points raised in November.

701
00:35:43.300 --> 00:35:46.400
About our points that we don't have the information and

702
00:35:46.400 --> 00:35:49.400
it's not suitable to go through snail. Well the other

703
00:35:49.400 --> 00:35:51.500
point which may be of interest to you.

704
00:35:53.100 --> 00:35:56.600
Is that on plate two which is shown

705
00:35:56.600 --> 00:35:59.800
and also on the documentation

706
00:35:59.800 --> 00:36:04.200
which is before the inquiry The Works

707
00:36:03.200 --> 00:36:06.700
of Works orders

708
00:36:06.700 --> 00:36:10.400
are wo3 and wo4 to

709

00:36:09.400 --> 00:36:12.400
the west side of the

710

00:36:12.400 --> 00:36:14.600
access to Chippenham Park.

711

00:36:16.100 --> 00:36:19.300
Now we've heard a lot about this access in

712

00:36:19.300 --> 00:36:20.600
historic.

713

00:36:21.300 --> 00:36:22.400
interest terms

714

00:36:23.200 --> 00:36:26.500
and also the point about tunneling underneath and so

715

00:36:26.500 --> 00:36:29.300
on so forth and with the point concerning that

716

00:36:29.300 --> 00:36:32.800
but as shown on the plate

717

00:36:32.800 --> 00:36:35.700
of internal roads and things there's an access across it is

718

00:36:35.700 --> 00:36:38.100
that for hgvs if it's for hgvs because

719

00:36:38.100 --> 00:36:41.900
we got a holy different approach to these matters potentially.

720

00:36:43.100 --> 00:36:46.300
Don't know because of the information is not there if it's

721

00:36:46.300 --> 00:36:49.300
going to be for all of that, which

722

00:36:49.300 --> 00:36:52.000

is to the west of the access and there isn't going to

723

00:36:52.300 --> 00:36:55.300

be an axis across that doesn't seem to Accord with

724

00:36:55.300 --> 00:36:58.600

the information before being before the examination moment.

725

00:36:59.800 --> 00:37:02.900

And if it is going to be kept to the West where's it

726

00:37:02.900 --> 00:37:06.300

say that it is going to capture the West in terms of some form

727

00:37:05.300 --> 00:37:08.600

of statement that we're going

728

00:37:08.600 --> 00:37:12.700

to have a situation where all the wa3 and

729

00:37:12.700 --> 00:37:13.500

wo4.

730

00:37:14.600 --> 00:37:16.000

construction works

731

00:37:16.800 --> 00:37:19.100

are going to be accessed through snail oil and then we

732

00:37:19.100 --> 00:37:23.300

get round into great big circles and say what's the information concerning that so there

733

00:37:22.300 --> 00:37:24.400

are a number of issues.

734

00:37:25.500 --> 00:37:28.200

That we raised in November concerning the

735

00:37:28.200 --> 00:37:28.700

access.

736

00:37:29.600 --> 00:37:32.300

It may be changed as far as

737

00:37:32.300 --> 00:37:35.300

this is concerned because it is take not the same

738

00:37:35.300 --> 00:37:39.200

access is going to be used for Seneca West.

739

00:37:40.200 --> 00:37:43.500

Of B, but there's also the construction

740

00:37:43.500 --> 00:37:46.500

of the of the

741

00:37:46.500 --> 00:37:49.200

cable the point Mr. Mohammad's raised as well.

742

00:37:50.200 --> 00:37:53.800

And we have an information about that.

743

00:37:53.800 --> 00:37:56.300

So there isn't information that we

744

00:37:56.300 --> 00:38:00.000

raised a long time ago about matters, which

745

00:37:59.200 --> 00:38:03.000

do concern local people. But all

746

00:38:02.400 --> 00:38:05.600

so have the historic interest into it

747

00:38:05.600 --> 00:38:08.100

interest point in the impact,

748

00:38:08.100 --> 00:38:12.200

which we have rest on numerous occasions, and that's the direct impact.

749

00:38:13.200 --> 00:38:15.800
on the historic

750

00:38:16.700 --> 00:38:19.300
Of the historic and

751

00:38:19.300 --> 00:38:23.500
registered Park land RPG and

752

00:38:22.500 --> 00:38:25.700
God. So in relation to Highway matters,

753

00:38:25.700 --> 00:38:28.600
your point is my point

754

00:38:28.600 --> 00:38:31.600
is it's not assessed and it isn't assessing in

755

00:38:31.600 --> 00:38:35.500
historic gun because what we're dealing here with is you

756

00:38:34.500 --> 00:38:37.300
dealt with seat site accesses and

757

00:38:37.300 --> 00:38:40.600
you're also concerned with impact upon highways. Yes. Yes,

758

00:38:40.600 --> 00:38:43.300
he goes a little bit further than that because the only

759

00:38:43.300 --> 00:38:47.000
place we get the hgv information and construction

760

00:38:46.400 --> 00:38:49.600
information is in the TA and

761

00:38:49.600 --> 00:38:52.100
in the related highway information as we've got

762

00:38:52.100 --> 00:38:55.600

to wait till now to raise the point again, and what

763

00:38:55.600 --> 00:38:58.100

we don't have is the information about what

764

00:38:58.100 --> 00:39:02.000

the impact is and because we don't have the information concerning

765

00:39:01.200 --> 00:39:04.100

the hgvs and how they get in.

766

00:39:04.100 --> 00:39:07.600

That's what help point about the access other than this point

767

00:39:07.600 --> 00:39:10.700

about 20 here, which is that one diagram and

768

00:39:10.700 --> 00:39:13.900

very helpfully that's been considered by

769

00:39:13.900 --> 00:39:16.100

Mr. Tony and his those who

770

00:39:17.400 --> 00:39:20.300

But it doesn't tell us what the impact is

771

00:39:20.300 --> 00:39:23.900

on another matter of material interest

772

00:39:23.900 --> 00:39:26.600

and that's the historic. Yeah. Oh God. You

773

00:39:26.600 --> 00:39:29.300

see the point there's so you point is

774

00:39:29.300 --> 00:39:29.400

about

775

00:39:30.200 --> 00:39:33.500

Size that access B is not been assessed. So yes,

776

00:39:33.500 --> 00:39:36.300

but the impact of understand the knock

777

00:39:36.300 --> 00:39:39.400

on impacts. I'm just trying to to find myself to

778

00:39:39.400 --> 00:39:41.900

Highway matters be snail well.

779

00:39:42.800 --> 00:39:43.500

historic

780

00:39:44.600 --> 00:39:47.300

interest and also whether they're

781

00:39:47.300 --> 00:39:48.600

is in the order.

782

00:39:49.600 --> 00:39:52.200

Any management of that because we have not

783

00:39:52.200 --> 00:39:54.200

found it. Thank you if I could just

784

00:39:56.200 --> 00:39:59.100

Put that that's a bridge attorney for the app. Can

785

00:39:59.100 --> 00:40:03.200

I'm just gonna quickly pick up on what Mr.

786

00:40:02.200 --> 00:40:05.200

Stealer said, and then I'll hand over to Mr.

787

00:40:05.200 --> 00:40:11.100

Carter for to deal with what Mr. Bedford said. We'll pick

788

00:40:11.100 --> 00:40:14.600

this up. I think again in our written submissions just on where you find the references to

789

00:40:14.600 --> 00:40:16.100

this access, but just to be clear

790

00:40:17.200 --> 00:40:18.500

our understanding

791

00:40:19.800 --> 00:40:22.500

if Mississippi was talking about the Railway Bridge.

792

00:40:23.300 --> 00:40:26.600

Our understanding is that the weight constraint

793

00:40:26.600 --> 00:40:26.800

is?

794

00:40:28.300 --> 00:40:28.600

Sorry.

795

00:40:32.200 --> 00:40:35.200

Our understanding is if he's talking about the Railway Bridge on Short

796

00:40:35.200 --> 00:40:37.800

Road. Our understanding is the weight limit is 44 tons.

797

00:40:39.300 --> 00:40:42.600

So, I don't know which Bridges talking about. Well, is it is it

798

00:40:42.600 --> 00:40:45.500

the sign that my instructions look if we

799

00:40:45.500 --> 00:40:49.000

just take this matter offline that's just

800

00:40:48.600 --> 00:40:51.200

clarified say them he wants to know the weight limit

801

00:40:51.200 --> 00:40:54.200

on the on the Railway Bridge right? It's good. He's got a we looking

802

00:40:54.200 --> 00:40:57.400

at sign on Google Maps. It says 7.5. It may be wrong. Okay. There's

803

00:40:57.400 --> 00:40:58.400

a great big sign. They're saying that

804

00:40:59.400 --> 00:41:02.800

Is that okay if we can sorry can

805

00:41:02.800 --> 00:41:04.200

I yeah, Mr. Carter.

806

00:41:05.200 --> 00:41:08.700

Mr. Scott for the applicant. Yeah, there is 7.5 ton weight limit,

807

00:41:08.700 --> 00:41:11.800

but that is in on Fordham Road in stalewell. Yes

808

00:41:11.800 --> 00:41:15.000

adjacent to the where the adjacent

809

00:41:14.200 --> 00:41:18.200

to the access that was removed at the last. Yeah, the

810

00:41:17.200 --> 00:41:20.700

last strange request. She's in this location.

811

00:41:20.700 --> 00:41:23.300

That's the deal is preparing here. If you

812

00:41:23.300 --> 00:41:26.000

could if you could chuck clarify that offline, I think we'll deal with that. Very

813

00:41:26.300 --> 00:41:30.000

true. We say that whole section was talking

814

00:41:29.100 --> 00:41:33.300

about the wrong access. We're talking about Seneca West

815

00:41:33.300 --> 00:41:36.200

Side a access B. It's from Chippenham Road

816

00:41:36.200 --> 00:41:39.200

the route to it is my short road it goes into

817

00:41:39.200 --> 00:41:42.300

I think it goes into a bit of snail well, but it doesn't go through the

818

00:41:42.300 --> 00:41:46.800

street in snail world without the main road and the we've

819

00:41:46.800 --> 00:41:49.700

got we've already given you the figures. The other

820

00:41:49.700 --> 00:41:52.400

point is about the crossing of the I think

821

00:41:52.400 --> 00:41:55.400

was about the crossing of the Avenue in the RPG, which was

822

00:41:55.400 --> 00:41:58.600

the subject of the exchanges we had this morning and we're

823

00:41:58.600 --> 00:42:01.100

going to provide that yes, that's drawing of the access

824

00:42:01.100 --> 00:42:04.000

route. So I won't repeat that our last Mr. Carter just to come

825

00:42:04.100 --> 00:42:04.400

back on.

826

00:42:05.200 --> 00:42:06.400

Bradford's list of points I think

827

00:42:07.400 --> 00:42:08.200

thank you. Yes.

828

00:42:10.300 --> 00:42:13.500

Okay, Mr. Carter for the applicant and I'd like to thank Mr. Bedford

829

00:42:13.500 --> 00:42:16.300

for his helpful summary of the and Mr.

830

00:42:16.300 --> 00:42:19.900

Mohammed as as well. So the the points

831

00:42:19.900 --> 00:42:22.800

of detail that they raised are the math

832

00:42:22.800 --> 00:42:25.100

subjects of conversations that we're having

833

00:42:25.100 --> 00:42:28.100

with the relevant officers in the authority and we are

834

00:42:28.100 --> 00:42:31.200

seeking to address those points in the next rat in

835

00:42:31.200 --> 00:42:35.500

the next submission and a few kind of specific clarifications.

836

00:42:34.500 --> 00:42:37.500

And at the

837

00:42:37.500 --> 00:42:40.700

request of Suffolk. We are we are

838

00:42:40.700 --> 00:42:43.300

preparing kind of feasibility kind of

839

00:42:43.300 --> 00:42:47.100

concept layouts effectively. They would not enter the order but

840

00:42:46.100 --> 00:42:49.800

effectively showing how the TTM measures

841

00:42:49.800 --> 00:42:52.500

would actually be delivered in the in the

842

00:42:52.500 --> 00:42:55.800

point. So that's the order itself will simply say

843

00:42:55.800 --> 00:42:58.300

the traffic management has to be in this area

844

00:42:58.300 --> 00:43:02.000

and specify it. But this show it will give confidence that the

845

00:43:01.900 --> 00:43:03.500

measures are deliverable.

846

00:43:04.200 --> 00:43:07.700

And I think there's again the

847

00:43:07.700 --> 00:43:10.100

majority of these points are are things are

848

00:43:10.100 --> 00:43:13.700

being addressed but I would happily go

849

00:43:13.700 --> 00:43:16.500

into into detail if needed but I'm not really help is

850

00:43:16.500 --> 00:43:19.700

to know that you're going to be talking about things before

851

00:43:19.700 --> 00:43:22.500

deadlines seven. Absolutely you

852

00:43:22.500 --> 00:43:24.100

each put your submissions in they'll

853

00:43:24.900 --> 00:43:27.700

Stack Up absolutely and I think

854

00:43:27.700 --> 00:43:30.300

the suffer from Cambridge Charlotte colleagues

855

00:43:30.300 --> 00:43:33.500

for a helpful meeting last week as well where we've moved quite

856

00:43:33.500 --> 00:43:36.900

a few of these things things forward appreciating not

857

00:43:36.900 --> 00:43:39.500

all of them and that details remain to

858

00:43:39.500 --> 00:43:41.200

be agreed in in areas.

859

00:43:42.300 --> 00:43:45.100

Thanks very much. So I didn't have an opportunity to come

860

00:43:45.100 --> 00:43:48.300

back on the point. If I may just know I think we ought to move on to

861

00:43:48.300 --> 00:43:51.400

say your concern about in particular

862

00:43:51.400 --> 00:43:54.400

about the length of time that you say you've

863

00:43:54.400 --> 00:43:57.900

been waiting for the information. So the

864

00:43:57.900 --> 00:43:59.400

situation is obviously not.

865

00:44:01.500 --> 00:44:04.800

on all falls with position of any other parties in

866

00:44:04.800 --> 00:44:09.200

in the room necessarily having

867

00:44:07.200 --> 00:44:09.800

said that

868

00:44:11.100 --> 00:44:14.300

I've heard and seen the way Mr. Mohammed has dealt with the issues

that he

869

00:44:14.300 --> 00:44:17.400
has I think these issues that

870

00:44:17.400 --> 00:44:20.900
you've raised have been given a reasonable airing so

871

00:44:20.900 --> 00:44:23.700
far and you know, I'm comforted

872

00:44:23.700 --> 00:44:27.100
by the fact that there will be an online an offline

873

00:44:26.100 --> 00:44:29.200
discussion. So thank you very much. I've just

874

00:44:29.200 --> 00:44:32.200
going to say this. So can we move on please miss you Rigby?

875

00:44:32.200 --> 00:44:35.100
Yes, if we can move on. I think I've done everything I want to

876

00:44:35.100 --> 00:44:39.200
do on site accesses. There's various things that can continue

877

00:44:38.200 --> 00:44:41.300
offline as it work because we're all

878

00:44:41.300 --> 00:44:45.300
here together as a proper hearing just moving

879

00:44:44.300 --> 00:44:47.900
swiftly on traffic management and regulation

880

00:44:47.900 --> 00:44:50.700
which I think will sweep up well to concerns

881

00:44:50.700 --> 00:44:52.000
of Mr. Bedford's

882

00:44:53.300 --> 00:44:56.800

So to the local Highway authorities to

883

00:44:56.800 --> 00:44:59.500

start with just a

884

00:44:59.500 --> 00:45:02.000

quick one, really or you content with the

885

00:45:02.600 --> 00:45:04.100

revised drafting in article 44.

886

00:45:05.200 --> 00:45:09.200

And if not, what would you like to see included? And if

887

00:45:08.200 --> 00:45:11.600

you prefer to make a more detailed

888

00:45:11.600 --> 00:45:14.400

submission in the dco part

889

00:45:14.400 --> 00:45:14.600

of the

890

00:45:15.500 --> 00:45:16.200

Hearing then.

891

00:45:17.200 --> 00:45:20.400

That's fine, but I thought I'd introduce it now because

892

00:45:20.400 --> 00:45:23.400

it ties in directly to traffic matters.

893

00:45:26.600 --> 00:45:29.400

So certainly on our part. I think tomorrow might be

894

00:45:29.400 --> 00:45:32.300

better Mr. Mohammed on behalf of the County

895

00:45:32.300 --> 00:45:35.100

Council here. I think certainly for us it'd be

896

00:45:35.100 --> 00:45:38.600

easier and more efficient to do it tomorrow as part of the dco

897

00:45:38.600 --> 00:45:38.900

discussion.

898

00:45:41.800 --> 00:45:44.200

So yes, I think I think we welcome the fact

899

00:45:44.200 --> 00:45:48.000

that article 44 has been improved and I think the point that we've

900

00:45:47.100 --> 00:45:52.400

got in the notes are very detailed

901

00:45:50.400 --> 00:45:53.400

points on drafting which

902

00:45:53.400 --> 00:45:56.100

would probably not useful this afternoon. But if we

903

00:45:56.100 --> 00:45:59.300

need to come back to you, then we'll do that tomorrow if I'm happy

904

00:45:59.300 --> 00:46:03.000

to take it tomorrow. Yeah, that's fine

905

00:46:02.300 --> 00:46:05.300

that makes that makes sense. I was just I just thought I've

906

00:46:05.300 --> 00:46:09.600

opened it up now in case there was an easy. Yes. No answer any

907

00:46:08.600 --> 00:46:11.400

crucial points of principle. Thank

908

00:46:11.400 --> 00:46:11.500

you.

909

00:46:12.600 --> 00:46:12.600

um

910

00:46:14.600 --> 00:46:17.400

So next on to the applicant.

911

00:46:19.400 --> 00:46:20.700

If you could specify.

912

00:46:22.300 --> 00:46:25.800

Those locations for which you will provide temporary traffic

913

00:46:25.800 --> 00:46:28.300

management layouts. That's to say the ones

914

00:46:28.300 --> 00:46:31.400

for construction. It made time to things you've

915

00:46:31.400 --> 00:46:32.000

already told us.

916

00:46:34.100 --> 00:46:37.100

Would it be would it time with the the accesses for which you're going

917

00:46:37.100 --> 00:46:38.900

to do safety audits for instance?

918

00:46:39.900 --> 00:46:40.100

it

919

00:46:41.600 --> 00:46:45.000

so I missed a Carter for the applicant and it ties

920

00:46:44.200 --> 00:46:47.500

into the the access locations where

921

00:46:47.500 --> 00:46:50.400

specific concerns have been raised by Cambria and

922

00:46:50.400 --> 00:46:51.300
Suffolk. Yeah.

923
00:46:52.100 --> 00:46:55.800
So the common you made previously about the the road safety

924
00:46:55.800 --> 00:46:58.100
Audits and being independent that would obtain in

925
00:46:58.100 --> 00:47:01.300
this case as well. You'll get confirmation that things that

926
00:47:02.200 --> 00:47:05.200
Are considered to be important will be raised by the order. So
anyway.

927
00:47:06.400 --> 00:47:09.500
Yes, I mean they are and they are slightly different

928
00:47:09.500 --> 00:47:12.200
matters. And this is

929
00:47:12.200 --> 00:47:15.400
the this effectively as demonstrating the

930
00:47:15.400 --> 00:47:19.900
feasibility of introducing the generally

931
00:47:18.900 --> 00:47:21.100
traffic signals and speed

932
00:47:21.100 --> 00:47:24.900
limit reductions and for in specific locations where

933
00:47:24.900 --> 00:47:27.300
where questions have been raised about

934
00:47:27.300 --> 00:47:28.300
whether they're deliverable.

935
00:47:29.200 --> 00:47:33.100

And the road safety audits are specifically for the the

936

00:47:32.100 --> 00:47:36.300

site accesses and the locations where the substations

937

00:47:35.300 --> 00:47:38.800

are. Yeah brought in. Yeah. Thanks.

938

00:47:40.200 --> 00:47:44.500

So moving back to the Cambria and

939

00:47:44.500 --> 00:47:44.800

Suffolk.

940

00:47:46.800 --> 00:47:49.200

I wondered if you had any comments to make on the

941

00:47:49.200 --> 00:47:52.400

locations for which the applicant proposes to provide.

942

00:47:53.500 --> 00:47:55.000

temperature traffic management layouts

943

00:47:56.900 --> 00:47:57.700

Mr. Bedford

944

00:47:58.500 --> 00:48:02.200

So I think we welcome the suggestion

945

00:48:01.200 --> 00:48:06.500

in a s325 so

946

00:48:05.500 --> 00:48:08.400

that we think that those locations should

947

00:48:08.400 --> 00:48:11.300

be the subject of assessment. But we also think that

948

00:48:11.300 --> 00:48:14.600

access DH sorry can't

949

00:48:14.600 --> 00:48:17.600

hear you that clearly sorry. I apologize. We also think

950

00:48:17.600 --> 00:48:20.400

that the commitment to look at traffic

951

00:48:20.400 --> 00:48:23.900

management measured layouts in terms of feasibility should also

952

00:48:23.900 --> 00:48:26.300

include accesses D and H

953

00:48:26.300 --> 00:48:29.800

on New Market Road, Wellington. So I

954

00:48:29.800 --> 00:48:32.400

mean, I think that's partly been picked up in some of the comments already.

955

00:48:32.400 --> 00:48:35.400

But so that in terms

956

00:48:35.400 --> 00:48:39.000

of the list we would want to see that include. Thank you

957

00:48:38.900 --> 00:48:41.500

summer. How much do you have anything to add?

958

00:48:42.900 --> 00:48:45.700

No at the moment, we don't thank you.

959

00:48:45.700 --> 00:48:48.700

So to the applicant. Is that something

960

00:48:48.700 --> 00:48:51.000

you're considering? Anyway, Mr. Cards for

961

00:48:51.100 --> 00:48:54.600

the applicant. Yes, the act the places locations Mr.

962

00:48:54.600 --> 00:48:57.700

Bedford mentions are going to be included in the championship management

963

00:48:57.700 --> 00:48:58.000

plans.

964

00:48:59.900 --> 00:49:02.300

So thank you. So next on to the

965

00:49:03.200 --> 00:49:06.000

local Highway authorities Suffolk and Cambridgeshire.

966

00:49:06.800 --> 00:49:09.800

As distinct from the construction and decommissioning

967

00:49:09.800 --> 00:49:10.600

Arrangements.

968

00:49:11.900 --> 00:49:14.600

Are you satisfied with permanent Arrangements

969

00:49:14.600 --> 00:49:16.100

during the operational phase?

970

00:49:19.200 --> 00:49:20.300

such as there may be

971

00:49:24.700 --> 00:49:27.000

I hesitate because I don't in terms of

972

00:49:27.200 --> 00:49:30.300

that specific question. I don't have a clear enough note

973

00:49:30.300 --> 00:49:33.300

to give you a category answer so I would

974

00:49:33.300 --> 00:49:34.700

prefer if you don't mind to.

975

00:49:35.700 --> 00:49:38.600

Take a note of that and we will respond in our post hearing

976

00:49:38.600 --> 00:49:41.500

submission. Thanks, and that busy moving part of continuing

977

00:49:41.500 --> 00:49:44.500

discussions between now and deadline 7. Anyway, yes, thank

978

00:49:44.500 --> 00:49:47.800

you. And Mr. Hamid you I'm told

979

00:49:47.800 --> 00:49:51.300

that we're not happy with them, but I don't know why so

980

00:49:50.300 --> 00:49:53.200

that's something that we're gonna have

981

00:49:53.200 --> 00:49:56.200

to take away and come back to you on mmm. Yes. I can

982

00:49:56.200 --> 00:50:00.100

understand that because there'll be some residual issues want

983

00:49:59.100 --> 00:50:02.000

to shoot once once construction and ceased.

984

00:50:02.600 --> 00:50:06.000

but if you could do the same if you keep things going outside this

985

00:50:05.300 --> 00:50:06.400

room and

986

00:50:08.300 --> 00:50:11.100

Let us know deadline seven. So we've got a reason to clear picture of.

987

00:50:11.900 --> 00:50:14.200

Where we are with all that so A Bridge

988

00:50:14.200 --> 00:50:17.200

ten for the upcoming, but it helps you just explain our position on

989

00:50:17.200 --> 00:50:19.000

the permanent Arrangements. Yes.

990

00:50:19.900 --> 00:50:20.400

Let's do that.

991

00:50:22.800 --> 00:50:25.700

Yes, Mr. Carter for the applicant and

992

00:50:25.700 --> 00:50:27.400

we we know

993

00:50:28.400 --> 00:50:31.300

your questions at examination your first

994

00:50:31.300 --> 00:50:34.500

set of questions which ask for clarification on

995

00:50:34.500 --> 00:50:37.700

some of the some of the existing uses

996

00:50:37.700 --> 00:50:41.000

and what would and what would happen in the future and as

997

00:50:40.100 --> 00:50:43.700

part of our response to that we are preparing an

998

00:50:43.700 --> 00:50:47.600

access by access table setting out how the

999

00:50:47.600 --> 00:50:50.300

accesses are used at the moment and what would happen in

1000

00:50:50.300 --> 00:50:53.400

the in the future within the

1001

00:50:53.400 --> 00:50:56.900

construction the operational and decommissioning phases and

1002

00:50:56.900 --> 00:50:59.100

I think there are there are some

1003

00:50:59.100 --> 00:51:02.600

there are some important points and I think that

1004

00:51:03.700 --> 00:51:07.400

progress has been made in a number of areas and but

1005

00:51:06.400 --> 00:51:09.600

I do appreciate that certainly from

1006

00:51:09.600 --> 00:51:12.200

the deadline six responses. The matter

1007

00:51:12.200 --> 00:51:15.000

is not resolved. So

1008

00:51:15.900 --> 00:51:18.500

Effectively the for the

1009

00:51:18.500 --> 00:51:19.500

for the operational phase.

1010

00:51:20.400 --> 00:51:23.100

The point is to is that if there is

1011

00:51:23.100 --> 00:51:26.400

no intensification of an access and we

1012

00:51:26.400 --> 00:51:30.300

need to we appreciate the need for us to demonstrate and

1013

00:51:29.300 --> 00:51:32.400

how we would control that there

1014

00:51:32.400 --> 00:51:35.900

would be no intense vacation. Yeah that effectively they

1015

00:51:35.900 --> 00:51:38.400

these are established Farm accesses and they

1016

00:51:38.400 --> 00:51:41.700

would and they would continue. Yeah in that in

1017

00:51:41.700 --> 00:51:44.500

that use and so the definition of

1018

00:51:44.500 --> 00:51:47.900

maintain is included within the dco. I'm

1019

00:51:47.900 --> 00:51:50.500

sure they'll be conversations on that at some point and

1020

00:51:51.800 --> 00:51:54.100

and Article 5 sets out that

1021

00:51:54.100 --> 00:51:57.200

carrying out Works, which would result in materially different effects would not

1022

00:51:57.200 --> 00:52:00.700

be authorized. So Rhys in recent

1023

00:52:00.700 --> 00:52:04.100

submissions. The applicant has effectively committed to

1024

00:52:04.100 --> 00:52:07.100

providing an annual schedule of of what it

1025

00:52:07.100 --> 00:52:10.800

would consider to be. Yeah planned main surgery if there's anything

1026

00:52:10.800 --> 00:52:13.300

unplanned or anything like whopping then

1027

00:52:13.300 --> 00:52:16.300

just some notice. Well, it's gonna happen well,

1028

00:52:17.600 --> 00:52:20.100

Anything big anything so much all out of

1029

00:52:20.100 --> 00:52:23.500

the so typically typically during the construction phase is

1030

00:52:23.500 --> 00:52:26.900

the cable accesses themselves would

1031

00:52:26.900 --> 00:52:29.800

not be used by Sonica and during

1032

00:52:29.800 --> 00:52:32.600

the construction phase and with the exception of

1033

00:52:32.600 --> 00:52:35.300

ever thought was identified and they

1034

00:52:35.300 --> 00:52:38.200

needed to go in and join the operational phase during operation.
Yes,

1035

00:52:38.200 --> 00:52:41.600

and then those thoughts can be can be identified remotely

1036

00:52:41.600 --> 00:52:45.000

and or if so desired by the farmer a

1037

00:52:44.500 --> 00:52:47.900

more landowner and a representative

1038

00:52:47.900 --> 00:52:50.200

of summit Suffolk of Seneca could

1039

00:52:50.200 --> 00:52:53.600

walk. Yeah with them, but ultimately it's there

1040

00:52:53.600 --> 00:52:56.800

wouldn't be a regular need to go in and inspect the

1041

00:52:56.800 --> 00:52:58.100

cable routes and

1042

00:52:59.500 --> 00:53:02.200
so there wouldn't be any requirement for hgvs to

1043
00:53:02.200 --> 00:53:06.100
access in those locations either and ever

1044
00:53:05.100 --> 00:53:08.400
thought was identified then we would need

1045
00:53:08.400 --> 00:53:08.600
to

1046
00:53:09.900 --> 00:53:12.400
We we would effectively need to go back to

1047
00:53:12.400 --> 00:53:15.200
the highway authorities agree the

1048
00:53:15.200 --> 00:53:18.500
form of access and our backstop is the

1049
00:53:18.500 --> 00:53:22.200
vco allows us to powers to reinstate the

1050
00:53:21.200 --> 00:53:24.700
temporary traffic management. That is within

1051
00:53:24.700 --> 00:53:27.200
the yeah that that would be

1052
00:53:27.200 --> 00:53:30.300
necessary to make acceptable in the construction phase. So

1053
00:53:30.300 --> 00:53:33.800
it's sort of you sort of put yourself back into construction mode
part

1054
00:53:33.800 --> 00:53:36.000
way through the operational phrase because you you need to

1055
00:53:36.400 --> 00:53:40.200

exactly sir, and I think

1056

00:53:40.200 --> 00:53:40.600

what we

1057

00:53:41.300 --> 00:53:44.500

As as evident from from your

1058

00:53:44.500 --> 00:53:47.200

questions and from recent submissions is we need

1059

00:53:47.200 --> 00:53:50.200

to be clearer on on the on the

1060

00:53:50.200 --> 00:53:53.300

main site accesses and how those would would be used during the

1061

00:53:53.300 --> 00:53:56.300

operational doing operational phase and we will set that out

1062

00:53:56.300 --> 00:53:59.100

to you. But the I think the key point is that

1063

00:54:01.400 --> 00:54:05.100

for the for accesses that are serving fields of

1064

00:54:04.100 --> 00:54:06.700

solar panels and

1065

00:54:07.900 --> 00:54:10.600

the existing agricultural use is not

1066

00:54:10.600 --> 00:54:13.100

going to be continued in at the level that it is.

1067

00:54:13.100 --> 00:54:16.500

They will be rights of access maintained for people who need

1068

00:54:16.500 --> 00:54:19.600

to access their properties, but this is a effectively it's

1069

00:54:19.600 --> 00:54:22.200
a lower intensity use of land

1070

00:54:22.200 --> 00:54:25.900
and so we will so we'll have 17 members

1071

00:54:25.900 --> 00:54:28.200
of Staff as a maximum across the

1072

00:54:28.200 --> 00:54:32.200
whole scheme per day during the operational things and the

1073

00:54:31.200 --> 00:54:34.600
nehtv requirements

1074

00:54:34.600 --> 00:54:37.200
would be very very limited and it

1075

00:54:37.200 --> 00:54:40.100
would only be and that that would effectively be set out.

1076

00:54:41.200 --> 00:54:45.100
Within that Clause within the OM. Yeah to provide Daniel annual

1077

00:54:44.100 --> 00:54:49.100
maintenance. Yeah. And as I said anything abnormal that

1078

00:54:48.100 --> 00:54:52.500
results in something I'm in kind

1079

00:54:51.500 --> 00:54:54.900
of a larger level of usage then

1080

00:54:54.900 --> 00:54:57.800
we'll then we would be bound to go back and

1081

00:54:57.800 --> 00:55:00.300
agree that with the highway authorities and

1082

00:55:00.300 --> 00:55:03.700

if necessary reinstate the the

1083

00:55:03.700 --> 00:55:06.300

access is yeah, and this will be more of the outline

1084

00:55:06.300 --> 00:55:06.700

plans.

1085

00:55:07.500 --> 00:55:10.900

Sorry, this will be a moral Rover of the outline plans. It's

1086

00:55:10.900 --> 00:55:13.200

a kind of an overlap between the construction and

1087

00:55:13.200 --> 00:55:14.500

the old lamp, isn't it?

1088

00:55:16.100 --> 00:55:20.700

It will be in the omsa and yeah, and I

1089

00:55:19.700 --> 00:55:22.200

think and also what?

1090

00:55:23.100 --> 00:55:26.500

In we are also seeking to make sure that they're the lahog

1091

00:55:26.500 --> 00:55:29.900

road and the Elms Road gonna main accesses are

1092

00:55:29.900 --> 00:55:32.200

and have the visibility required to

1093

00:55:32.200 --> 00:55:35.700

be able to function for those and for that regular usage

1094

00:55:35.700 --> 00:55:36.700

during the operational phase.

1095

00:55:38.300 --> 00:55:40.200

Thanks. That's very helpful.

1096

00:55:41.300 --> 00:55:43.200

Just the final.

1097

00:55:44.200 --> 00:55:46.700

question to the local Highway authorities on

1098

00:55:47.600 --> 00:55:50.300

this item and I think it's one that Mr.

1099

00:55:50.300 --> 00:55:53.800

Bedford and alluded too early. I think it's just

1100

00:55:53.800 --> 00:55:56.900

to ask whether you're content with current proposals

1101

00:55:56.900 --> 00:55:59.400

in respect of heavy Goods vehicle

1102

00:55:59.400 --> 00:56:02.600

and staff vehicle staff vehicle controls.

1103

00:56:03.200 --> 00:56:06.500

That are currently proposed. I think I'm right

1104

00:56:06.500 --> 00:56:09.300

thinking that that was covering the point you

1105

00:56:09.300 --> 00:56:12.500

wanted to make Mr. Bedford if you'd like to go first. Thank you,

1106

00:56:12.500 --> 00:56:15.200

sir. Yes. It's perhaps helpful just to refer

1107

00:56:15.200 --> 00:56:15.400

to

1108

00:56:17.900 --> 00:56:21.300

As325 item

1109

00:56:20.300 --> 00:56:23.600

12 and we

1110

00:56:23.600 --> 00:56:26.600

welcome the applicant indicating an intention

1111

00:56:26.600 --> 00:56:29.600

to provide a staff cap at

1112

00:56:29.600 --> 00:56:33.400

1.5 vehicle occupancy equivalent and

1113

00:56:32.400 --> 00:56:36.000

an hgv cap proposed based

1114

00:56:35.000 --> 00:56:37.800

on accesses.

1115

00:56:38.700 --> 00:56:42.100

That we consider in relation

1116

00:56:41.100 --> 00:56:43.400

to the staff cap.

1117

00:56:44.100 --> 00:56:48.600

It's not just a question of having a an occupancy ratio. We

1118

00:56:47.600 --> 00:56:51.200

consider that there needs also to

1119

00:56:50.200 --> 00:56:55.200

be a control on the numbers of

1120

00:56:53.200 --> 00:56:56.600

workers and

1121

00:56:56.600 --> 00:57:00.500

the numbers of worker Vehicles so

1122

00:56:59.500 --> 00:57:02.400

that we can be confident that

1123
00:57:02.400 --> 00:57:05.400
the values that have been assessed in the environmental statement

1124
00:57:05.400 --> 00:57:08.600
and the TA as a

1125
00:57:09.600 --> 00:57:12.300
input to that do remain within the

1126
00:57:12.300 --> 00:57:15.200
worst case as opposed to Simply Having a

1127
00:57:15.200 --> 00:57:18.600
ratio, which doesn't then in itself

1128
00:57:18.600 --> 00:57:21.600
provide any ceiling on the actual overall Quantum.

1129
00:57:21.600 --> 00:57:25.400
It's just a ratio of car occupancy.

1130
00:57:26.400 --> 00:57:29.400
So we do want to see more there has been dialogue I

1131
00:57:29.400 --> 00:57:32.600
think as to what further controls the applicant is

1132
00:57:32.600 --> 00:57:35.600
prepared to propose that we are say

1133
00:57:35.600 --> 00:57:38.500
consider that in order to ensure both

1134
00:57:38.500 --> 00:57:38.900
that the

1135
00:57:40.200 --> 00:57:43.600
Transport impacts remain within the scope of what's been assessed

1136
00:57:43.600 --> 00:57:46.400

but also more generally in order to ensure that

1137

00:57:46.400 --> 00:57:49.000

so far as practicable. There is

1138

00:57:49.100 --> 00:57:52.700

a drive to minimize the need to travel in line

1139

00:57:52.700 --> 00:57:55.400

with national transport policy in

1140

00:57:55.400 --> 00:57:58.200

particular in both en1. And in

1141

00:57:58.200 --> 00:58:00.800

the mpbf that more needs to be done.

1142

00:58:02.300 --> 00:58:02.300

Thank you.

1143

00:58:03.100 --> 00:58:06.500

So Richard attorney for the applicant just to confirm that it is a vehicle number

1144

00:58:06.500 --> 00:58:10.400

that's proposed by right Gap so that I think

1145

00:58:11.100 --> 00:58:14.500

the issue that's being raised and the cap for hgvs

1146

00:58:14.500 --> 00:58:17.500

will be a number of https as well. So I think that addresses the point

1147

00:58:17.500 --> 00:58:20.500

but it's come it's coming as we've already indicated in

1148

00:58:20.500 --> 00:58:23.200

the next iteration of the documents at deadline 7

1149

00:58:23.200 --> 00:58:25.500

the ctmp.

1150

00:58:26.100 --> 00:58:29.300

Sorry, I'm reminded the style vehicle cap is already there and the

1151

00:58:29.300 --> 00:58:30.500

HGB cap is coming.

1152

00:58:31.400 --> 00:58:34.200

Right, and that's where sorry that's in the LMP or

1153

00:58:34.200 --> 00:58:36.000

the ctmp.

1154

00:58:37.300 --> 00:58:38.800

Ctmp. Thank you.

1155

00:58:39.900 --> 00:58:42.500

Does that address your

1156

00:58:42.500 --> 00:58:45.300

query Mr. Effort? So we'll take that away and reflect

1157

00:58:45.300 --> 00:58:48.100

on that and address it in our post hearing submissions if we think that

1158

00:58:48.100 --> 00:58:51.400

we need say anything further. Thank you, Mr. Muhammad.

1159

00:58:58.300 --> 00:59:01.500

Sorry, we don't have anything to add on that on this beyond what

1160

00:59:01.500 --> 00:59:02.300

Mr. Bedford has said.

1161

00:59:03.300 --> 00:59:03.700

Thank you very much.

1162

00:59:11.700 --> 00:59:15.300

Well, let's see. We've got some protective

1163

00:59:14.300 --> 00:59:17.500

Provisions inside agreements. Haven't

1164

00:59:17.500 --> 00:59:20.300

we to complete?

1165

00:59:21.400 --> 00:59:24.300

the this item I think basically

1166

00:59:26.900 --> 00:59:28.500

whether you let's check it out. I'm

1167

00:59:29.500 --> 00:59:33.800

well, it's it's five o'clock. I think

1168

00:59:33.800 --> 00:59:36.800

the preference will be to to try and

1169

00:59:36.800 --> 00:59:39.700

get it done us on the agenda if we

1170

00:59:39.700 --> 00:59:43.000

can do it in the next sort of, you know, 15-20 minutes

1171

00:59:42.900 --> 00:59:45.200

or so. Do you

1172

00:59:45.200 --> 00:59:45.700

think that's possible?

1173

00:59:47.300 --> 00:59:51.700

Richard attorney for the applicant said it depends what needs

1174

00:59:50.700 --> 00:59:53.400

to be said on it in the sense that we

1175

00:59:53.400 --> 00:59:56.500

can provide you with a factual update is to the position between the parties.

1176

00:59:56.500 --> 00:59:59.200

I think if we were to go through those documents it might take a

1177

00:59:59.200 --> 00:59:59.600

little bit longer.

1178

01:00:01.600 --> 01:00:04.500

I think I'm balanced side

1179

01:00:04.500 --> 01:00:07.900

being client to leave it over until tomorrow morning

1180

01:00:07.900 --> 01:00:10.400

because I think to

1181

01:00:10.400 --> 01:00:15.700

an extent we might only be repeating matters to

1182

01:00:13.700 --> 01:00:16.600

do with the drafting

1183

01:00:16.600 --> 01:00:19.200

of the provisions. Really.

1184

01:00:20.300 --> 01:00:22.000

That's alright with everyone.

1185

01:00:23.400 --> 01:00:23.700

Okay.

1186

01:00:25.100 --> 01:00:30.500

All right. Well in that case then so

1187

01:00:28.500 --> 01:00:31.500

Mr. Abu

1188

01:00:31.500 --> 01:00:33.900

did you have any other final points? No, I think we have.

1189

01:00:35.400 --> 01:00:36.200

the submissions that

1190

01:00:37.400 --> 01:00:40.400

discussion about article 44 and be well held over

1191

01:00:40.400 --> 01:00:40.800

till tomorrow.

1192

01:00:41.700 --> 01:00:46.200

Because that's another overlap area with the order. And so

1193

01:00:44.200 --> 01:00:47.200

if we

1194

01:00:47.200 --> 01:00:50.700

do likewise with protective provisions and side agreements

1195

01:00:50.700 --> 01:00:53.400

and respects of local Highway authorities.

1196

01:00:54.500 --> 01:00:54.800

then

1197

01:00:58.800 --> 01:01:02.000

I have nothing else to raise at this point on this

1198

01:01:01.200 --> 01:01:04.600

agenda item. Okay. Thank you Mr. Rigby.

1199

01:01:04.600 --> 01:01:07.400

The the in terms of the action points. I've

1200

01:01:07.400 --> 01:01:10.700

got very few the the first

1201

01:01:10.700 --> 01:01:13.700

one right the potentially too,

1202

01:01:13.700 --> 01:01:14.000

but but

1203

01:01:15.500 --> 01:01:18.500

The action point I have is that the applicant will

1204

01:01:18.500 --> 01:01:22.300

produce the whole Year's report at deadline seven

1205

01:01:21.300 --> 01:01:25.000

and we'll hopefully give

1206

01:01:24.400 --> 01:01:27.700

an opportunity to the local Highway authorities to

1207

01:01:27.700 --> 01:01:31.800

have sight of that which might inform

1208

01:01:30.800 --> 01:01:33.200

any comments that you have to

1209

01:01:33.200 --> 01:01:36.200

make that deadlines 7 on that.

1210

01:01:38.600 --> 01:01:41.500

Okay, and and I just want to come back. I

1211

01:01:41.500 --> 01:01:44.400

let me know shortly if there's anything

1212

01:01:44.400 --> 01:01:47.700

else that should be noted. But the

1213

01:01:47.700 --> 01:01:51.300

other point I wanted to come back to was

1214

01:01:50.300 --> 01:01:53.600

the 0 lamp which is

1215

01:01:53.600 --> 01:01:58.100

going to be updated at deadlines 7 now the

1216

01:01:58.100 --> 01:01:59.300

0 lamp.

1217

01:02:00.300 --> 01:02:02.200

in relation to

1218

01:02:04.900 --> 01:02:08.400

and local roads says that the applicant

1219

01:02:07.400 --> 01:02:11.100

will include minor stroke

1220

01:02:10.100 --> 01:02:13.400

local roads used by the public as part

1221

01:02:13.400 --> 01:02:14.600

of the network.

1222

01:02:16.600 --> 01:02:19.900

My question is how so my preliminary question

1223

01:02:19.900 --> 01:02:22.600

is who in the applicant is actually going

1224

01:02:22.600 --> 01:02:25.400

to do that. Would it be you Mr. Carter?

1225

01:02:34.100 --> 01:02:38.300

Origin of the applicant has been dealt with by the team who

1226

01:02:38.300 --> 01:02:41.300

dealing with landscape impacts Mr. Rooney who

1227

01:02:41.300 --> 01:02:45.000

you heard from and his colleagues because it's part of the it's

1228

01:02:44.200 --> 01:02:47.900

where we show illustratively the rights way

1229

01:02:47.900 --> 01:02:48.200

Network.

1230
01:02:49.400 --> 01:02:52.400
So who's gonna be responsible for providing that information? You

1231
01:02:52.400 --> 01:02:54.000
think it's going to be Mr. Rooney?

1232
01:02:56.500 --> 01:02:56.800
Well, it's

1233
01:02:58.300 --> 01:03:02.000
it's the applicant generally there but I don't

1234
01:03:01.100 --> 01:03:04.000
know who precisely will be

1235
01:03:04.100 --> 01:03:08.000
doing. Those that those plans right? Well, it's interesting

1236
01:03:07.100 --> 01:03:09.400
you say plans the the

1237
01:03:13.500 --> 01:03:16.600
Commentary about what was to be provided refers to

1238
01:03:16.600 --> 01:03:19.000
information. I think

1239
01:03:19.200 --> 01:03:22.600
it's fair to say that Miss Rhodes is looking for plans that

1240
01:03:22.600 --> 01:03:25.200
show yeah, those those matters in

1241
01:03:25.200 --> 01:03:28.200
the context and relation to the public right away Network.

1242
01:03:29.000 --> 01:03:29.200
So

1243
01:03:30.100 --> 01:03:33.200

what I would like if possible is for

1244

01:03:33.200 --> 01:03:36.500

whoever is going to actually provide that information

1245

01:03:36.500 --> 01:03:41.800

and that information including any

1246

01:03:40.800 --> 01:03:43.600

plans that can be produced to

1247

01:03:43.600 --> 01:03:46.300

demonstrate that information used to actually

1248

01:03:46.300 --> 01:03:50.400

speak with Miss Rhodes in the next day or so. So

1249

01:03:49.400 --> 01:03:52.200

that that can

1250

01:03:52.200 --> 01:03:58.300

be a mutual understanding of what what

1251

01:03:57.300 --> 01:04:01.300

her interest is again why she

1252

01:04:00.300 --> 01:04:03.100

thinks it needs to be provided and of

1253

01:04:03.100 --> 01:04:05.500

course you may disagree with that but

1254

01:04:06.600 --> 01:04:09.600

It in efforts produce something

1255

01:04:09.600 --> 01:04:12.300

that's meaningful and that will help the examination.

1256

01:04:13.900 --> 01:04:15.100

I'm not going to summarize.

1257

01:04:15.500 --> 01:04:16.900

that section point to

1258

01:04:17.800 --> 01:04:21.000

that is it is that's an

1259

01:04:22.200 --> 01:04:25.900

yeah, you engage of course. Yeah, right. Okay,

1260

01:04:25.900 --> 01:04:29.000

we'll be here tomorrow so good, right anybody else

1261

01:04:28.300 --> 01:04:30.700

wants to raise anything before we close.

1262

01:04:32.600 --> 01:04:35.700

Thank you very much. It's 10 past five and

1263

01:04:35.700 --> 01:04:38.300

we'll resume at 10 o'clock tomorrow morning. Thank you,

1264

01:04:38.300 --> 01:04:38.700

everyone.