

**Medworth ISH4\_17 May\_PT1**

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FULL TRANSCRIPT (with timecode)

00:00:05:06 - 00:00:10:04

Good morning. Can confirm that Everyone can hear me clearly.

00:00:12:00 - 00:00:13:10

I can hear you, Mr. Pinto.

00:00:14:12 - 00:00:30:04

Thank you very much, Mr. Magnusson. Can I also confirm with Glen Bowerman that the live stream is recording and recording of this event has commenced? Yes, I can see a thumbs up there in the back. Thank you very much for that confirmation.

00:00:32:07 - 00:00:38:22

Um, can also check that everyone can see me clearly as well alongside hearing me.

00:00:40:04 - 00:00:44:23

No, Mr. Pinto, I can't see. You want to restart your camera?

00:00:46:02 - 00:00:50:23

I apologize for this. I'm going to try and restart my camera now.

00:00:56:19 - 00:00:57:27

Can people see me now?

00:00:58:29 - 00:01:00:02

Yes, we can.

00:01:02:10 - 00:01:02:29

Yes.

00:01:04:23 - 00:01:34:26

Okay. Thank you very much. I think that there is a consensus now on that. And so for those people watching the live stream and can I also advise that, should we at any point adjourn proceedings this morning? We'll have to stop the live stream in order to give us clear recording files as a result, at point at which we recommend the meeting and restart the live stream. You'll need to refresh your browser page to view the restarted stream. I will remind you of this again should we need to adjourn.

00:01:35:05 - 00:02:09:10

It may also remind everyone that they should. When we adjourn, they should remain on this call. But turn off the cameras and the microphones as well, please. It is now 10:00 and it's time for this hearing to begin. I would like to welcome you on to the specific hearing for on environmental matters in relation to an application made by mid with limited, who will be referring to as the applicant for an

order granting development consent for the met with energy from waste combined heat and power facility.

00:02:10:21 - 00:02:43:23

Development proposed comprises the construction operation and maintenance of the energy from Waste combined Heat and Power facility with associated grid connection, CHP connection, water connections, access improvements and temporary construction compound. Thank you all for attending this hearing. My name is Andre Pinto. I am a chartered town planner employed by the Planning Inspectorate and have been appointed by the Secretary of State for levelling up housing and communities to be the lead member of the panel to examine the application.

00:02:43:25 - 00:02:48:26

I am now going to ask my fellow panel member to introduce herself, Mrs. Makinson.

00:02:50:01 - 00:03:04:08

Thank you, Mr. Pinto. Good morning, everyone. My name is Claire Mogensen. I'm a charter town planner employed by the Planning Inspectorate, and I've been appointed by the Secretary of State for levelling up housing and communities to be part of the panel to examine this application.

00:03:05:16 - 00:03:38:24

Thank you, Mrs. Morgenson. Together, we constitute the examining authority and will be reporting to the Secretary of State for Energy Security and Net-zero with the recommendation as to whether development consent order should be made. The case manager for this project is Tracy Williams. Tracy is supported today by Mr. Simon Ridgewood, Miss Caroline Hopewell and Miss Phoebe Charles. If you have any queries about the examination process or the technology we are using for virtual events, they should be your first point of contact.

00:03:38:26 - 00:03:53:23

The contact details can be found at the top of any letter that you have received from us or on the project page of the National Infrastructure website. I will now hand over to Mrs. Morgenstern, who will talk us through the rest of item one of the agenda. Mrs. Makinson.

00:03:55:03 - 00:03:58:18

Thank you, Mr. Pinto. Can I just check? Can everyone hear me clearly?

00:03:59:23 - 00:04:00:10

I can.

00:04:01:14 - 00:04:31:26

Yeah. And now I'll deal with a few housekeeping matters. Today is a virtual event being held on the Microsoft teams platform. For those people observing or participating through teams in order to minimize background noise, can you please make sure you stay muted unless you are speaking? If you are participating virtually and you wish to speak at the relevant point in the proceedings, please use the hand up function. Please be patient as we may not get to you immediately, but we will invite you to speak at the appropriate time.

00:04:32:24 - 00:05:04:26

I will also like to remind people that the chat function on Microsoft teams has been deactivated, so please do not try to use this at any point. If you don't manage to ask your question or raise your point at the relevant time, there will be an opportunity at the end of the meeting to raise this under agenda item seven. Any other business? I don't think we have any telephone participants today, but if we do, you should speak clearly and state your name if you wish to make a comment. Once you have indicated you wish to speak, please wait to be invited before making your contribution.

00:05:05:06 - 00:05:36:00

Please speak loudly and clearly, especially those on the telephone. We will seek to allocate sufficient time to each issue to allow its proper consideration. We propose that the day will be split into three sessions each of approximately an hour and a half to two hours. At the completion of this session at around 1130. We would have a break of approximately half an hour before resuming at 12 and continuing until 130. The final session of the day will take place between 2:30 p.m.

00:05:36:02 - 00:06:07:14

and 4 p.m.. We will, however, be flexible about these timings. As we are conducting this event virtually rather than as a physical, face to face event, The dynamics will be different for those participating and observing. By this I mean that you may see myself or Mr. Pinto looking away from the camera and not looking directly at the speaker. This is because we may be writing notes or looking at other material on screens, but we will be playing, paying close attention to what is happening.

00:06:07:22 - 00:06:38:17

Thank you. In addition to the live stream, a recording of today's meeting will be made available on the Med with energy from Waste combined Heat and Power Facility section of the National Infrastructure Planning website as soon as practicable after the meeting is finished. With this in mind, please ensure that you speak clearly into your microphone stating your name and who you're representing each time before you speak. If you don't want your image to be recorded, please turn off your camera because the digital recordings that we make are retained and published.

00:06:38:19 - 00:07:13:24

They form a public record that can contain your personal information and to which the general data protection regulations apply only in the rarest of circumstances. Might we ask you to provide personal information of the type that most of us would prefer to keep private or confidential? Therefore, to avoid the need to edit the digital recordings, please try your best not to add information to the public record that you would wish to be kept private or that is confidential. If you feel that public and personal information is necessary, please provide this in a written document that we can redact before publication.

00:07:14:23 - 00:07:51:09

The planning inspector's practice is to retain and publish recordings for a period of five years from the Secretary of State's decision. A link to the planning. Inspectorate's Privacy Notice was provided in the Rule six letter. I assume that everybody here today has familiarize themselves with this document which establishes how the personal data of our customers is handled in accordance with the principles set out in data protection laws. Please speak to the case team if you have any questions about this. This meeting will follow the agenda as published on the 2nd of May 2023, and it would be helpful if you had a copy of this in front of you.

00:07:52:19 - 00:08:28:16

To briefly summarize the agenda, item one is welcome and introductions. Item two will cover the purpose of this issue specific hearing. Item three will cover traffic and transport. Item four will cover air quality. Item five will cover climate change, including climate mitigation and carbon capture. Item six will review the issues and actions arising. Item seven is any other business, and item eight is closure of the hearing. We will conclude the hearing as soon as all relevant contributions have been made and all questions asked and responded to.

00:08:28:21 - 00:08:55:06

But if the discussions cannot be concluded, then it may be necessary for us to prioritize matters and to defer other matters to written questions. Likewise, if you cannot answer the question being asked or require time to get the information requested, and please can you just indicate that you need to

respond in writing and we will advise you when it would be best to submit your response or issue in writing to us. Thank you. Does anyone have any questions on what we've just set out?

00:08:57:15 - 00:09:30:05

I don't see any hands raised at this stage, so I'll now go through introductions. I'm going to now ask those of you who are participating in today's meeting to introduce yourselves. When I state your organization's name, could you introduce yourself stating your name and who you represent and which agenda item you wish to speak on? If you're not representing an organization, please confirm your name, summarize your interest in the application and confirm the agenda item upon which you wish to speak. If you could also state how you wish to be addressed.

00:09:30:07 - 00:09:36:15

Are you Mr., Mrs., Miss or Miss? Can I start with the applicant, please, and any of their advisors?

00:09:39:03 - 00:10:09:12

Good morning, ma'am. My name is Gary McGovern, partner with Pinsent Masons Solicitors for the Applicant. I'm joined by a number of other speakers in relation to Agenda item three who are with me in the room just now and I'll ask to introduce themselves momentarily. I know that you did indicate that it would be likely that there would be a break between items three and four and that would be very welcome as we have different speakers who need to be brought into the room and can introduce themselves at that point in the meeting and I'll pass on to the others to introduce themselves. Thank you.

00:10:09:26 - 00:10:10:11

Thank you.

00:10:13:11 - 00:10:22:00

Good morning. My name is Clare Broderick. I'm a legal director at Pinsent Masons Solicitors For the applicant I can be referred to as Ms., Broderick. Thank you.

00:10:23:17 - 00:10:30:20

Good morning. My name is Tim Marks. I am the head of Planning at Environment here for the applicant and I can be addressed as Mr.,

00:10:31:18 - 00:10:32:08

Thank you.

00:10:33:19 - 00:10:42:03

Paul Carey, Managing Director of Environment and of the applicant. And you can call me Mr. Kerry. Yeah.

00:10:44:15 - 00:10:50:17

Beth Koop and technical director with specializing in transport.

00:10:51:06 - 00:10:54:11

For the applicant, you can call me Ms.,

00:11:01:00 - 00:11:13:26

Good morning. David Kenyon for the Applicant technical Director, WSP will be dealing with any planning, planning, policy related matters, and you can call me Mr., Thank you.

00:11:16:20 - 00:11:24:16

Good morning. My name is John Wade. I'm head of construction for the applicant and you can refer to me as Mr..

00:11:28:00 - 00:11:33:23

Good morning. My name is Gary Parkinson for the applicant, I'm the construction manager and you can call me Mr..

00:11:37:04 - 00:11:39:17

Ma'am. That concludes the introductions from the applicant team.

00:11:40:00 - 00:11:54:07

Thank you. Thank you. Thank you. And good morning to you all. If we can now move on to the organizations and individuals that are given notice of their intention to speak, If I can start, please, with Cambridge County Council and Fenland District Council, please.

00:11:54:24 - 00:12:21:10

Good morning, sir. Ma'am. My name is Andrew Fraser, Urquhart King's counsel. I'm representing both Cambridgeshire County Council and Fenland District Council, which collectively we'll call the councils. I have various officers who will be contributing to each of the agenda items rather than spending a lot of time introducing them. Now I propose simply to introduce them each time they or it's the first time they come onto camera. Thank you.

00:12:22:27 - 00:12:29:26

Thank you very much. And good morning to everyone. Can I move now on to the Borough Council of Kingsland and West Norfolk, please?

00:12:38:05 - 00:12:58:19

Yeah. Yeah. Morning, ma'am. Um, my name is David Alford. Um, I represent Borough Council Kingsland, West Norfolk County, Kingsland and West Norfolk Borough Council. And we're talking on about the agenda item for quality. My title is I'm Senior Environmental Quality Officer specializing in it in

00:13:00:04 - 00:13:02:07

and can be addressed as Mr.. Thank you.

00:13:02:23 - 00:13:10:20

Thank you. Now I believe we've got two representatives from Norfolk County Council. If you could both introduce yourselves, please, in turn.

00:13:17:13 - 00:13:27:08

Good morning. I'm principal planner at Norfolk County Council. My name is Ralph Cox. Um, happy for you to call me Mr.. And I'm here to take any questions. Not directly speak on any of the items.

00:13:28:06 - 00:13:29:03

Okay. Thank you.

00:13:33:26 - 00:13:37:00

Do we have anyone else from Norfolk who would wish to speak today?

00:13:42:16 - 00:13:45:08

No. Okay, then that's fine.

00:13:45:10 - 00:13:50:25

If can move on to representatives from wind, please. If you can introduce yourselves.

00:13:54:21 - 00:14:08:25

Good morning. My name is Mr. Shlomo Doan and I'm here with my colleague to speak to Agenda Item five on Climate change. And I'm Mr. Josh Doan. I'm also from Wind.

00:14:10:15 - 00:14:11:22

Thank you. Good morning.

00:14:12:08 - 00:14:12:23

Morning.

00:14:13:26 - 00:14:24:24

Now, is there anyone else who wishes to speak today that I've not called? If yes, could you please raise a virtual hand? And again, if you could please introduce yourself and let us know the end agenda item on which you wish to speak.

00:14:29:29 - 00:14:38:03

I can't see any more hands raised. So thank you for that. And I'll now hand over to Mr. Pinto, who will lead on item two of the agenda.

00:14:44:22 - 00:15:15:09

Thank you very much, Mr. Makinson. Thank you. Um, so moving us on then to item two of the agenda, which is purpose of the issue specific hearing. So the purpose of this issue, specific hearing is to undertake an oral examination on environmental matters, particularly in relation to traffic and transport, air quality and climate change, including carbon mitigation and carbon capture. As previously mentioned, an agenda for this meeting was published on 2nd of May of 2023.

00:15:15:18 - 00:15:34:15

Today's hearing will be a structured discussion led by the Examining Authority. Please be assured that we are familiar with what you have already submitted to us so you don't have to repeat in length anything that you have already put to us in writing. Submissions carry equal weight regardless of the form of the format in which they have been put forward to us.

00:15:36:06 - 00:16:00:12

If you do refer to any documents this morning and during this day, it would be helpful if you could give us the correct examination library reference number. Please do try to avoid using any acronyms as people who might be watching or you might be watching today, might not be as familiar with those terms as you are. Are there any comments anyone would like to make on this item of the agenda?

00:16:04:19 - 00:16:42:09

I don't see any hands raised, so I propose that I move on to item three then, which is traffic and transport. So item three, traffic and transport. In this item we will want to explore issues linked with traffic and transport, mainly traffic generation assessment of traffic and transport effects at construction and operational phases, traffic management and highway safety and the role and adequacy of the outline construction traffic management plan, the outline operational traffic travel plan, the outline operational traffic management plan and the effects of proposed development on the accessibility of other premises.

00:16:43:07 - 00:17:06:16

But before I start it, I would just like to check that everyone has has an agenda with them and agrees with the key documents that were mentioned in the agenda. And this item, it's quite an extensive list,

so I don't propose to actually go through them all at the moment. But if there is any disagreement, please do notify me now.

00:17:11:10 - 00:17:14:21

Again, I don't see any hands raised, so I'll take that as agreement.

00:17:18:13 - 00:17:55:16

And also would like to say that I am mindful of the request from the applicant in relation to a break between items three and four. So perhaps what I would suggest is that we if we if this session overruns significantly past the first break, which as we have mentioned, is planned for around 1130, we then build in a ten minute break in between both items. Can I just clarify with the applicant that that would be sufficient time in order to change the people into witnesses in Jerome.

00:17:56:26 - 00:17:59:27

McGovern for the applicant? Yes, sir, That would be sufficient time. Thank you.

00:18:00:06 - 00:18:01:03

Thank you very much.

00:18:03:20 - 00:18:06:29

Mr. Jeffries, would you like to intervene at this point? Yes. Just say.

00:18:07:01 - 00:18:11:27

That's. That's very sensible so that we have a break in any event. And because we also need to change teams.

00:18:12:10 - 00:18:22:03

Right. Okay. So we will make sure that if we overrun, we then do a quick ten minute break just to make sure that people are ready for the following item.

00:18:23:00 - 00:18:23:15

Um.

00:18:24:20 - 00:18:41:25

If this is clear, then I will start with my first question, which is for the applicant. And can the applicant please start by briefly explaining, um, in broad terms its transport strategy for the construction and operational stages of the proposed development.

00:18:44:15 - 00:18:56:24

Yes, I will be responding on that. For the applicant. So looking at the construction transport strategy, there are three distinct elements of the project. The

00:18:58:09 - 00:19:37:26

facility where 65% of the construction traffic will access the site via new bridge lane and 35% via Al Gore's way. And there will be the requirement for widening of new bridge lane approximately 170 meter section of it. This will include an upgrade crossing of the disused march to Wisbech railway up to the operational access of the facility. There will also be improvements to the Cromwell Road, New Bridge Lane, Cross Road Junction abnormal indivisible loads will also route via new bridge lane.

00:19:39:02 - 00:19:43:18

The second element is the grid connection. This heads east from the

00:19:46:00 - 00:20:14:11

facility site and broadly follows the route of the a47 around the eastern periphery of Wisbech. Then routing along broad end lane to the well-spoken substation. The entire route will be constructed within the adopted highway and the highway verge. A temporary construction compound will be located within the facility site.

00:20:16:23 - 00:20:35:05

Access. Construction activities will take place overnight off the A47 to be agreed with national highways. The connection, which runs north from the facility and follows the route of the disused march to Wisbech railway line

00:20:36:27 - 00:20:54:14

into Wisbech. There are three temporary accesses for construction activities that are proposed, two of them off Wiesner Lane, located adjacent to each other and one at the end of the connection at the end of Oldfield Lane.

00:20:57:03 - 00:21:36:03

Table 6.10 in Chapter six Traffic and Transport Volume 6.2 App 033 sets out the daily two way construction traffic flows for all construction elements. And just to explain that two way means a vehicle arriving at a location and departing table 6.10 shows that month 14 is the peak month. Weather is anticipated to be 187 two way heavy goods vehicle movements, which there will be 93 arrivals and 93 departures.

00:21:36:06 - 00:22:14:19

Just to note that in some instances, rounding of figures has meant that there is a discrepancy of one and there will be 456 two way light vehicle movements, which is 228 arrivals and 228 departures per day. Construction activities will be over a 12 hour period from 7:00 in the morning to 7:00 in the evening. Staff arrivals and departures will be for will be before and after these times and therefore won't contribute to peak hour traffic periods.

00:22:15:13 - 00:22:53:28

HGV movements will be spread across the working day, averaging it out. That is 16 two way HGVs per hour over the 12 hour day, which is an accepted approach to looking at this. There may be fluctuations to this, but it is likely that HGV HGV movements will be lower during the peak hour periods. Table 6.27 Records that total construction traffic increases over the baseline condition would only exceed 10% on two of the 12 links assessed.

00:22:54:00 - 00:23:02:23

That is Elgar's Way and New Bridge Lane and all other links. There is not an exceedance of 2.5%.

00:23:03:29 - 00:23:13:23

Um. Apologies. Can I just ask you to clarify a little bit more in terms of what those limits um, mean actually in practice.

00:23:15:07 - 00:23:42:06

In terms of the percentage increase. So yes, yes. So that is based on a comparison with the, the baseline situation. So background traffic without the construction vehicles from the proposed development and then the proportional increase in traffic as a result of the construction vehicles.

00:23:42:26 - 00:23:44:24

Right. Thank you. Please continue.

00:23:45:18 - 00:24:16:16



Um, I would like to note that the HGV movements on Elgar's Way, the construction HGVs, would be largely comparable with existing vehicles numbers, um, as set out in the applicant's response to the relevant representations. Part nine Appendix 9.2 A Rep 1036 which is a technical note setting out the existing operational activities.

00:24:16:20 - 00:24:40:29

The site is currently a waste transport transfer station and is permitted to accept 75,000 tonnes per annum, which equates to an average of 24 HGVs and one way 44, two way and five light vehicles one way ten Two-Way Daily movements via angles way.

00:24:42:18 - 00:25:21:05

Based on the traffic data provided in chapter six, traffic and transport and the net change in traffic would be greatest along Elgar's Way in month ten, whilst noting also that month 14 is the peak construction traffic month overall. So taking that maximum along month ten along Al Gore's way, this would equate to an increase of 12 and two two way HGV and Lgv movements respectively.

00:25:21:19 - 00:25:23:07

So that is not a.

00:25:23:09 - 00:25:23:24

Per.

00:25:24:10 - 00:25:58:21

12 two way HGV movements, but data per day. Yeah. So the point I'm trying to make is that the construction traffic movements are comparable to the existing site operations. So that is just one month, month ten thereafter. There are reductions. And in fact, in 33 out of the 36 construction months, traffic movements would be lower than the current permitted levels.

00:26:04:09 - 00:26:30:03

So that is a summary of the construction transport strategy with regards to the operational transport strategy and the facility will generate regular daily traffic. But it is noted that the CHP will generate occasional maintenance vehicles, but these would be like, say, very occasional access to the

00:26:32:12 - 00:26:48:11

facility for HGV. Traffic will be via new bridge lane only and a new vehicle entrance for staff and visitors will be created from Al Gore's way, replacing the existing access. Um.

00:26:48:22 - 00:27:27:05

Can I sort of sorry to ask a question on that specific point, but I'm happy to actually, if asked this question and you would, whether someone else within the applicant's team would rather reply to this question further later on. I'm happy with that. But because you have mentioned that specific issue, I just thought I would ask the question now. Um, in terms in terms of access, um, via Newbridge line, as you have mentioned, now in the eventuality that the Local Highways Authority does not adopt Al Gore's way, how will that then be guaranteed?

00:27:30:25 - 00:28:04:18

A Clare project for the applicant. And as we discussed at the compulsory acquisition hearing, the applicant is seeking a compulsory acquisition of a new right of access along the adopted section of our causeway, which would enable vehicles during construction, but also then the operational visitor and staff movements that Ms. Coupe was referring to to enter the site along that and adopted stretch of Al Gore's way.

00:28:04:21 - 00:28:29:06

As the applicant has set out, it remains willing to enter into a voluntary agreement with the landowner, which is Fenland District Council for for a deed of easement for that right of access. But in the event that a voluntary agreement cannot be reached, then compulsory acquisition powers have been included within the draft development consent order to ensure that that access can be taken.

00:28:29:23 - 00:28:55:09

Thank you. Thank you for that clarification, Mrs. Broderick. So in light of that situation, and how has the traffic assessment predicted and um, made any sort of manipulations of the data in order to provide us with information of how would that work, individuality, that the applicant's intentions on algorithm y do not materialise?

00:28:58:26 - 00:29:28:07

Clare Project, the applicant. The applicant doesn't consider that there would be a situation where access could not be taken on the assumption that the compulsory acquisition powers in the are granted. If they are granted, then they would be exercised so that access can be achieved in the event that a voluntary agreement cannot be reached with Fenland District Council and those compulsory acquisitions are their powers are therefore justified to ensure the deliverability of the nationally significant infrastructure project.

00:29:29:26 - 00:29:50:14

Thank you for that clarification, Mrs. Broderick. My question may be it might be worth me clarifying on this point. My question is linked with the intervention that you have that we have just heard, that it is the applicant's intention that most of the vehicles will be accessing the site via Newbridge line is that case.

00:29:53:07 - 00:29:58:27

And just to clarify clarify that all movements will be via Newbridge Lane.

00:29:59:06 - 00:30:38:16

Perfect. Thank you very much for that clarification. So if all movements are going to go via Newbridge Lane, which is what the intentions of the applicant, my question is linked with access via Agas way. And if that if that existing access is not being monitored by the Highways Authority, then who will actually and how will the applicant guarantee that all vehicles will come via the access that the applicant seeks to construct? Does that clarify my question?

00:30:39:25 - 00:30:53:20

Their project for the applicant. Just to clarify is the question, how is it secured that all operational traffic will utilize the new bridge lane access?

00:30:53:22 - 00:30:55:09

That's correct. Yes, exactly.

00:30:55:17 - 00:31:18:03

Okay. So I can hand over to Mr. Kenyon to explain in more detail. But the access routes are secured within the outline, the operational, the outline operational traffic management plan, which was updated at deadline three inches Rep, three dash 0 to 5. Perfect. And that's secured by way of requirement.

00:31:18:05 - 00:31:27:08

That is the answer that I was looking for. Thank you very much for that, Mr. Broderick. Uh, if then would suggested, um, Mrs. Coupe, if you would like to continue, then.

00:31:28:17 - 00:32:02:04

Thank you. Um, yes. So, um, regarding the operational transport strategy. Um, so the documentation provided table 6.14 of chapter six Traffic and Transport app 033 shows the weekly two way traffic movement, the weekday two way traffic movements are anticipated to be up to 362 daily movements which broken down into hourly movements.

00:32:02:06 - 00:32:40:22

The peak hourly traffic is identified as 42 vehicles during eight and 9:00. And as just mentioned, there is an operational and outline operational traffic management plan which sets out the appropriate traffic routes for HGVs to take all operate hours will be required to comply with the operational traffic management plan and only use the routes that have been identified that are appropriate for HGVs.

00:32:41:04 - 00:32:42:09

Perfect. Thank you.

00:32:43:12 - 00:32:48:27

And so that is the the transport strategy. Aspects.

00:32:51:04 - 00:33:23:04

Thank you very much. I would like to now actually ask a couple of questions in terms of the assessments carried out on specific locations. So my first question is in relation in terms of the impact on traffic during operational phase, particularly around Cromwell Roundabout, which is the intersection between Cromwell Route and 47. Um, can I please ask the applicant to talk the through what work has been carried out and what, what conclusions of that workplace.

00:33:25:22 - 00:34:01:27

Yes. Coop again. Um, so a transport assessment was produced at the request of the the highway authorities. Um, and that looked at two junctions which included that roundabout and the Cromwell Road, Newbridge Lane Junction, and that identified that there were no, um, significant impacts of the development on the operation of the junction.

00:34:04:21 - 00:34:07:11

Any time in terms of increase of traffic.

00:34:09:08 - 00:34:32:27

And the traffic numbers, I would need to just double check what those were at the junction, but they were not at significant levels. Right. And certainly that the approach taken is, is to look at the capacity of a junction. And the work identified found that there were no detrimental impacts at that junction.

00:34:33:10 - 00:34:50:25

So the applicant has found that the existing capacity of that of that specific junction, which obviously will be servicing, will provide access to the vehicles, to the site, would be able to cope with the anticipated amount of operational traffic.

00:34:51:12 - 00:34:53:11

Correct? Yes. Thank you.

00:34:54:27 - 00:35:26:14

Uh, now I would like us to delve into a little bit more detail in terms of the role of the outline operational travel plan, the outline construction environmental management plan, the outline construction traffic management plan and the outline operational traffic management plan. And can I just ask the applicant to explain in layman's terms the differences between these different documents and how they interact with each other?

00:35:33:11 - 00:36:14:13

And so the operational traffic management plan relates to the traffic movements and identifies any mitigation requirements in terms of routing of in particular the HGVs. As I've already mentioned, the operational travel plan relates to the behaviour, the travel behaviours of staff, and it's a means of encouraging sustainable travel to try and minimise traffic movements by staff.

00:36:16:01 - 00:36:46:08

And I notice that you have submitted updates of these documents in deadline three. So that would be an update on the outline construction traffic management plan, Web three oh 14 and then the outline construction Environmental management plan, Web three oh 22 in terms of the tract version and then the clean version will be Web 323. Can I just ask to talk us through the main changes onto circumventing why an update was required?

00:36:47:06 - 00:36:48:05

I've got them.

00:36:48:19 - 00:37:21:20

Okay, so the outline construction traffic management plan. The key changes are as follows The inclusion of approval, the requirement for approval of the final construction traffic management plan by the highway authorities prior to construction and subsequent reviews. The inclusion of consideration for Non-motorised users within the proposed mitigation, specifically potential road closures and diversions and temporary diversion signage.

00:37:21:22 - 00:37:57:29

The inclusion of a communications plan in advance of road and footpath closures to be prepared in consultation with the highway authorities and specification that the proposed permanent speed limit on Newbridge Lane would be reduced to 30mph and which would be delivered through either the DCO or via a traffic regulation order and maintenance of network rail sign at the former crossing of the disused railway line.

00:37:58:25 - 00:38:30:21

And clarification on highway condition surveys, which are to include non-motorized users and public rights of way and reinstatement, works as part of the highway condition surveys before and after construction and inclusion of all bodies involved in emergency services requiring to be part of a liaison group and inclusion of drawings to show the construction accesses from Reason and Lane into the connection corridor.

00:38:34:07 - 00:38:38:23

Yeah. I'll carry on to you or. Yeah.

00:38:38:25 - 00:39:17:08

The outline camp has been updated to take account of comments made by stakeholders and now includes community the the Community Liaison Manager role and the Outline Operational Traffic management plan has been updated to take account of comments made by stakeholders and this now includes the Community Liaison Manager role. Improvements for Non-motorised users on new bridge lane and the maintenance of the network rail sign at the disused railway line.

00:39:18:25 - 00:39:41:09

Um, and I've also got the outline local air quality monitoring strategy, which has been updated to include agreement to share information collected by the LCMS and the inclusion of real time particulate monitor monitored in agreed locations.

00:39:42:16 - 00:40:04:06

But thank you for that. You mentioned the community liaison role just from from memory. It appears to me that the proposal is that this role is going to only be in situ and functioning and taken once the development is operational. Can I just confirm that that is still the applicant's intention?

00:40:05:26 - 00:40:20:11

Paul Carey For the applicant No, sir, that's not the case. We will employ this person much earlier on, possibly even before we well before we start construction, but possibly even before we get consent if we if we're looking at a tailwind.

00:40:21:00 - 00:41:02:27

Okay. Thank you very much for that clarification. Mr.. Mr.. Kerry. Uh. Right in that case. And I just. I would like to get into a little bit more detail in terms of the methodology. And now I'll actually be looking at specific points within the traffic and transport. Chapter six of the. Yes, that would be AP dash 033. Um, and I would like can the applicant please talk us through the methodology used but particularly establishment and creation of a of a baseline, what work was carried out and how that work was carried out.

00:41:02:29 - 00:41:08:03

And I'm particularly looking at the traffic surveys when these were carried out and when.

00:41:10:21 - 00:41:54:05

For the applicant. Um, the starting point is to identify or was to identify the study area and that has been based on the the roads that will be used by heavy goods vehicles to access the site. And we've taken an area around Wisbech. The further out you go the more diluted traffic levels or traffic distribution would become. And so we've identified the study area based on the strategic network and then the local network to be used by vehicles, construction and operational.

00:41:54:24 - 00:42:30:20

And at the time of the the preliminary preliminary environmental assessment work and the COVID pandemic meant that it was not possible to undertake traffic surveys, which is the normal approach that is taken. There is also traffic available on a Department for Transport website, but we will often undertake traffic counts because travel behaviours were not normal during that period.

00:42:30:22 - 00:43:06:04

Then we did use traffic that was available from the Department for Transport website and once the COVID pandemic had effectively ended in terms of travel behaviours returning to normal, which was mid 2021 onwards, then we discussed the traffic survey requirements. Um, and with the agreement of the highway authorities, surveys were undertaken in October 2021.

00:43:06:19 - 00:43:19:25

So we had automatic traffic counts of road sections, um, and also turning counts at junctions identified in consultation with the highway authorities.

00:43:21:09 - 00:43:27:15

Thank you for that explanation. Mr.. Mr.. Um, I, um.

00:43:29:21 - 00:43:32:03

I would like to ask then.

00:43:32:22 - 00:44:02:20

How did the applicant arrive to the receptors potentially requiring assessment is these are identified in table 6.24, which think it's page 666. And we'll try and share that as well on my screen. But just to give you an information not to that, that is the question that I would like to ask now.

00:44:04:25 - 00:44:08:11

Sorry, could you just give me that table number again?

00:44:08:13 - 00:44:13:24

Table. And I'm going to share it now. But it's table 6.24 receptors.

00:44:13:26 - 00:44:16:24

Potentially requiring assessment in page.

00:44:16:26 - 00:44:18:09

Six, Area.

00:44:18:11 - 00:44:19:20

36.

00:44:19:23 - 00:44:20:16

Of.

00:44:20:20 - 00:44:21:27

Chapter six of the Yes.

00:44:24:03 - 00:44:28:09

And I am going to try and share that table now is well.

00:44:31:15 - 00:44:32:05

So.

00:44:34:01 - 00:44:35:01

Yes, please.

00:44:35:22 - 00:45:06:18

Okay. Um, so these are, um, the routes to be taken by heavy goods vehicles as part of construction. Um, so these these are the study area road links. Um, and what we have done is to review the, the character of these routes and identified, um, what, what, um,

00:45:08:14 - 00:45:50:08

what the carriageway is in terms of width, what properties there are along it. Um, it's, it's general use. Um, so for example, the a47 is a strategic road with no properties fronting it for most of its length. It's of higher speed than, say, a local road such as Cromwell Road. Um, so based on, um, engineering judgement, we've looked at the sensitivity of those road links, um, and identified whether they are high, medium, low or negligible.

00:45:51:16 - 00:46:14:22

So yeah, if I can now just try and arrow down a little bit the question. So it's can see we have four I believe that have been identified as high and that would be link number four with the wisdom line between Al Gore's Way and Elm High Road. Um.

00:46:15:22 - 00:46:22:01

Link five A 1101 Helm Road High Road between.

00:46:22:03 - 00:46:25:21

Wisdom Lane and the A47. And then we have.

00:46:25:23 - 00:46:31:06

Links nine and ten nine being B198, Cromwell Road and.

00:46:31:08 - 00:46:31:29

Then Churchill.

00:46:32:01 - 00:46:45:20

Road. So could you actually please tell us obviously the one of the things that all of these have in common is the fact that they are two way single lanes. But but but there are other two way single lane. So basically, my question is.

00:46:45:22 - 00:46:47:11

Why would this identify this.

00:46:47:13 - 00:46:52:17

High as opposed to not all of that to a single lane? So there must.

00:46:52:19 - 00:46:57:17

Have been other criteria that you have taken into consideration. And can you please just talk us through those criteria?

00:46:57:27 - 00:47:31:19

So criteria taken into consideration is whether properties that are directly fronting onto the road. So whether they are accessing, um, and coming into off the road into their property, uh, pedestrian footways any um, land uses such as schools which are considered as sensitive. So where there is likely to be high pedestrian footfall and sensitive land uses, then we would identify that as being high.

00:47:32:24 - 00:47:34:19

Okay. And, um.

00:47:35:06 - 00:47:36:08

I will now.

00:47:36:10 - 00:47:49:28

Try and share Figure 6.4 and that would be of document 050, which would be the figures from the chapter six transport traffic and transport figures.

00:47:50:20 - 00:47:54:05

Um, particularly a figure 6.4.

00:47:54:07 - 00:47:55:15

Traffic and transport highway.

00:47:55:17 - 00:48:07:29

Links. So can you now talk us through please, the integration of these highway links and why they have been identified as the key ones, please.

00:48:08:29 - 00:48:35:29

Um, well, that, that figure shows, um, where traffic surveys were undertaken. Um, and those surveys were undertaken, um, because of its, their routes within the study area. Um, and where we felt that there was a different characteristics. So where there is, um.

00:48:37:20 - 00:48:38:25

More than one.

00:48:41:27 - 00:49:02:15

So, for example, along Elm High Road, there's a traffic count that was taken near to the roundabout with the A47, and then there was one taken further north. That is where we felt that there were different characteristics in those road sections.

00:49:04:21 - 00:49:06:01

I thank you for that.

00:49:11:16 - 00:49:18:14

And also where the traffic numbers may differ because there was a key connections between the two.

00:49:20:07 - 00:49:21:27

So can you point me out to please.

00:49:21:29 - 00:49:24:15

On to the figure where.

00:49:25:05 - 00:49:26:28

Those sites.

00:49:27:00 - 00:49:28:05

That we were discussing.

00:49:28:07 - 00:49:29:09

Before that.

00:49:29:11 - 00:49:34:12

Were included in in table 6.24 are actually identified in mapped out.

00:49:38:01 - 00:49:38:19

And.

00:49:44:07 - 00:49:54:05

Yeah, I don't think there is a figure that specifically sets that out. But we can we can certainly provide that.

00:50:00:12 - 00:50:00:27

Yeah.

00:50:08:08 - 00:50:14:16

So the figure 6.1 shows the local highway network.

00:50:31:01 - 00:50:53:04



Uh, okay. I think that in that case, it might be this might be a matter that might be worth pursuing offline in writing. So if we could then have, if could ask an action note for the applicant to actually provide that information to us mapped out, that would be particularly helpful.

00:50:53:06 - 00:50:54:15

Yes. Yeah.

00:50:58:24 - 00:51:06:00

Yeah, the tables do describe the location, but I appreciate that a graphic is very helpful.

00:51:12:00 - 00:51:16:06

So now going to, um.

00:51:17:11 - 00:51:20:19

Identification of receptors.

00:51:21:06 - 00:51:21:21

Uh.

00:51:23:22 - 00:51:28:03

In terms of magnitude.

00:51:29:00 - 00:51:31:19

Of change, particularly in relation.

00:51:31:21 - 00:51:33:12

To the evaluation matrix.

00:51:33:14 - 00:51:34:08

So can you.

00:51:34:10 - 00:51:37:21

Please explain to us how you.

00:51:37:23 - 00:51:41:06

Have applied the significance.

00:51:41:20 - 00:51:45:23

Evaluation matrix to the sites and receptors identified?

00:51:48:01 - 00:52:21:04

So we, um, we obviously take account of the sensitivity that's been identified for the receptor. We then look at the magnitude of change in terms of the proportional change in traffic as a result of the proposed development. Um, and through that process, um, the receptor sensitivity, the magnitude of change, we can identify what the significance, um, uh, the evaluation of significance.

00:52:21:10 - 00:52:28:03

Um, as shown in table 6.26 of app 033.

00:52:29:18 - 00:52:30:03

At.

00:52:30:05 - 00:52:31:01

Thank you.

00:52:32:11 - 00:52:34:18

Would you be able to expand.

00:52:34:20 - 00:52:39:20

A little bit more in terms of that specific table, which is obviously.

00:52:39:22 - 00:52:41:11

Table 6.26? You have.

00:52:41:13 - 00:52:42:11

Mentioned significance.

00:52:43:06 - 00:52:49:27

Evaluation matrix and how that is actually applied in relation to your assessment.

00:52:49:29 - 00:52:51:26

Of receptor sensitivity.

00:52:51:28 - 00:52:52:26

In your assessment.

00:52:52:28 - 00:52:54:19

Items of magnitude of change.

00:52:54:29 - 00:53:02:02

And I, I just want us to clarify what you understand by major, what you understand by moderate and what you understand.

00:53:02:04 - 00:53:04:15

By minor, if that is helpful.

00:53:05:20 - 00:54:05:09

Yep. So we've discussed the receptor sensitivity in terms of magnitude of change. Um, so we, we use um, guidance called guidelines for the environmental assessment of road traffic. And that sets out a threshold for assessment whereby if there is a 30% increase in traffic as a result of a proposed development, um, this would trigger the need for an assessment where a receptor has been identified as sensitive, such as there being a school located on it alongside, as previously mentioned, then a change of ten between 10% and and 30% or more than 10% would trigger the need for assessment.

00:54:05:25 - 00:54:46:21

Um, so we've looked at for the magnitude of change, we have looked at the level of change in traffic flows to identify, um, whether that would trigger an assessment. And we've, so we've looked at that, whether it's high, major, high, medium, low or negligible. So if we have a, um, a receptor that is has a high sensitivity and obviously if there's a high magnitude of change, then it could be considered to be major, but in some instances.

00:54:46:23 - 00:55:09:11

So for example, new bridge lane, um, there are very low levels of traffic in the existing situation. Um, so there are instances where there can be a disproportionate uh, increase in traffic because of the very low levels in the baseline situation.

00:55:10:18 - 00:55:13:24

Uh, thank you for that clarification. Now if I.

00:55:13:26 - 00:55:16:09

Could actually draw our attention to.

00:55:16:11 - 00:55:18:11

So after all of that work, obviously you.

00:55:18:13 - 00:55:22:03

Are left with in this case, you are left with some sites that.

00:55:22:05 - 00:55:23:14

You have identified.

00:55:23:24 - 00:55:25:04

Um, I'm looking.

00:55:25:06 - 00:55:25:21

Particularly at.

00:55:25:23 - 00:55:29:25

Sites that are linked to table 6.27.

00:55:29:27 - 00:55:32:21

Construction traffic percentage impact.

00:55:32:23 - 00:55:41:18

For highway link. Um, and you have highlighted then in terms of significant of, of residual effects and.

00:55:41:20 - 00:55:47:15

The paragraph six point 10.8, you have highlighted those four receptors that will be receptor.

00:55:47:17 - 00:55:50:21

One receptor two receptor three and receptor 11.

00:55:50:23 - 00:55:51:09

Which.

00:55:51:11 - 00:55:52:09

You have assessed.

00:55:52:11 - 00:55:53:00

Previously.

00:55:53:02 - 00:56:02:22

As highlighted in the previous table, that there would be perhaps need to consider the significance of the residual effect.

00:56:03:06 - 00:56:07:06

So can you actually talk us through, please, that consideration when.

00:56:07:20 - 00:56:08:06

And.

00:56:08:08 - 00:56:10:13

What work then was carried out in order.

00:56:10:15 - 00:56:18:06

To analyze or further mitigate the significance of the residual effects identified on those four sites.

00:56:18:08 - 00:56:21:04

In paragraph six point 10.8?

00:56:21:10 - 00:56:21:25

Yeah.

00:56:21:27 - 00:57:00:28

So we then looked at each of those receptors. Um, so within the, the guidelines for environmental assessment, which we also know is good, um, it's, it sets out a number of environmental traffic related environmental effects that we, we look at when, um, we are undertaking an assessment. So we looked at each of those environmental effects which are severance driver delay, pedestrian amenity and delay fear and intimidation and accidents and safety.

00:57:01:03 - 00:57:39:09

We we undertake um, a review of the implications of the number of vehicles, um, and the implications of those vehicle numbers on each of those environmental effects. So there are a number of tables, um, after that paragraph which set out the outcomes of those assessments, um, should also just point out that receptor one goes way that doesn't net out any of the existing traffic movements.

00:57:39:20 - 00:57:44:06

It's just based on just the proposed development.

00:57:45:12 - 00:57:56:19

Thank you. And, um, I, I believe please correct me if I'm wrong that that links with, um, the assessment during construction phase.

00:57:56:21 - 00:57:57:16

Is that correct?

00:57:59:05 - 00:58:36:24

Yes. Yes. So if I actually move to the equivalent section. To in terms of the operational phase, which I think it's then detailed in six point 11.9. There are two sites, I believe that have been identified, two receptors receptor two and receptor three receptor two being Newbridge line, which triggers the threshold for detailed environmental assessment in receptor 3B18, Cromwell Road.

00:58:37:21 - 00:58:43:24

That triggers as well the detailed environmental assessment. So can you please talk us through your conclusions on.

00:58:43:26 - 00:58:45:10

That one as well on those two?

00:58:45:18 - 00:59:16:27

Yeah. So it's the same approach in terms of looking at the environmental effects on new bridge lane because there are improvements in the form of widening and improve pedestrian provision. Um, and given the nature of the road and the properties alongside it, it is concluded that the, the impact of the assessment is not significant with regards to Cromwell Road.

00:59:16:29 - 00:59:57:06

And there are improvements to the Cromwell Road, Newbridge Lane Junction, um, which will address. So there were concerns identified by Cambridgeshire County Council Highways officers with regards to the number of heavy goods vehicles that would be turning into that junction. Um, and the proposal that has been agreed through consultation with Cambridgeshire County Council is that that junction will be signalized and so is concluded that those improvements will mitigate the impacts of the development.

00:59:57:12 - 01:00:07:03

And it's concluded that neither of those receptors have significant impacts.

01:00:08:19 - 01:00:11:20

Um, and if I could draw us.

01:00:12:07 - 01:00:14:15

Our attention to the summary table.

01:00:14:17 - 01:00:16:28

So that would be table 6.35.

01:00:17:00 - 01:00:18:01

Summary of assessment of.

01:00:18:03 - 01:00:55:15

Significance. Um, page six. That's eight five of chapters. Six of the. Yes. And it goes on to six, eight, six and six, eight, seven. So can you please talk us through those specific receptors in the summary of the assessment of significance and also particularly and particularly interested in exploring the ones that have been marked as significant or if any of that information has actually changed?

01:00:57:12 - 01:00:57:27

Um.

01:00:59:10 - 01:01:01:25

So. Sorry.

01:01:01:27 - 01:01:04:06

I'm just trying to locate those.

01:01:04:28 - 01:01:06:28

That's fine. Not a problem.

01:01:11:20 - 01:01:12:08

Okay.

01:01:26:16 - 01:01:27:01

So.

01:01:28:12 - 01:01:29:11

No, it's okay. Sorry.

01:01:30:13 - 01:01:30:28

Um.

01:01:31:14 - 01:02:07:18

So, um, whilst they have been identified as. So it's that there have been identification of some of the effects as major significant. Such as severance. However, um, with the improvements that have been identified. The. The overall effect has moderated that so that it's it has been reduced to not significant.

01:02:10:05 - 01:02:12:15

And that is after the consideration.

01:02:12:17 - 01:02:13:02

Of.

01:02:13:04 - 01:02:17:08

Optional additional mitigation and such. Yeah. Yeah. Thank you.

01:02:17:14 - 01:02:18:12

Thank you very much for that.

01:02:18:14 - 01:02:20:19

That is set out in the conclusions.

01:02:21:08 - 01:02:26:28

Thank you. Thank you very much for that. Um, right. Um, can I.

01:02:27:00 - 01:02:27:15

Just.

01:02:27:17 - 01:02:37:06

Ask then? And I know that we think that this will be just a very quick confirmation, but I would want to address this issue here, which.

01:02:37:08 - 01:02:37:23

Is.

01:02:38:00 - 01:02:58:20

The issue in terms of the disused March to Wisbech railway line cannot just confirm with the applicant that proposed works, would not undermine or make it viable the reopening of the March and Wisbech railway line. We covered some of this yesterday, but I just wanted confirmation of that from the applicant on this specific topic and hearing.

01:03:01:03 - 01:03:38:25

Tim Marks for the applicant. Yes, I can confirm that the proposals have been extensively discussed with network Rail to ensure that both the proposed development and if it does come forward, the reopening of the railway line can live side by side. And so it would refer you to the draft statement of Common Ground, which was submitted Document reference 002, which lists the extensive

consultation with network rail that commenced in November 2019 and continues today as we finalize the matters in regards to easements and agreements.

01:03:39:06 - 01:03:40:20

Thank you for that confirmation.

01:03:40:25 - 01:03:42:26

Right. Can I then.

01:03:42:28 - 01:03:52:09

Now ask, um, in terms of the host local authorities, I would perhaps start with Cambridgeshire County Council. Um.

01:03:54:14 - 01:03:55:17

If they.

01:03:55:29 - 01:03:56:14

If.

01:03:56:21 - 01:04:19:14

There are any outstanding concerns in relation to traffic on transport. And can I please ask for those concerns to actually be put forward? Um, and I reviewed your concerns, particularly the ones included in the Joint Local Impact Report. Your deadline to submission and then, um.

01:04:21:12 - 01:04:40:06

The letter from County Council relation to two, which was then published as an additional submission from us. The Post Hearing submission, Web 3044 and then the response to two and two action points. Um, so if I could just hand over to Cambridgeshire County Council.

01:04:41:11 - 01:05:24:03

Yes. Thank you, sir. We have a number of outstanding points which I propose to all my officers to deal with in turn. Just to give you an indication of where we're going to be going with this, the first set of issues relates to public rights of way, particularly in the context of Non-motorised users. Then we still have outstanding issues with the ability of our team to be properly and fully involved with the review, design, inspection and certification of works.

01:05:25:02 - 01:06:02:14

We still have concerns relating to the effect on highway fabric of the extraordinary, as we will describe them, levels of traffic using the highways whilst accessing the facility. And we then have finally a group of concerns relating to the land take and junction improvements at the Cromwell Road, Newbridge Lane Junction, and also the land taking construction works along Newbridge Lane itself.

01:06:03:02 - 01:06:04:11

So that's our

01:06:06:06 - 01:06:07:24

general list of issues.

01:06:07:28 - 01:06:08:16

Right.

01:06:10:00 - 01:06:19:11

From that list. So as I have set out on my agenda previously, I actually propose that perhaps if you agree.

01:06:19:13 - 01:06:20:14

That we.

01:06:20:16 - 01:06:45:21

Address public rights of way after this first session because would like to ask a couple of questions to the applicant on public rights of way. And I'm mindful that I haven't actually asked those yet. Um, in terms of certification of works, then we could address that. Now the effect on, on highway traffic, definitely. And in terms of the land take. Can I just ask if that is.

01:06:45:23 - 01:06:47:03

Linked with the issue that.

01:06:47:05 - 01:06:59:06

The applicant has flagged up yesterday with us that um, in linked with the request, the note, the notification of intention to submit a request for change?

01:06:59:14 - 01:07:01:10

Yes, absolutely it is. Right.

01:07:01:16 - 01:07:02:03

We think.

01:07:02:25 - 01:07:07:27

It's our understanding at least that the request for change arises out of.

01:07:08:04 - 01:07:09:00

Out of those.

01:07:09:15 - 01:07:10:07

We've had about.

01:07:11:07 - 01:07:12:13

So in that case.

01:07:12:15 - 01:07:15:29

Can I suggest that those two. So the public right of ways.

01:07:16:01 - 01:07:18:08

Issue and then the land issue as.

01:07:18:10 - 01:07:19:10

Well of the junction.

01:07:19:12 - 01:07:20:27

We pick those.

01:07:21:00 - 01:07:23:08

Um last if that.



01:07:23:10 - 01:07:24:26

Is okay and the public.

01:07:24:28 - 01:07:41:00

Right of way actually after I have given to chance for the applicant to actually explain their strategy and approach to that. Does that sound okay? So pick two certification of works and effects on highway traffic now.

01:07:42:08 - 01:07:58:21

Okay, so it's fine. So as understand matters, you want to take now the points about certification and highway condition and you will leave till we've heard further from the applicant on the matter of public rights of way and land. Take land.

01:07:58:23 - 01:07:59:08

Take.

01:07:59:10 - 01:08:00:26

Exactly. That's correct.

01:08:01:01 - 01:08:29:21

In that case, I will ask Mister Dan Ashman to come up on to camera and to explain to us the council's position on the matters which we have touched on, as you'll recall, at the drafting session. But just to update us with where we are and what the Council's remaining concerns are, please, Dan, first of all, introduce yourself and give us your technical qualifications and background, please. Thank you.

01:08:29:27 - 01:08:53:06

Hello there. My name is Daniel Ashman. I'm the highway records manager for the Cambridge County Council. I'm primarily concerned with how the changes to the highway network will be recorded for future maintenance by the County Council. So there are a lot of connections back to issues to do with certification of the works. And that's what I'm here to talk about right now. Um,

01:08:55:06 - 01:09:25:16

we raised concerns in paragraph 2.4, one of the local impact report about the absence of provisions in the development consent order that would protect the right to review and approve the design of highway improvements, the right to inspect works during construction and upon completion of works and the requirement for the applicant to obtain certification that completed works were satisfactory. Um, we've also subsequently raised concerns about the Council's ability to recover its costs from the applicant for any involvement in this sort of work.

01:09:25:27 - 01:09:59:14

Now the first point about the review and approval of design was discussed in a bit of detail at the issues, specifically hearing two and think that's been addressed by the applicant in terms of changes that have been made to schedule two of the draft and they accommodate some of our comments. Um, however, the other items appear to be unaddressed still. Now discussions are underway with the applicant regarding entering into a Section 278 agreement under the Highways Act 1980 that would grant permission to the applicant to work within the public highway in accordance with the Council's terms.

01:09:59:28 - 01:10:40:19

But until we have an agreement formally in place between the two parties, the Council really feels that it's not adequately protected by the current drafting of the DCO. Um, the council needs some satisfaction that any amendments to the highway are safe, that they offer the best utility to the public and that they're constructed in a way that minimizes the ongoing maintenance burden to the council.

So, so really to satisfy those concerns, we would require a framework of overarching protections to be inserted into the draft DCO and that this wouldn't remove the need to enter into a Section 208 agreement, but it would establish a minimum baseline for the interactions between the Council and the applicant on this matter.

01:10:40:21 - 01:11:07:20

It gives us some reassurance. Um, now think during issue specific hearing to there was a bit of a discussion about protected provisions. Um, my recollection is that there was an action identified by the examining authority for some progress to be made on this matter by the applicant. But to my knowledge we're still awaiting some engagement on this matter from the applicant. Um, now we've been engaged with them on another, a number of other matters, but this hasn't been an issue of discussion yet. So there.

01:11:07:22 - 01:11:08:12

Haven't there.

01:11:08:14 - 01:11:15:23

Hasn't been any movement in terms of becoming a little bit close in terms of an agreement on the wording of those protected provisions.

01:11:16:03 - 01:11:18:00

Not that I'm aware of now. Right.

01:11:18:05 - 01:11:24:09

Okay. Claire, project for the applicant. Could I possibly just comment on that point before we move on?

01:11:24:13 - 01:11:37:15

Just you can but can I just ask Mr. Ashmont first to finish and then we'll actually ask the applicant to come back in. Mr. Ashman, have you finished your point?

01:11:37:19 - 01:11:38:04

Thank you, sir.

01:11:38:06 - 01:11:38:21

Yes.

01:11:38:28 - 01:11:40:09

Thank you. Um.

01:11:40:20 - 01:11:45:10

If I could now go to the applicant, please, to respond.

01:11:45:12 - 01:12:17:06

Uh, Claire, project for the applicant. Um, yeah. As Mr. Ashton mentioned, following the previous, um, issue specific hearing on the draft, the applicant amended the draft submitted at deadline three, which was rep 3006 to amend requirements seven which specifies in schedule two that all of the works must be approved by the relevant highway authority before they can commence.

01:12:17:08 - 01:12:32:21

And as Mr. Ashton mentioned, I believe that then addresses their concern about being able to approve the works in advance of them commencing, um, in terms of discussions on

01:12:34:13 - 01:13:12:03

Section 278 agreement. That's correct. Discussions are ongoing. A draft section two seven. Agreement based on some heads of terms that had previously been in circulation was sent across to Cambridgeshire County Council's solicitor with that draft Section 278 agreement, A draft set of protective provisions was also sent across for comment. The applicant hasn't received any comments back on those documents yet, but obviously I appreciate that they haven't had them for that long.

01:13:12:05 - 01:13:53:19

They were sent last week. So we are willing to discuss those protected provisions. And as a principal, the applicant is happy to have a set of overarching protected provisions within the draft and we're hoping that we can include an agreed set of protected provisions within within the draft document. And we have drafted the the wording of the Section 278 agreement to address some concerns we raised at the last hearing to just make sure that there wasn't any duplication or conflict between the various provisions in the DCO and then any contractual agreements that are entered into.

01:13:54:05 - 01:14:05:10

The applicants therefore confident that each of those concerns that have been raised by Mr. Ashton can be adequately addressed in the in the DCA.

01:14:06:12 - 01:14:17:26

Thank you. Thank you very much, Mr. Broderick. Um, now, can I ask Mr. Ashman, um, would you like to comment any further on this specific point?

01:14:20:08 - 01:14:28:06

Well, sir, I think subject to any reply to that particular point, Mr. Ashman still has as a further series of points on highway condition.

01:14:28:29 - 01:14:29:23

Absolutely.

01:14:29:25 - 01:14:52:24

But just on this point in terms of the drafting of these conditions, and I just wanted to clarify if if that is okay. Um, and obviously, it seems to me that part of the issue is in the process of well, has been resolved as well according to the direction of the applicant. But there is still some way to go on certain parts of the provisions. Is that the case?

01:14:53:03 - 01:14:55:04

No, that's that's broadly the position. Yes, clearly.

01:14:55:06 - 01:14:55:21

Thank you very.

01:14:55:23 - 01:14:59:07

Much. So in that case, can I just get an action.

01:14:59:09 - 01:14:59:29

Please.

01:15:00:01 - 01:15:01:14

For both.

01:15:01:16 - 01:15:04:07

The applicant in Cambridgeshire County Council to continue.

01:15:04:09 - 01:15:04:24

Working on.

01:15:04:26 - 01:15:10:00

This issue? And perhaps if I may suggest that, um.

01:15:10:08 - 01:15:16:18

Just updating the statement of common ground to reflect that.

01:15:19:21 - 01:15:20:24

And just ask.

01:15:20:26 - 01:15:21:27

If the applicant.

01:15:21:29 - 01:15:25:14

Is agreeable to that action.

01:15:31:12 - 01:15:33:01

Mrs. Broderick from the applicant.

01:15:33:22 - 01:15:58:03

Claire Project for the applicant. Apologies for the delay. They were just checking the current status of the draft statement of Common Ground. My understanding is that the applicant is waiting for comments on the draft statement of common ground from the host authorities. Obviously happy to include reference to the current status in that draft, but it's currently with the host authorities for comment. Right.

01:15:58:05 - 01:16:07:15

Okay. Thank you. That's very helpful. Thank you very much, Mr. Broderick. Nevertheless, I'd like the action to be registered, as have said, think that we have agreements.

01:16:07:17 - 01:16:08:29

That is a possible way.

01:16:09:01 - 01:16:18:26

Forward from both parties. Now, if I could then hand over to county counsel, then on the other point that was mentioned as well, please.

01:16:20:15 - 01:16:54:04

Yeah. Thank you. Yes. So I'd like to make a point about the impact of increased traffic levels during construction and operation of the facility. And this is principally related to the condition of the highway as opposed to users of the highway and traffic and transport levels. We raised concerns in section 2.41 and 2.53 of the local impact report that the increased heavy goods traffic generated by the development has the potential to cause some excess damage to the highway. The applicant's responses on this issue are in rep to 20.

01:16:55:07 - 01:17:34:22

Now the applicant doesn't seem to accept the council's concerns and state that it doesn't feel the proposed number of journeys to the development site represent extraordinary levels of traffic. Um. Well, on review of the environmental statement, chapter six, which is at 33, table 6.27 and 6.32, which has already been some discussion about today. We can actually see the applicant's own analysis

showing there's a marked increase in HGV movements on some of the roads affected by the development, both during construction and operation of the facility. So, for example, during the construction phase, new bridge lane is expected to see a 68% increase in movements on the expected traffic levels baseline for 2024.

01:17:35:01 - 01:17:47:00

And during operation, there's anticipated to be a 149% increase on expected levels for 2027, which I presume is when they're assuming the facility would be in operation by 149.

01:17:47:23 - 01:17:51:24

Could you specify something? Percentage number?

01:17:52:02 - 01:17:56:28

Yeah. Beg your pardon? Yes. That's 149% on the expected levels in 2027.

01:17:57:19 - 01:17:58:19

Okay. Thank you.

01:17:58:29 - 01:18:36:01

Thanks. Um, meanwhile, on Cromwell Road, which is which is outside the boundary, but which actually provides the key link from the A47 trunk road into the development site. So the respective increases are 19% during construction and 27% during operation of the facility. So. So. So. So by its own analysis, the applicant is demonstrating that certain roads affected by its development will see significant new numbers of journeys. Um, and although the applicant earlier made reference to the increased levels of traffic being equivalent to existing use, this doesn't consider the cumulative effect of adding substantial numbers of new journeys.

01:18:36:04 - 01:19:09:08

So, so the council reasonably anticipates that this increase in traffic could result in additional wear on the carriageway. Um, now in the outline, which is 301 for the applicant, does state at paragraphs 7.4.0.21 and 7.4.22. But inspections will be undertaken before, during and after construction so that the condition of the new accesses can be monitored. Now, that's welcomed and that's been developed in conversation with us. But we do have some concerns about how that's been worded.

01:19:09:25 - 01:19:40:21

For instance, the document refers to accesses rather than highways. There's also no express commitment to undertake condition surveys of highways that are outside the boundary, but which are actually affected by the scheme. And most notably that would be Cromwell Road, which, as I've noted, will see an increase in HGV journeys of over a quarter during the operation of the site. So so lastly on that matter, really, the council is entitled under section 59 of the Highways Act to seek compensation for costs of repairing damage caused by excessive levels of traffic.

01:19:41:14 - 01:19:52:05

And this right would apply during construction, but it also would apply throughout the operational lifespan of the development. Um, that, that point doesn't seem to have been acknowledged in either the outline or the outline.

01:19:54:03 - 01:20:07:23

And think really the council would be greatly reassured if the applicant was to make a commitment to covering the costs of any reactive maintenance that becomes necessary as a result of the increased traffic levels that it actually demonstrates that the applicant itself demonstrates will be caused by the development.

01:20:08:22 - 01:20:25:18

Thank you for that interesting interpretation, Mr. Ashman. Um, I would I would like the applicant to come in and respond to this issue, but I would like the applicant to focus on two things, because I think that there are two points that are perhaps.

01:20:25:20 - 01:20:26:05

A little bit.

01:20:26:07 - 01:20:41:24

Interlinked following Mr. Ashton's intervention that I would like to clarify. One of them is how has the transport assessment, um, carried out? Um, how it can.

01:20:41:26 - 01:20:42:27

Include or at.

01:20:42:29 - 01:20:48:21

Least provide some clearer information to the, to the examining authority in terms of.

01:20:48:23 - 01:20:50:24

How some of these increases are being.

01:20:50:26 - 01:21:00:27

Modeled and how does it match against the assessment that Mr. Ashman has just highlighted. So one of the questions that I have is in terms of how.

01:21:00:29 - 01:21:01:18

The applicant can.

01:21:01:20 - 01:21:04:12

Actually incorporate this data. And the other question.

01:21:04:14 - 01:21:07:21

Is obviously in terms of the reactive maintenance.

01:21:07:23 - 01:21:13:09

Costs that Mr. Ashman has also highlighted. So if I could ask the applicant to please cover those two points.

01:21:16:29 - 01:21:53:02

And Claire project for the applicant. And just before we go on to discuss the matters in detail, I think we need to be careful about the language being used. Obviously within the environmental statement, Ms.. Cooper's explained during the hearing, the assessment that's been carried out and whether or not the traffic generated by the scheme, both during construction and operation, would lead to significant effects for traffic and transport using terminology.

01:21:53:17 - 01:23:04:27

Mr. Ashman has referred to that information but has used phrases such as marked increases, extraordinary levels and also referenced to the word significant. But my understanding is those terms are not necessarily being used in conjunction and in accordance with the use of the word significant for the purposes of the assessment, which obviously has followed the guidelines that Ms.. Ms. Coupe referred to. So I think it would just be helpful to clarify that when we're talking about increases in traffic that Cambridgeshire County Council appreciates and obviously agrees with the use of the term significant in in the environmental impact assessment and that the increases that are being referred to

and that the County Council has concerns about are increases in traffic that are not considered to be significant in terms or relating to, for example, Newbridge Lane, where the applicant is already seeking to upgrade the surface of that road as part of its access improvement works.

01:23:04:29 - 01:23:35:29

And there and as we've discussed, the Section 278 agreement will deal with the standard that that road is widened and constructed to and also payments for future maintenance, both in terms of the maintenance period and a commuted sum in relation to future costs of maintaining that road. So I think there there is just a little bit of concern that we're not necessarily referring to the same terminology when trying to seek to address Cambridgeshire County Councils.

01:23:36:07 - 01:23:37:15

Thank you. Thank you for that.

01:23:37:17 - 01:23:38:04

Intervention.

01:23:38:06 - 01:23:39:07

Mrs. Broderick.

01:23:39:25 - 01:23:41:03

Can I just clarify.

01:23:41:05 - 01:23:43:27

With Mr. Ashman, I have now.

01:23:43:29 - 01:23:47:15

Shared table 6.32.

01:23:47:25 - 01:23:49:21

Of them.

01:23:50:27 - 01:23:58:04

Chapter six of the. Yes. Um, as we have been looking at before. Can I just.

01:23:58:06 - 01:24:00:10

Check that the numbers that you are.

01:24:00:12 - 01:24:08:15

Referring to broadly link with, um, links number two and three, etc. in this table?

01:24:08:24 - 01:24:09:20

Yes, that's correct.

01:24:09:22 - 01:24:10:20

Yes. Okay.

01:24:10:22 - 01:24:13:27

Thank you very much. So if I could actually then go back to the.

01:24:13:29 - 01:24:15:28

Applicant and pick up on.

01:24:16:00 - 01:24:43:00

The point of clarification that Ms. Roderick has just made, which is very useful. But nevertheless, if there is, I understand that the significance assessment as we have actually gone through previously during this hearing, um, does take into consideration several different factors and goes through a very detailed process in order to arrive to the conclusions.

01:24:43:02 - 01:24:57:00

If change is going to be significant or not. Uh, nevertheless, that is still a marked increase. There that we can see in terms of link two and link three in terms of vehicles. So I do think.

01:24:57:02 - 01:25:16:08

That the point that Mr. Ashman has actually made in terms of the marketing, Chris, um, is valid and would like to actually explore that. So if I could actually ask the applicant to then continue, please, in further response to, to Mr. Ashton's issue.

01:25:39:21 - 01:26:19:26

Clare project for the applicant. Apologies was just seeking instructions on those points. And in respect of of of Newbridge Lane and the increases in traffic movements that were identified both during construction and operation. As I've already mentioned, um, the condition of Newbridge Lane will be upgraded as part of the works that are carried out by the applicant. I therefore think that Cambridgeshire County Council's concern primarily relates to the section of Cromwell Road, and the applicant's position is that, as Mr.

01:26:19:28 - 01:27:03:09

Ashman mentioned, there is already an existing statutory regime under section 59 of the Highways Act 1980 to deal with any damage that is caused by extraordinary levels of traffic. And there has been a variety of different case law in terms of what extraordinary means in the context of that provision. And should the applicant's proposed development meet that high threshold, then there is already a statutory process by which Cambridgeshire County Council could seek to recover costs from the applicant. The applicant doesn't consider that situation is likely to arise, but there is that protection that already exists under the Highways Act for Cambridgeshire County Council and the applicant would not seek to duplicate that regime as part of the process.

01:27:03:18 - 01:27:04:13

Thank you. Thank you.

01:27:04:15 - 01:27:24:09

Mr. Broderick. Um, can I actually then in that case, go back to Mr. Ashman and just ask, um, to please comment on that specific intervention that we have had now from the applicant. But I was also going to request that if we still have not reached an agreement, then.

01:27:24:11 - 01:27:25:28

Actually can I please ask.

01:27:26:00 - 01:27:26:19

For.

01:27:27:00 - 01:27:28:05

The applicant.

01:27:28:07 - 01:27:35:03

And the council to actually work together? We know in outside of this.



01:27:35:05 - 01:27:36:07  
Specific hearing.

01:27:36:09 - 01:27:36:24  
To then.

01:27:36:26 - 01:27:37:29  
Try and come to.

01:27:38:01 - 01:27:46:06  
An agreement to end a common position on this specific issue. But nevertheless, I would like to just have your view now, Mr. Ashman, in terms of that response, please.

01:27:47:12 - 01:28:21:28  
Thank you, sir. Yes. Clearly, some some further engagement is needed between ourselves and the applicant. I don't think the answer today is quite satisfactory for us. The levels of intake in the tables in the Chapter six are clearly demonstrates some significant increases from our perspective. There's nothing in the Highways Act 1980 that defines exactly what is an extraordinary level of traffic. So so, you know, that would remain to be seen. But clearly, although the applicant makes a point that Newbridge Lane will be improved, there will then be a significant number of HGVs using it.

01:28:22:07 - 01:28:28:22  
And it is possible that that road would deteriorate more quickly than another road. So the council needs its right to be protected.

01:28:28:24 - 01:28:30:01  
Thank you for that, Mr. Ashton.

01:28:30:28 - 01:28:35:05  
Sorry. Ideally, a protection within the would would be would add clarity to all parties.

01:28:36:04 - 01:28:41:00  
In that case, can I please ask if the applicant agrees and confirmation from the applicant to.

01:28:41:02 - 01:28:41:17  
Continue.

01:28:41:19 - 01:28:44:20  
Working with Cambridgeshire County Council on this specific.

01:28:44:22 - 01:28:47:08  
Issue to actually try and bridge.

01:28:47:10 - 01:28:48:11  
Some of the distance that.

01:28:48:13 - 01:28:49:15  
We have here, please.

01:28:51:23 - 01:28:55:07  
If the applicant could just confirm if that's acceptable in terms of an action note.

01:28:57:02 - 01:29:22:13

Clear project for the applicant. Yes, the applicant is willing to continue to work with Cambridgeshire County Council and we hope that the drafting can be agreed as part of the negotiation of the Section 208 agreement, which includes future maintenance costs for new bridge lane and the protected provisions that are to be included. So yes, the applicant is willing to work with Cambridgeshire on those points.

01:29:22:18 - 01:29:24:03

Thank you for that.

01:29:24:12 - 01:30:01:07

So can I just conclude on this issue from the Council's perspective that whilst it's obviously very much to be hoped that agreement can be reached, if this remains something upon which agreement cannot be reached, it is a significant issue for the Council and we will take the opportunity somewhere down the road to make a final submission, whether in writing or at a subsequent issue. Specific hearing as to the final position arrived at at the by the parties and the effect that this ought to have on the planning balance of your overall decision.

01:30:01:09 - 01:30:07:09

So as I say, put the marker that hopefully we'll get an agreement, but we may need to say more if we don't.

01:30:07:23 - 01:30:30:09

Um, that that is acceptable. Thank you very much for that. I was going to looking very quickly at the timetable. I do think that we have in in the current timetable and possible deadlines for that submission to actually be submitted to the examination within the six months. So that would.

01:30:30:11 - 01:30:31:09

Actually be welcomed.

01:30:31:11 - 01:30:41:04

Further down the line if we do not reach an agreement. And now I'm mindful that there were two more issues that we have mentioned today. One of them is linked with the length take.

01:30:41:14 - 01:30:42:26

Um, and.

01:30:43:00 - 01:30:43:21

It's also.

01:30:43:23 - 01:30:46:25

Linked with the request to.

01:30:47:03 - 01:30:49:09

Notification of request.

01:30:49:11 - 01:30:50:00

Submit.

01:30:50:04 - 01:30:50:19

Um.

01:30:51:15 - 01:30:56:14

A change to the application from the applicant. And there was an outstanding issue in terms of.

01:30:56:16 - 01:31:11:02

Public right of way. So as I have said, can I just ask very briefly, I'm mindful of time now, but can I just ask very briefly for the council to set out, um, for the Council, apologies for the applicant set out its.

01:31:11:04 - 01:31:12:19

Approach to public.

01:31:12:21 - 01:31:19:05

Rights of way and why no direct impacts apart.

01:31:19:07 - 01:31:20:12

Upon any public.

01:31:20:14 - 01:31:22:15

Rights of way were identified.

01:31:28:14 - 01:31:59:17

Good morning, sir. David Kenyon for the applicant. Um, so. So. Public rights of way, sir. Um, there can be affected potentially in two ways, both directly and indirectly. The indirect effects are assessed within the socio economic chapter. Chapter 15. I'll come back to that shortly. Um, but you are quite correct. We have not identified direct effects upon public rights of way, and the reason for that is that effectively that they are not directly affected.

01:31:59:25 - 01:32:53:12

Um, so the proposed development does not physically cross a public right of way. That is a footpath of bridleway in this and or a byway. So there are a number, um, along um, or basically at right angles to the proposed grid connection which runs along the verge of the a47. Um, but when the a47 was constructed, um, it's clear that the public rights of way of which it crossed were terminated at that point, so that the public rights of way, um, cease at the, at the edge of the of the verge of the, of the a47 and then in some cases but not all continue on the opposite side of the of the carriageway but in terms of a direct effect i.e.

01:32:53:14 - 01:33:03:07

the physical crossing of a public right of way. Given that we are in the verge of the a47, there are no direct effects. Um.

01:33:03:22 - 01:33:32:29

Thank you for that clarification. And in terms of indirect effects, obviously I'm mindful that probably will touch on some of these issues, particularly in terms of impact on visual and landscape sort of issues in terms of public rights of way. But can I just ask the applicant to very briefly just comment on that, if that is the nature of the impacts that you have identified? And in just confirm that because think you have explained your position in terms of no direct impacts.

01:33:33:11 - 01:34:09:17

Yes, sir, you're correct. So the indirect effects would be effects upon users of the public right of way That may be visual impacts. It could be noise, for example. It could be other environmental effects as well, which may sometimes encourage or dissuade people from using that public right of way. Um, whilst it did say that, um, officially or the public right of way ceases at the edge of the carriageway of

the a47, there are informal crossing points provided so that people can, if they saw a wish, cross over the a47.

01:34:09:28 - 01:35:00:14

Um, and whilst, and we would clearly cross them when constructing the underground cable for the connection. Um, so our proposal there is and it's set out within the tmp the outline tmp, um, our proposals that are advanced notification, um, agreements regarding publications of signage. Um, and also the provision of a bank's person as well, so that in those evenings when we would undertake the construction works and, and construction along the a47 would be at nighttime, um, there would be someone there if it happened that a person was walking down that public right of way and then seeking to leave it cross over the a47 and then rejoin the public right of way through the side.

01:35:00:16 - 01:35:17:15

So the number of management processes in place and secured via the TMP, um, which we would propose to include to, to protect people's ability to cross from one part of that public right of way and then rejoin it's at the other side of the A47.

01:35:17:17 - 01:35:20:07

So thank you. Thank you for that.

01:35:20:12 - 01:35:29:08

And can I just clarify where those indirect, uh, impacts are identified and laid out within your application?

01:35:30:28 - 01:35:49:00

Yes. So whilst they are covered individually in certain chapters or for example, the visual effects are considered to use the public rights of way are considered within um, chapter in my memory now. So landscape.

01:35:49:02 - 01:35:50:05

No, no, no, it's fine.

01:35:50:10 - 01:36:03:20

Basically what I was trying to get from you, Mr. Kenyon, is confirmation that those indirect impacts are actually assessed as part of the chapter in which that effect has been identified, i.e..

01:36:03:22 - 01:36:06:06

If it is a visual impact, it will be on the visual.

01:36:06:08 - 01:36:09:18

And landscape chapter noise. So can you just confirm that?

01:36:09:20 - 01:36:37:15

I can confirm that, but I would like to say as well is that those individual impacts. So let's say, for example, a noise impact or a visual impact are then brought together within Chapter 15, which is socioeconomics, tourism, recreation and land use, and that is app zero for. Five. Thank you. They have brought together the individual. So it's the cumulative assessment of the effects upon users of indirect effects upon users of that public right of way.

01:36:37:17 - 01:36:38:15

And then and then.

01:36:38:17 - 01:36:39:02

We will.

01:36:39:04 - 01:36:40:05

Probably look.

01:36:40:07 - 01:36:44:29

Further into that at the last item of this.

01:36:45:01 - 01:36:46:02

Week's hearings.

01:36:46:04 - 01:36:55:14

In terms of cumulative effects. So I'll have some more questions for you on that specific issue then. But I think that for the purpose of this hearing, this is probably going to be enough.

01:36:56:09 - 01:36:58:09

And just ask, um.

01:36:59:19 - 01:37:04:29

Cambridgeshire County Council. If you would like to ask your question in terms of public rights of way now.

01:37:06:21 - 01:37:38:03

Yes, sir. I will invite Mrs. Rhodes, our public rights away, officer, to come up on screen now, before I do so, just to presage the remarks that we're going to make. It seems there's been a glitch with the Pins library in that our comments on the applicants deadline two submissions, they haven't yet been posted in the PINS library. We're not sure why.

01:37:38:16 - 01:37:41:19

The reason I mentioned this is that those apologies.

01:37:41:21 - 01:37:55:25

I'm going to need some more clarification on that. So the comments that Cambridgeshire County Council has made, that should if it's on deadline to which should have been submitted at around three, I'm guessing correct.

01:37:58:05 - 01:37:58:29

I have.

01:37:59:01 - 01:38:00:10

Information.

01:38:00:12 - 01:38:01:12

Now.

01:38:01:27 - 01:38:04:14

We've now think found them under a.

01:38:04:16 - 01:38:05:22

I think they are.

01:38:05:24 - 01:38:06:29

I have had information.

01:38:07:01 - 01:38:11:19

Now from our support team that they are part of.

01:38:11:21 - 01:38:14:14

Rep 344. Yes.

01:38:14:21 - 01:38:30:11

Yes. Yes. I'm just being shown the response that's come from PINS as we've been discussing these issues and think the pins have now accepted that they're going to amend the document description to make it clear that that includes our deadline to.

01:38:30:13 - 01:38:32:28

Yes, but just but but just to clarify.

01:38:33:00 - 01:38:44:19

Because think that this is obviously an important point for us as well in terms of the way the examination is carried. I don't have any reason to believe at this point in time that there were not there might have not been labelled.

01:38:44:21 - 01:38:49:05

Clearly, but they were published, I think, with all of the documents. So I just.

01:38:49:07 - 01:38:52:28

Think it's important to clarify that for the process that we have to go through. Oh, sure.

01:38:53:00 - 01:38:53:15

Yeah, absolutely.

01:38:53:23 - 01:38:57:25

But QUESTION They've not been available. It's just that they've been exactly.

01:38:58:11 - 01:38:59:00

Yeah, it doesn't.

01:38:59:02 - 01:39:00:29

Make any fine for what they are.

01:39:01:09 - 01:39:02:11

Absolutely. So if.

01:39:02:13 - 01:39:04:04

We would like to go to, to the questions.

01:39:04:06 - 01:39:05:01

Please. Yeah.

01:39:06:12 - 01:39:06:27

So the only, the.

01:39:06:29 - 01:39:15:24

Only reason for mentioning it is that that, that that document included our requests for mitigation in respect of public rights of way matters anyway to the substance.

01:39:15:26 - 01:39:17:09

Yes. And document was.

01:39:17:11 - 01:39:21:13

Actually mentioned that document was actually mentioned in the agenda as well.

01:39:21:25 - 01:39:23:18

REP 344.

01:39:24:06 - 01:39:26:18

So just to clarify that we have had access to that.

01:39:26:20 - 01:39:27:10

Document.

01:39:27:12 - 01:39:31:25

Excellent. Well, I'm much, much gratified to hear that, Right.

01:39:32:07 - 01:39:34:26

So if we could then go to the questions, please.

01:39:36:23 - 01:39:37:08

Coming.

01:39:39:04 - 01:39:40:13

I was just getting Mrs. Rhodes on.

01:39:44:15 - 01:39:45:02

Good morning, sir.

01:39:45:24 - 01:39:48:13

Good morning, Mrs. Rhodes. So can.

01:39:48:15 - 01:39:49:25

I ask you to.

01:39:49:27 - 01:39:56:18

Introduce yourself and to then ask your questions in relation believe public rights of ways.

01:39:57:19 - 01:40:14:29

Thank you. Yes, I'm Mrs. Camilla Rhodes. I'm the highway records and definitive map team leader, manager at Chemistry County Council, and I'm also a chartered surveyor and I am in the new matters and public rights matters.

01:40:15:07 - 01:40:30:06

Apologies, Mr.. Rhodes. We I'm not hearing you very clearly. I can hear a lot of background noise and can't hear you very clearly. Um, can I just check that everyone else but Mrs. Rhodes is on mute, please.

01:40:32:23 - 01:40:35:25

Thank you. If you'd like to continue now, please, Mrs. Rhodes.

01:40:38:22 - 01:40:39:23

Can you hear me better now?

01:40:40:26 - 01:40:42:02

I can hear with a little bit.

01:40:42:04 - 01:40:43:06

Of Yes, Echo.

01:40:49:24 - 01:40:54:00

Forgive me if we just got 1 or 2 technical problems. Ah, and we'll sort it in a couple of seconds.

01:40:56:09 - 01:40:56:25

That's fine.

01:40:58:28 - 01:41:03:04

Uh, perhaps, perhaps actually considering the technical problems.

01:41:03:06 - 01:41:36:07

That we are experiencing and considering the time, perhaps if everyone agrees I was going to actually suggest because it's half it's, it's 2212 now, and we did say that to have a break at 11:30. So perhaps suggest that we actually take the break now and then perhaps instead of taking the half an hour break, we resume at 12:00. And then hopefully the technical problems that you are experiencing will be resolved by then. Can I just check with the applicant if that is okay?

01:41:48:10 - 01:41:51:03

I can see the applicant, but I cannot hear them. If you could just.

01:41:51:05 - 01:41:51:29

Give me a visual.

01:41:52:01 - 01:41:54:08

Sign that that is acceptable.

01:41:54:10 - 01:41:54:25

Thank you very.

01:41:54:27 - 01:41:57:00

Much for that. Thank you.

01:41:57:14 - 01:42:06:03

In that case, I will just I will actually just break us and then we'll resume at 12:00. If no one else has any objections to this, please.

01:42:07:25 - 01:42:10:01

At any objections? Raise your hand, please.

01:42:12:05 - 01:42:18:19

I see no hands raised. Therefore, I will now adjourn this hearing and will resume at 12:00. Thank you.



