

WEBVTT – This file was automatically generated by event.video

0

00:00:07.715 --> 00:00:08.605

Good morning everyone.

1

00:00:09.395 --> 00:00:11.205

It's now nine 30 in time for this hearing.

2

00:00:11.225 --> 00:00:13.605

To begin, I would like to welcome you all

3

00:00:13.605 --> 00:00:16.005

to this issue specific hearing on environmental matters.

4

00:00:17.965 --> 00:00:19.785

Can I just confirm that everybody can hear me clearly?

5

00:00:23.705 --> 00:00:26.665

I Can also confirm with Ms. Allen

6

00:00:26.665 --> 00:00:28.785

that the live livestream of this event has commenced

7

00:00:31.845 --> 00:00:33.345

for those people watching the livestream.

8

00:00:33.405 --> 00:00:34.825

Can I also advise that?

9

00:00:34.825 --> 00:00:37.065

Should we at any point to join proceedings this morning,

10

00:00:37.795 --> 00:00:39.385

we'll have to stop the livestream in order

11

00:00:39.385 --> 00:00:43.545

to give us clear recording files as a result, at the point

12

00:00:43.545 --> 00:00:44.785

of which we recommend the hearing

13

00:00:44.805 --> 00:00:46.585

and restart the livestream, you'll need

14

00:00:46.585 --> 00:00:49.585

to refresh your browser page to view the restarted stream.

15

00:00:50.635 --> 00:00:52.165

I'll remind you of this again, should we need

16

00:00:52.165 --> 00:00:55.805

to adjourn This issue.

17

00:00:55.965 --> 00:00:58.205

Specific hearing on environmental matters is in relation

18

00:00:58.205 --> 00:00:59.685

to the application made by Ang

19

00:00:59.685 --> 00:01:02.165

and Water Services Limited, who we will refer to

20

00:01:02.165 --> 00:01:05.465

as the applicant for an order granting development consent

21

00:01:05.525 --> 00:01:07.305

for the Cambridge Wastewater treatment

22

00:01:07.305 --> 00:01:08.545

plant relocation project.

23

00:01:10.905 --> 00:01:12.255

Thank you for attending this hearing.

24

00:01:12.995 --> 00:01:14.015

My name is Alex Hudson.

25

00:01:14.435 --> 00:01:15.575

I'm a charter town planner

26

00:01:15.675 --> 00:01:17.055

and a chartered landscape planner.

27

00:01:18.115 --> 00:01:19.575

I'm a planning inspector employed

28

00:01:19.575 --> 00:01:20.735

by the planning Inspectorate

29

00:01:21.075 --> 00:01:22.735

and have been appointed by the Secretary of State

30

00:01:23.435 --> 00:01:25.055

for leveling up housing and communities

31

00:01:25.055 --> 00:01:26.335

to be the lead member of the panel.

32

00:01:26.515 --> 00:01:30.345

To examine this application, I'm now going

33

00:01:30.345 --> 00:01:32.465

to ask the other panel members who've also been appointed

34

00:01:32.485 --> 00:01:35.025

by the same sexual state to examine this application

35

00:01:35.085 --> 00:01:36.145

to introduce themselves.

36

00:01:37.725 --> 00:01:39.815

Good morning. My name is Helen Reky.

37

00:01:39.875 --> 00:01:41.935

I'm a chartered town planner and planning inspector.

38

00:01:43.605 --> 00:01:45.975

Good morning. My name is Paul Burley.

39

00:01:46.355 --> 00:01:48.735

I'm a chartered town planner and planning inspector.

40

00:01:49.525 --> 00:01:50.815

I'll now hand it back to Mr. Hudson.

41

00:01:53.695 --> 00:01:55.335

Together we constitute the examining authority

42

00:01:55.475 --> 00:01:58.415

for this application and we'll be reporting to the Secretary

43

00:01:58.415 --> 00:02:00.535

of State for Environmental Food

44

00:02:00.535 --> 00:02:02.495

and Rural Affairs with the recommendation as

45

00:02:02.495 --> 00:02:04.575

to whether the development consent order should be made.

46

00:02:07.395 --> 00:02:09.655

Uh, can I begin by asking if there's anyone here today

47

00:02:09.675 --> 00:02:12.935

who did not attend either the preliminary meeting

48

00:02:13.075 --> 00:02:17.415

or any previous hearings, um, either in person or virtually

49

00:02:18.235 --> 00:02:19.855

or watch the livestream of the event?

50

00:02:21.635 --> 00:02:21.925

Okay.

51

00:02:29.385 --> 00:02:31.285

The case manager for this project is Deborah Allen

52

00:02:31.425 --> 00:02:33.845

and she's being supported here by Rebecca Evans,

53

00:02:33.945 --> 00:02:36.045

the case officer and Phoebe Chalice

54

00:02:36.625 --> 00:02:39.165

and Ramil Bernie are providing support remotely.

55

00:02:40.895 --> 00:02:43.515

Um, as I mentioned, Ms. Allen, Ms. Allen is the case manager

56

00:02:43.575 --> 00:02:45.915

and is a person you're most likely to come into contact with

57

00:02:45.915 --> 00:02:47.195

during the course of the examination.

58

00:02:48.735 --> 00:02:49.835

If you have any questions

59

00:02:50.855 --> 00:02:52.915

or queries about the examination process

60

00:02:53.895 --> 00:02:56.595

or the technology we are using for blended

61

00:02:56.595 --> 00:02:57.915

or virtual events, she should

62

00:02:57.915 --> 00:02:59.035

be your first point of contact.

63

00:03:00.705 --> 00:03:03.765

The case team contact details can be found at the top

64

00:03:03.765 --> 00:03:05.285

of any letter you've received from us

65

00:03:05.665 --> 00:03:06.725

or on the project page

66

00:03:06.725 --> 00:03:08.205

of the national infrastructure website.

67

00:03:09.685 --> 00:03:11.505

Please don't hesitate to contact a member

68

00:03:11.505 --> 00:03:13.185

of the team if you need help at today's

69

00:03:13.185 --> 00:03:14.265

event or with the technology.

70

00:03:16.835 --> 00:03:19.605

This is a blended event comprising an in-person hearing,

71

00:03:19.825 --> 00:03:22.085

as well as being held on the Microsoft Teams platform.

72

00:03:23.325 --> 00:03:24.785

It is being both live streamed

73

00:03:24.785 --> 00:03:28.215

and recorded for those people observing

74

00:03:28.215 --> 00:03:29.655

or participating through teams.

75

00:03:29.915 --> 00:03:31.535

In order to minimize background noise,

76

00:03:31.635 --> 00:03:32.895

can you please make sure that you stay

77

00:03:32.895 --> 00:03:33.935

muted unless you're speaking?

78

00:03:34.715 --> 00:03:37.565

If you are participating virtually

79

00:03:37.585 --> 00:03:39.685

and you wish to speak at the relevant point in the

80

00:03:39.685 --> 00:03:41.685

proceedings, please use the Microsoft

81

00:03:41.685 --> 00:03:42.845

Teams hand up function.

82

00:03:44.055 --> 00:03:46.275

So be advised there may be a delay before we see it

83

00:03:46.615 --> 00:03:48.275

and please wait to be invited to speak

84

00:03:48.375 --> 00:03:50.035

or asked to speak at the appropriate time.

85

00:03:51.595 --> 00:03:53.805

Alternatively, please turn on your camera so

86

00:03:53.805 --> 00:03:54.965

that we can see that you wish to speak.

87

00:03:57.185 --> 00:03:58.965

Can you also remind people that the chat function

88

00:03:59.245 --> 00:04:00.485

Microsoft Teams will not work?

89

00:04:00.625 --> 00:04:01.965

So please don't try to use this

90

00:04:01.965 --> 00:04:03.765

to ask any questions or post any comments.

91

00:04:04.705 --> 00:04:06.125

If you don't manage to ask your question

92

00:04:06.145 --> 00:04:08.965

or raise your point at the relevant point in time,

93

00:04:08.965 --> 00:04:11.565

there'll be an opportunity at the end of the hearing for you

94

00:04:11.565 --> 00:04:13.485

to raise this under item seven on the agenda, any

95

00:04:13.485 --> 00:04:17.335

of the matters because the digital recording,

96

00:04:17.725 --> 00:04:20.175

because the digital recordings that we make are retained

97

00:04:20.175 --> 00:04:21.855

and published, they form a public record

98

00:04:21.925 --> 00:04:23.855

that can contain your personal information

99

00:04:24.885 --> 00:04:27.465

and to which the General Data protection regulation applies.

100

00:04:28.565 --> 00:04:30.625

The planning inspectorates practice is to retain

101

00:04:30.625 --> 00:04:32.625

and publish recordings for a period of five years

102

00:04:33.295 --> 00:04:34.665

from the Secretary of State's decision.

103

00:04:35.225 --> 00:04:37.985

Consequently, if you participate in today's hearing,

104

00:04:38.215 --> 00:04:39.425

it's important that you understand

105

00:04:39.425 --> 00:04:41.585

that you'll be live streamed and recorded

106

00:04:42.005 --> 00:04:43.945

and that the digital recording will be published.

107

00:04:45.195 --> 00:04:46.735



If you don't want your image to be recorded,

108

00:04:46.795 --> 00:04:47.855  
you can switch off your camera.

109

00:04:48.835 --> 00:04:50.655  
For those in this room who don't want to be recorded,

110

00:04:50.825 --> 00:04:52.415  
there is an area out of camera shot.

111

00:04:56.045 --> 00:04:59.295  
Therefore, to avoid the need to edit the digital recordings,

112

00:04:59.405 --> 00:05:01.215  
what we would ask is that you try your best not

113

00:05:01.215 --> 00:05:02.775  
to add information to the public record

114

00:05:03.165 --> 00:05:04.615  
that you would wish to be kept private.

115

00:05:05.475 --> 00:05:06.655  
All this is is confidential.

116

00:05:07.475 --> 00:05:09.295  
If you feel that personal information is necessary,

117

00:05:09.435 --> 00:05:11.335  
please provide this in a written document

118

00:05:11.335 --> 00:05:12.735  
that we can redact before publication.

119

00:05:14.445 --> 00:05:16.855  
Does anyone have any questions with regard to this matter?

120

00:05:20.465 --> 00:05:22.715  
Okay, I'm seeing no hands up in the room or virtually.

121

00:05:24.005 --> 00:05:25.615

I'll now deal with a few preliminary matters.

122

00:05:25.675 --> 00:05:27.015

For those attending in person,

123

00:05:28.155 --> 00:05:30.935

can everyone please set all devices and phones to silent?

124

00:05:33.005 --> 00:05:34.835

We're not expecting any fire alarms today.

125

00:05:35.215 --> 00:05:37.115

Um, if the alarm goes off, then the procedures

126

00:05:37.115 --> 00:05:39.635

to leave the room and exit the building by the main stairs

127

00:05:39.735 --> 00:05:41.275

and assemble at the front of the hotel

128

00:05:43.625 --> 00:05:45.155

toilets located in the lobby area

129

00:05:45.455 --> 00:05:46.995

and by the front reception desk.

130

00:05:47.925 --> 00:05:50.115

We'll take a short break. It's around 11:00 AM

131

00:05:51.055 --> 00:05:52.475

and further breaks as necessary.

132

00:05:53.135 --> 00:05:54.995

Um, I expect we'll probably break for lunch at

133

00:05:54.995 --> 00:05:56.915

around one o'clock and,

134

00:05:57.025 --> 00:06:01.045

and, um, we intend to take around 45 minutes for that.

135

00:06:05.005 --> 00:06:07.545

An audio recording of today's hearing will be available on

136

00:06:07.545 --> 00:06:08.545

the project page

137

00:06:08.545 --> 00:06:09.825

of the National Infrastructure Planning

138

00:06:09.855 --> 00:06:11.985

website as soon as practicable.

139

00:06:11.985 --> 00:06:15.145

After this hearing, with this in mind, please ensure

140

00:06:15.145 --> 00:06:16.905

that you speak clearly into a microphone.

141

00:06:18.225 --> 00:06:19.965

If you're not at a table with a microphone,

142

00:06:19.965 --> 00:06:22.405

there is a roving microphone, so if you could wait for one

143

00:06:22.405 --> 00:06:23.965

of those before you speak

144

00:06:24.065 --> 00:06:27.165

and then if you could state your name, whom you represent,

145

00:06:27.585 --> 00:06:29.525

if you are representative, that would be helpful.

146

00:06:32.055 --> 00:06:33.395

If any individual or group wishes

147

00:06:33.455 --> 00:06:35.315

to use social media report, film,

148

00:06:35.315 --> 00:06:37.475  
or record at during today's hearing

149

00:06:37.975 --> 00:06:41.385  
or any subsequent hearing, then they're free to do so.

150

00:06:41.525 --> 00:06:42.985  
But please do so responsibly

151

00:06:42.985 --> 00:06:44.905  
and with proper consideration for other parties.

152

00:06:46.045 --> 00:06:48.695  
This must not be disruptive and the material

153

00:06:48.755 --> 00:06:50.095  
but must not be misused.

154

00:06:51.865 --> 00:06:53.195  
This hearing will follow the agenda

155

00:06:53.255 --> 00:06:54.515  
as published on the project page

156

00:06:54.515 --> 00:06:56.395  
of the National Infrastructure Planning website

157

00:06:57.055 --> 00:06:58.915  
on the 20th of December, 2023.

158

00:06:59.775 --> 00:07:02.395  
You can also find the agenda available on the website in the

159

00:07:02.515 --> 00:07:05.435  
examination library at reference EVO oh seven A.

160

00:07:07.785 --> 00:07:09.565  
Please have a copy of the agenda to hand.

161

00:07:10.065 --> 00:07:11.725

You'll see that we are currently on item one.

162

00:07:12.645 --> 00:07:14.065

The agenda is for guidance only.

163

00:07:14.165 --> 00:07:17.145

We may add other considerations or issues as we progress.

164

00:07:18.285 --> 00:07:19.635

We'll conclude the hearing as soon

165

00:07:19.635 --> 00:07:21.515

as all relevant contributions have been made

166

00:07:22.255 --> 00:07:24.275

and all questions asked and responded to.

167

00:07:25.135 --> 00:07:26.995

But if the discussions can't be concluded,

168

00:07:26.995 --> 00:07:29.355

then it may be necessary for us to prioritize matters

169

00:07:30.095 --> 00:07:32.395

and defer other matters to further written questions

170

00:07:32.895 --> 00:07:34.515

or potentially further hearings.

171

00:07:35.275 --> 00:07:37.835

Likewise, if you cannot answer the questions being asked

172

00:07:38.575 --> 00:07:40.635

or require time to get the information requested,

173

00:07:40.745 --> 00:07:41.915

then can you please indicate

174

00:07:41.915 --> 00:07:43.115

that you need to respond in writing.

175

00:07:46.265 --> 00:07:48.595

Some of the questions that we may ask today may also appear

176

00:07:48.595 --> 00:07:50.555

in our second written questions, which are due

177

00:07:50.555 --> 00:07:52.875

to be published on the 31st of January, 2024.

178

00:07:54.685 --> 00:07:56.465

If you have answered the question in this hearing

179

00:07:56.565 --> 00:07:58.025

and will submit in your written summary

180

00:07:58.025 --> 00:08:02.025

of your oral submissions to this hearing, which are required

181

00:08:02.025 --> 00:08:04.865

by deadline for which is Monday the 22nd of January,

182

00:08:05.535 --> 00:08:07.545

then feel free to refer to this in your answer

183

00:08:07.545 --> 00:08:08.705

to the relevant written question

184

00:08:14.835 --> 00:08:15.825

Throughout the hearing.

185

00:08:15.955 --> 00:08:18.545

We'll likely referring to a number of application documents,

186

00:08:18.545 --> 00:08:20.905

which will we, which we will provide examination library

187

00:08:21.225 --> 00:08:22.385

references for if so,

188

00:08:23.085 --> 00:08:24.545

and which we may also ask

189

00:08:24.545 --> 00:08:26.065

that these are shared on the large screens.

190

00:08:35.195 --> 00:08:37.025

Thank you. I'm now going to ask those of you

191

00:08:37.165 --> 00:08:38.625

who are participating in today's hearing

192

00:08:38.625 --> 00:08:41.305

to briefly introduce yourselves When I say

193

00:08:41.305 --> 00:08:42.585

to your organization's name,

194

00:08:43.375 --> 00:08:45.885

could you intro introduce yourself, state your name

195

00:08:46.425 --> 00:08:47.525

and who you represent,

196

00:08:48.265 --> 00:08:49.565

and could you please also state

197

00:08:49.625 --> 00:08:50.805

how you wish to be addressed?

198

00:08:51.905 --> 00:08:53.285

Can we start with the applicant and

199

00:08:53.425 --> 00:08:54.885

and any of their advisors please?

200

00:08:56.015 --> 00:08:58.125

Thank you very much. Good morning, sir.

201

00:08:58.345 --> 00:09:00.205

My name is Morag Ellis

202

00:09:00.825 --> 00:09:03.725

and if you could address me as miss for these purposes.

203

00:09:04.385 --> 00:09:08.445

Um, I'm, uh, King's Council instructed

204

00:09:08.745 --> 00:09:11.685

by Mr. Paul May of Eversheds,

205

00:09:11.945 --> 00:09:14.845

who will introduce himself in a few moments

206

00:09:15.545 --> 00:09:18.605

and I would ask my team within the room

207

00:09:18.825 --> 00:09:20.165

to introduce themselves.

208

00:09:20.545 --> 00:09:23.845

And we also have one member

209

00:09:23.845 --> 00:09:26.405

of our team on screen this morning

210

00:09:26.665 --> 00:09:30.885

and, uh, another one who may possibly come in, uh,

211

00:09:31.355 --> 00:09:33.245

late morning or early afternoon.

212

00:09:33.475 --> 00:09:34.485

Okay, thank you. Thank you.

213

00:09:39.275 --> 00:09:42.365

Morning, Sir Claire Squire's, um, addressed as miss,

214

00:09:42.665 --> 00:09:45.005

uh, environmental coordinator for the applicant.

215

00:09:51.105 --> 00:09:54.005



Uh, good morning, sir. Uh, Mr. Paul May, I'm a, uh,

216

00:09:54.005 --> 00:09:57.765

solicitor and partner at Eversheds uh, Sutherland, LLP.

217

00:09:58.145 --> 00:10:01.085

I'm, uh, the, uh, legal advisor to the applicant

218

00:10:01.105 --> 00:10:04.965

and largely be assisting on any matters relating to the DCO

219

00:10:04.965 --> 00:10:07.365

and its terms this morning to the extent necessary.

220

00:10:20.275 --> 00:10:22.045

Morning, uh, Mike Dexter, Mr.

221

00:10:22.045 --> 00:10:24.805

Mike Dexter, um, I ley water on behalf of the applicant.

222

00:10:32.815 --> 00:10:36.025

Good morning, sir. Uh, Gavin Wicks, uh, um, uh,

223

00:10:36.325 --> 00:10:38.505

rep representing the applicant for traffic and transport.

224

00:11:13.225 --> 00:11:15.885

Oh, you, I think you're on Mr. Pryor, you're on mute.

225

00:11:17.245 --> 00:11:19.595

Thank you, sir. Good morning, I'm Andrew Pryor.

226

00:11:19.655 --> 00:11:22.355

Uh, I'm a DCO consultant appearing for the applicant.

227

00:11:22.365 --> 00:11:23.365

Thank you.

228

00:11:27.675 --> 00:11:29.455

Uh, good morning, sir. Kate Bradford from

229

00:11:29.495 --> 00:11:30.855

Eversheds Sutherland for the applicant.

230

00:11:33.325 --> 00:11:34.705

Mrs. Yeah,

231

00:11:43.365 --> 00:11:45.365

I think that's all our team who are likely

232

00:11:45.465 --> 00:11:47.405

to speak and it's Mrs. Radford.

233

00:11:47.915 --> 00:11:52.655

Okay, thank you. Um,

234

00:11:52.875 --> 00:11:55.395

can we then please move on to organizations?

235

00:11:55.575 --> 00:11:57.875

So firstly Cambridge County Council,

236

00:12:08.335 --> 00:12:09.645

David Harford, uh,

237

00:12:09.645 --> 00:12:11.525

project manager at Cambridge County Council.

238

00:12:12.145 --> 00:12:15.845

Um, I'd also, uh, just like to say that, uh, Selena Cahoon,

239

00:12:15.845 --> 00:12:19.205

who is our council for all of all three local authorities.

240

00:12:19.305 --> 00:12:20.725

Uh, she's just a little bit delayed,

241

00:12:20.725 --> 00:12:23.565

but it's expected very soon, so she'll be here shortly.

242

00:12:23.755 --> 00:12:28.205

Okay, thank you. Um, we have a number of, um, uh,

243

00:12:28.435 --> 00:12:31.645

chemistry, chemistry council staff, uh, online available,

244

00:12:32.025 --> 00:12:35.885

um, as, as well through, um, when we go through the agenda.

245

00:12:36.305 --> 00:12:39.235

So, um, I'll open it up to,

246

00:12:39.675 --> 00:12:41.635

I think it's probably Introduce themselves Yeah.

247

00:12:41.695 --> 00:12:44.995

During where maybe at each different topic area they could

248

00:12:44.995 --> 00:12:47.355

introduce, uh, themselves during that specialism perhaps.

249

00:12:47.505 --> 00:12:49.715

Yeah, yeah. 'cause there's quite a few online. Yes.

250

00:12:49.715 --> 00:12:51.355

Yeah, that'd be helpful. Yeah. Thank you. Thank you.

251

00:12:53.215 --> 00:12:54.715

Um, and Cambridge City Council.

252

00:12:58.805 --> 00:13:00.735

Good morning. I'm Chen Toga

253

00:13:01.255 --> 00:13:03.375

representing Cambridge City Council as well

254

00:13:03.375 --> 00:13:05.335

as South Cambridge District Council.

255

00:13:06.155 --> 00:13:10.935

Um, Selena Co ku now barrister is just arriving.

256

00:13:11.755 --> 00:13:16.615

Um, we also have a number of offices that will be, um,

257

00:13:16.885 --> 00:13:20.415

appearing as the day progresses for various agenda items.

258

00:13:21.165 --> 00:13:23.375

Okay, thank you. Um,

259

00:13:25.555 --> 00:13:27.655

so I've got South Cambridge District Council as well

260

00:13:27.655 --> 00:13:30.215

as greater Cambridge Shared Planning Services.

261

00:13:30.275 --> 00:13:33.615

Is that, that's all combined in, in that, yes. Thank you.

262

00:13:37.375 --> 00:13:39.955

No, that's fine. Uh, would like

263

00:13:39.955 --> 00:13:41.435

to introduce yourself, please.

264

00:13:43.465 --> 00:13:45.795

Good morning, sir. My name is Selena Cahoon.

265

00:13:45.935 --> 00:13:47.115

I'm council instructed

266

00:13:47.215 --> 00:13:49.395

by the Collective Authorities City Council.

267

00:13:49.755 --> 00:13:51.155

District Council and County Council.

268

00:13:51.165 --> 00:13:54.395

Thank you very much. Um,

269

00:13:54.575 --> 00:13:57.115

and moving on to Fendis and Parish Council,

270

00:14:03.785 --> 00:14:04.785

Sir. Uh, good morning.

271

00:14:04.785 --> 00:14:05.485

Yeah, good morning.

272

00:14:05.825 --> 00:14:08.525

Um, Graham Bloomfield, I'm a Charter town planner.

273

00:14:08.865 --> 00:14:11.005

I'm effectively standing in for Charles Jones,

274

00:14:11.025 --> 00:14:14.525

who I think has attended a number of these, um, events.

275

00:14:14.705 --> 00:14:16.925

So probably just a watching brief today and,

276

00:14:16.945 --> 00:14:19.405

and a lot of our views I think will be taken on, uh,

277

00:14:19.405 --> 00:14:21.125

taken forward by the Save Honey Hill Group.

278

00:14:22.085 --> 00:14:25.015

Okay, thank you. Uh, national Highways.

279

00:14:33.095 --> 00:14:35.345

Good afternoon, sir. Uh, I'm Alice Loman,

280

00:14:35.345 --> 00:14:36.985

spa Planner for National Highways.

281

00:14:38.605 --> 00:14:41.555

Thank you. Good morning, sir.

282

00:14:41.575 --> 00:14:42.915

Uh, my name is Sarah Marshall.

283

00:14:43.095 --> 00:14:45.195

Mrs. Sarah Marshall for Senior Planning Lawyer

284

00:14:45.295 --> 00:14:46.475

for National Highways.

285

00:14:46.645 --> 00:14:47.645

Thank you.

286

00:14:50.065 --> 00:14:52.975

Thank you. Um, the Environment Agency

287

00:14:53.515 --> 00:14:56.575

who I think of virtual. Good

288

00:14:56.575 --> 00:14:57.575

Morning. Good morning, sir. Neville

289

00:14:57.575 --> 00:14:59.375

Ben, uh, environment Agency.

290

00:14:59.595 --> 00:15:00.615

I'm a planning specialist

291

00:15:00.615 --> 00:15:02.615

and I'm joined by two technical colleagues

292

00:15:02.635 --> 00:15:04.335

who will introduce themselves separately.

293

00:15:05.435 --> 00:15:05.865

Thank you.

294

00:15:12.545 --> 00:15:14.725

Uh, good morning. I'm Louise Foreman,

295

00:15:15.405 --> 00:15:16.765

representing the Environment Agency.

296

00:15:18.675 --> 00:15:19.205

Good morning.

297

00:15:31.715 --> 00:15:33.365

Good morning. Sarah G. Graham Phillips from the

298

00:15:33.365 --> 00:15:35.085

Environment Agency supporting Neville Bay.

299

00:15:36.945 --> 00:15:40.375

Thank you. Um, we have quite frust.

300

00:15:46.495 --> 00:15:47.705

Good morning, sir. Uh, Mr.

301

00:15:47.705 --> 00:15:52.585

Matthew Aslin, uh, Kuen trustee representing K Krust,

302

00:15:52.925 --> 00:15:56.105

uh, particularly interested in the protection of the, um,

303

00:15:56.615 --> 00:15:58.785

Kuen as a designated, uh, triples. I.

304

00:15:59.475 --> 00:16:03.125

Okay, thank you. And Safe Honey Hill Group.

305

00:16:08.025 --> 00:16:11.355

Morning, sir. I'm Ian Gilda. Um, Mr.

306

00:16:11.485 --> 00:16:14.155

Gilda, I guess in terms of addressing me,

307

00:16:14.945 --> 00:16:17.645

I'm a retired planning and environmental consultant, um,

308

00:16:17.745 --> 00:16:19.925

and have been representing Honey Hill, um,

309

00:16:20.095 --> 00:16:21.325

throughout the hearings.

310

00:16:21.625 --> 00:16:24.565

Um, our barrister, um,

311

00:16:24.885 --> 00:16:28.165

Esther Rabkin writer is available today if we get

312

00:16:28.165 --> 00:16:30.525

as far enough in the agenda that we need to, um,

313

00:16:30.745 --> 00:16:32.085

ask her to attend virtually.

314

00:16:32.545 --> 00:16:34.445

Um, we'll see how we're going, sir.

315

00:16:34.545 --> 00:16:36.645

Um, and I will notify her when, yeah.

316

00:16:36.865 --> 00:16:40.245

Um, the relevant items seem to be about to progress. Okay.

317

00:16:40.525 --> 00:16:43.565

I, yes, she's on, on virtual, so would you like

318

00:16:43.565 --> 00:16:44.845

to introduce yourself also, please?

319

00:16:46.215 --> 00:16:47.845

Thank you. Good morning, sir.

320

00:16:48.245 --> 00:16:51.765

I am Esther Rabkin, writer of council, um,

321

00:16:51.875 --> 00:16:54.485

appearing on behalf of Save Honey Hill.

322

00:16:55.475 --> 00:16:56.125

Okay, thank you.

323

00:17:01.425 --> 00:17:03.445



Uh, good morning. I'm Jenny Conroy.

324

00:17:03.985 --> 00:17:05.485

I'm happy to be addressed as Mrs.

325

00:17:05.505 --> 00:17:08.085

Conroy and I'm here in support of Safe Honey Hill,

326

00:17:08.085 --> 00:17:11.165

essentially supporting in through admin support today.

327

00:17:11.995 --> 00:17:12.645

Okay, thank you.

328

00:17:17.055 --> 00:17:19.915

Um, and we also have some individuals, uh, Liz Cotton

329

00:17:25.445 --> 00:17:28.325

Am, Liz Cotton, and I'm a local resident.

330

00:17:29.185 --> 00:17:30.185

Thanks.

331

00:17:31.515 --> 00:17:32.855

And Chris Smith

332

00:17:42.465 --> 00:17:43.765

acting in what, which cross?

333

00:17:43.945 --> 00:17:46.525

I'm not acting any past you at all. Okay. Okay. Thank you.

334

00:17:49.825 --> 00:17:53.125

Uh, we had ARD as well.

335

00:17:59.225 --> 00:18:01.295

No. Okay.

336

00:18:01.435 --> 00:18:04.795

And yes, we had Jenny Conroy.

337

00:18:04.805 --> 00:18:06.515

We've already introduced ourselves. Thank you.

338

00:18:11.955 --> 00:18:14.005

Yeah, I was gonna, is there anybody else who wishes

339

00:18:14.065 --> 00:18:16.845

to speak today who I've not mentioned?

340

00:18:22.605 --> 00:18:24.235

Thank you, sir. It's Jane Williams

341

00:18:24.365 --> 00:18:25.715

Water Beach Parish Council.

342

00:18:26.375 --> 00:18:29.315

Um, please address me as Jane Williams. Thank you.

343

00:18:30.905 --> 00:18:31.335

Thank you.

344

00:18:39.725 --> 00:18:42.385

Uh, I would just like to say that when speaking today,

345

00:18:42.385 --> 00:18:44.745

please bear in mind that we have read all submissions made

346

00:18:44.765 --> 00:18:45.985

so far and you

347

00:18:45.985 --> 00:18:48.385

therefore don't need to read out previous submissions.

348

00:18:48.975 --> 00:18:50.665

However, if you want to refer to something

349

00:18:50.665 --> 00:18:51.785

that you have submitted before,

350

00:18:52.335 --> 00:18:54.585

we'd be grateful if you could give the appropriate pins

351

00:18:54.865 --> 00:18:56.825

examination library reference so we can all follow.

352

00:18:59.115 --> 00:19:01.535

Are there any other comments anyone wishes to make under

353

00:19:02.075 --> 00:19:03.175

agenda item one?

354

00:19:05.935 --> 00:19:08.345

Okay. I'm saying no hands raised in the room or virtually.

355

00:19:10.985 --> 00:19:14.485

Um, that concludes the site item of the agenda. Thank you.

356

00:19:15.555 --> 00:19:19.735

Um, agenda item two relates to application documents, which,

357

00:19:21.355 --> 00:19:23.095

um, to save time.

358

00:19:23.115 --> 00:19:25.015

We actually went through yesterday at the end

359

00:19:25.015 --> 00:19:26.575

of the compulsory acquisition hearing.

360

00:19:28.705 --> 00:19:31.445

Uh, I just wanted to give the applicant an opportunity

361

00:19:31.585 --> 00:19:32.845

to make any comments they wish

362

00:19:32.845 --> 00:19:34.765

to make on this particular agenda item.

363

00:19:37.995 --> 00:19:42.015

Um, So no, we were grateful, um, that, that you took

364

00:19:42.015 --> 00:19:44.215  
that, um, last night.

365

00:19:45.075 --> 00:19:47.295  
Uh, Ms. Radford, Mrs.

366

00:19:47.455 --> 00:19:48.775  
Radford, sorry,

367

00:19:50.675 --> 00:19:52.855  
um, Mrs.

368

00:19:52.975 --> 00:19:56.535  
Radford, uh, can deal with any further points

369

00:19:56.535 --> 00:19:57.695  
that you've got on that now,

370

00:19:57.695 --> 00:20:02.215  
otherwise we will deal with it at the next submission stage

371

00:20:02.875 --> 00:20:04.695  
and only to apologize

372

00:20:04.925 --> 00:20:07.135  
that there are still gremlins in there.

373

00:20:07.715 --> 00:20:10.055  
Uh, and we, we accept that they are there

374

00:20:10.275 --> 00:20:13.815  
and, uh, we'll pick them up at the next written stage.

375

00:20:14.445 --> 00:20:15.655  
Okay. I don't think we were going

376

00:20:15.655 --> 00:20:18.495  
to cover anything further from what we said yesterday.

377

00:20:23.745 --> 00:20:26.035

Yeah, but if we need to pick anything up as we go through,

378

00:20:26.305 --> 00:20:28.555  
then we will do so. Thank you.

379

00:20:29.335 --> 00:20:30.395  
As I say, Mrs.

380

00:20:30.635 --> 00:20:33.275  
Radford is, um, is the best one to deal

381

00:20:33.275 --> 00:20:34.995  
with any detailed questions on

382

00:20:34.995 --> 00:20:36.995  
that arising today. Okay, thank

383

00:20:36.995 --> 00:20:37.995  
You.

384

00:20:41.265 --> 00:20:42.965  
Um, were there any questions from any

385

00:20:43.575 --> 00:20:46.645  
other parties on agenda item two before we move on?

386

00:20:49.815 --> 00:20:51.395  
No. Okay. I'm seeing no hands raised.

387

00:20:54.415 --> 00:20:56.835  
Um, thank you. In that case, and I'll now hand over to Mr.

388

00:20:56.855 --> 00:20:58.915  
Burley for agenda item three, which relates

389

00:20:58.935 --> 00:21:00.275  
to traffic and transport.

390

00:21:01.655 --> 00:21:04.005  
Thank you Mr. Hudson. Um, just a couple

391

00:21:04.005 --> 00:21:05.205  
of points to begin with.

392

00:21:07.085 --> 00:21:10.685  
Deadline four is the next deadline for submission

393

00:21:10.685 --> 00:21:13.925  
of information and that's generally where we'll be expecting

394

00:21:14.745 --> 00:21:18.845  
Any information arising from today to be submitted Deadline

395

00:21:18.865 --> 00:21:22.565  
for is Monday 22nd of January, 2024.

396

00:21:23.705 --> 00:21:27.525  
So if anybody does have any issues with that as we go along

397

00:21:27.785 --> 00:21:29.885  
and if we establish any action points,

398

00:21:29.985 --> 00:21:33.725  
please could you raise that so that we can discuss it?

399

00:21:34.705 --> 00:21:37.605  
Um, we've got quite a lot to get through today

400

00:21:38.105 --> 00:21:40.485  
and I anticipate that, um,

401

00:21:40.865 --> 00:21:44.445  
the transport session will run past the morning break

402

00:21:45.305 --> 00:21:47.165  
and possibly over lunch.

403

00:21:47.345 --> 00:21:49.765  
So I'm aware there's lots of people here today

404

00:21:50.265 --> 00:21:53.005

who are not here for the transport session.

405

00:21:53.785 --> 00:21:57.685

Um, hopefully we can, um, take stock at those breaks

406

00:21:58.185 --> 00:22:03.125

and, um, others can communicate when you, uh, when you need

407

00:22:03.125 --> 00:22:04.845

to come back, if you'd like to dip out.

408

00:22:06.445 --> 00:22:09.525

I was just gonna suggest that the transport experts move up

409

00:22:09.955 --> 00:22:11.485

towards the microphone as well.

410

00:22:12.855 --> 00:22:17.475

Thank you. First

411

00:22:17.785 --> 00:22:19.555

item I'd like to cover relates

412

00:22:19.555 --> 00:22:22.195

to updates on outstanding information

413

00:22:22.935 --> 00:22:26.235

or responses to, um, the application

414

00:22:26.415 --> 00:22:28.875

and our XQ one questions.

415

00:22:29.745 --> 00:22:31.955

Hopefully we can get through these pretty quickly.

416

00:22:34.735 --> 00:22:37.395

Can we go to National Highways first please?

417

00:22:38.215 --> 00:22:41.595

And first question relates to whether you are satisfied

418  
00:22:41.625 --> 00:22:44.035  
with the submitted road safety audit

419  
00:22:44.175 --> 00:22:45.835  
for the a 14 over bridge.

420  
00:22:48.525 --> 00:22:49.615  
Good morning, sir. Thank you.

421  
00:22:49.625 --> 00:22:51.575  
Sarah Marshall for National Highways.

422  
00:22:51.955 --> 00:22:54.135  
Yes, I can confirm National Highways are satisfied

423  
00:22:54.135 --> 00:22:56.695  
with the road safety audit for the a 14

424  
00:22:57.535 --> 00:22:58.855  
junction 34 over bridge.

425  
00:22:59.595 --> 00:23:02.855  
Um, it was dealt within the statement of common ground,

426  
00:23:02.945 --> 00:23:04.455  
which has been submitted,

427  
00:23:04.475 --> 00:23:06.175  
but I apologize, I can't give you

428  
00:23:06.175 --> 00:23:07.295  
the date off the top of my head.

429  
00:23:07.565 --> 00:23:09.655  
I've had some wifi problems with my laptop.

430  
00:23:09.795 --> 00:23:12.655  
That's fine. Thank you. And does that deal

431  
00:23:12.655 --> 00:23:14.895



with equestrian usage of the over bridge

432

00:23:18.875 --> 00:23:19.875

Equestrian?

433

00:23:21.015 --> 00:23:22.875

Yes. Yes it does. Yes.

434

00:23:23.975 --> 00:23:27.835

And one of the, one of the points raised by, um,

435

00:23:28.295 --> 00:23:32.115

the county, for example, is they would like, um, the bridge

436

00:23:32.215 --> 00:23:33.835

to be used by equestrians

437

00:23:33.855 --> 00:23:36.195

and for the route across the bridge, the applicant

438

00:23:36.775 --> 00:23:41.275

is looking to, um, upgrade to be used by equestrians,

439

00:23:41.855 --> 00:23:42.995

um, equestrian users.

440

00:23:43.185 --> 00:23:45.645

However, that's not the applicant's position.

441

00:23:46.745 --> 00:23:48.925

What's National Highway's position on that?

442

00:23:53.855 --> 00:23:58.295

Would you like to just wait,

443

00:23:59.085 --> 00:24:01.495

Pass to my colleague, uh, Ms.

444

00:24:01.555 --> 00:24:04.335

Lawman? Yep. Alison Lawman National Highway's.

445

00:24:04.635 --> 00:24:07.575

Uh, we have had discussions with the, the county.

446

00:24:07.795 --> 00:24:11.735

We understand, um, there was a proposal for, um,

447

00:24:12.415 --> 00:24:14.735

demoting blocks either side of the bridge,

448

00:24:14.795 --> 00:24:17.535

and I believe that was our, where we sort of left that,

449

00:24:17.875 --> 00:24:19.295

um, proposal.

450

00:24:19.955 --> 00:24:23.055

Um, yeah, haven't had discussions with the applicant to

451

00:24:23.665 --> 00:24:26.575

understand their deposition on this one,

452

00:24:27.285 --> 00:24:31.385

But would you be happy, um, for equestrian users to

453

00:24:31.985 --> 00:24:33.465

continue mounted across the bridge?

454

00:24:34.565 --> 00:24:34.785

Um,

455

00:24:38.725 --> 00:24:39.585

um, uh,

456

00:24:41.515 --> 00:24:42.515

Thank, thank you sir.

457

00:24:42.645 --> 00:24:43.905

Um, if I can step in

458

00:24:43.905 --> 00:24:46.265

and assist Sarah Marshall for National Highways.

459

00:24:46.845 --> 00:24:49.385

Yes, we have, um, provided,

460

00:24:51.405 --> 00:24:53.545

and my colleague said blocks,

461

00:24:53.645 --> 00:24:56.425

but National Highway's position is, is safety,

462

00:24:56.565 --> 00:24:57.825

safety of highway users.

463

00:24:58.645 --> 00:25:02.025

Um, we are subject to the, the DMRB.

464

00:25:03.325 --> 00:25:07.595

Um, so provided the appropriate blocks

465

00:25:07.695 --> 00:25:09.395

and whatever has been discussed

466

00:25:09.395 --> 00:25:10.915

with the council is put in National

467

00:25:10.915 --> 00:25:11.995

Highways would have no issue.

468

00:25:12.495 --> 00:25:15.115

If the applicant wanted to do something different,

469

00:25:15.775 --> 00:25:18.035

we would need to have discussions with the applicant

470

00:25:18.335 --> 00:25:20.355

to ensure the safety of the equestrian users

471

00:25:20.815 --> 00:25:23.675

and other highway users if that assists, sir. Okay.

472

00:25:23.685 --> 00:25:25.035

Thank you. Thank you. Can we take that

473

00:25:25.035 --> 00:25:26.275

as an action point please?

474

00:25:26.375 --> 00:25:30.235

Our first action point relates to, um, trying

475

00:25:30.235 --> 00:25:34.915

to reach agreement with county or a, a position with county

476

00:25:35.055 --> 00:25:39.035

and the applicant on whether equestrian mounted equestrian

477

00:25:39.085 --> 00:25:41.675

usage across the bridge would be acceptable.

478

00:25:42.375 --> 00:25:43.395

Um, I'd just like

479

00:25:43.395 --> 00:25:45.835

to be clear on everybody's position on that, please.

480

00:25:47.015 --> 00:25:48.165

Thank you. Um,

481

00:25:48.345 --> 00:25:49.885

So may I just Of course, yeah.

482

00:25:49.885 --> 00:25:52.925

Come in and, and help here. Um, thank you.

483

00:25:52.935 --> 00:25:54.965

We're, we're very happy with that being left

484

00:25:54.965 --> 00:25:58.005

as an action point, uh, as you may have picked up.

485

00:25:58.625 --> 00:26:03.405

Um, their needs to be that three-way conversation so

486

00:26:03.405 --> 00:26:06.445

that we can be really clear about what the positions

487

00:26:06.445 --> 00:26:09.605

of the respective authorities are, um, be

488

00:26:09.705 --> 00:26:12.765

before we can then make a fully considered response.

489

00:26:13.025 --> 00:26:15.765

Yes, of course. And it may be that you disagree,

490

00:26:16.425 --> 00:26:19.605

but, um, just so that's clear to the examining authority.

491

00:26:19.865 --> 00:26:21.005

Yes. Yeah, thank you.

492

00:26:21.105 --> 00:26:22.525

We, we desire clarity too,

493

00:26:22.785 --> 00:26:24.285

so thank you very much for that, sir.

494

00:26:24.295 --> 00:26:27.885

Thank you. Next point is a point directed to

495

00:26:28.435 --> 00:26:31.405

Cambridge City Airport, which is represented

496

00:26:31.545 --> 00:26:32.805

by Marshall Group Properties.

497

00:26:32.805 --> 00:26:37.525

Have we got anybody here today representing that party?

498

00:26:39.525 --> 00:26:41.595

Party? I imagine they'd be online if they are.

499

00:26:44.315 --> 00:26:47.455

No. Okay. That'll go in a written question then.

500

00:26:52.645 --> 00:26:55.585

One of the points, um, for Marshall,

501

00:26:55.605 --> 00:26:58.265

and this I've come to the applicant on this was, um,

502

00:26:58.525 --> 00:27:00.145

the construction code of practice.

503

00:27:01.305 --> 00:27:02.855

We've picked this up yesterday.

504

00:27:03.095 --> 00:27:07.095

I think in relation to Part B where there's a discrepancy.

505

00:27:07.195 --> 00:27:10.655

It, it still mentions 15 meters

506

00:27:10.795 --> 00:27:15.335

and 10 meters as the maximum structure

507

00:27:15.515 --> 00:27:17.415

or crane height during construction.

508

00:27:18.075 --> 00:27:20.335

That's also an issue, um,

509

00:27:20.335 --> 00:27:23.495

which we didn't mention yesterday in the major accidents

510

00:27:23.495 --> 00:27:25.455

and disasters chapter of the es.

511

00:27:26.725 --> 00:27:30.385

So could we ask that every document that relates to

512

00:27:30.935 --> 00:27:33.345

that point is checked please and made consistent?

513

00:27:41.765 --> 00:27:42.865

Yes. Um, thank you.

514

00:27:42.965 --> 00:27:47.225

So we, we have responded on this, um,

515

00:27:48.045 --> 00:27:50.985

but we will take away as an action point, um,

516

00:27:51.255 --> 00:27:53.905

undertaking a consistency check on that.

517

00:27:54.095 --> 00:27:56.345

Yeah, we're concerned that the Secretary

518

00:27:56.345 --> 00:27:58.225

of State isn't confused Yes.

519

00:27:58.285 --> 00:28:00.025

By any application documentation.

520

00:28:00.245 --> 00:28:01.865

Of course. Thank you. Thank

521

00:28:01.865 --> 00:28:02.865

You. Have we

522

00:28:02.865 --> 00:28:05.705

got anybody from Network Rail here today

523

00:28:06.365 --> 00:28:08.105

and I imagine they'd be online as well?

524

00:28:13.235 --> 00:28:16.375

No. Okay, thank you.

525

00:28:18.355 --> 00:28:21.335

In that case, can we move on to the next part

526

00:28:21.335 --> 00:28:24.295

of our questions relating to construction phase matters?

527

00:28:26.805 --> 00:28:29.025

We picked this up yesterday, the access

528

00:28:29.085 --> 00:28:32.265

and, um, traffic regulation order plans

529

00:28:33.925 --> 00:28:38.785

in your response to question one point 2035,

530

00:28:40.545 --> 00:28:43.605

you indicated that these will be provided at Deadline three,

531

00:28:44.465 --> 00:28:46.965

but the latest version we have was submitted at

532

00:28:46.965 --> 00:28:48.405

October, 2023.

533

00:28:50.025 --> 00:28:52.285

Can you confirm that those are on the way

534

00:28:52.285 --> 00:28:53.605

and when we will receive them please,

535

00:29:04.615 --> 00:29:05.875

sir Paul May for the applicant?

536

00:29:05.895 --> 00:29:08.675

Yes, they are. Um, deadline for thank you

537

00:29:11.855 --> 00:29:13.035

and National Highways.

538

00:29:13.095 --> 00:29:15.555

We, we had a relevant representation from you,

539

00:29:15.575 --> 00:29:19.635



but nothing since there's no written representation being

540

00:29:19.635 --> 00:29:20.795  
submitted, are you intending

541

00:29:20.795 --> 00:29:22.275  
to submit a written representation?

542

00:29:26.965 --> 00:29:28.875  
Thank you, sir. Um, that has been dealt with,

543

00:29:28.995 --> 00:29:30.915  
I understand in the statement of common ground.

544

00:29:32.745 --> 00:29:33.435  
Okay, thank you.

545

00:29:39.015 --> 00:29:42.445  
Yeah. In terms of the statement of common ground, obviously

546

00:29:42.445 --> 00:29:43.965  
that's drafted by the applicant

547

00:29:43.985 --> 00:29:45.685  
and it's unsigned at the present time.

548

00:29:45.865 --> 00:29:48.645  
So we're, we dunno what your position is.

549

00:29:48.705 --> 00:29:51.605  
So may I run through some of the questions that we have

550

00:29:51.625 --> 00:29:52.965  
for National Highways now?

551

00:29:54.305 --> 00:29:59.205  
Um, the first one was, um, this is in EX Q1.

552

00:29:59.765 --> 00:30:01.045  
I dunno if you've got that handy,

553

00:30:01.305 --> 00:30:02.365

if you'd like to turn it up.

554

00:30:06.315 --> 00:30:08.935

So I have no internet, so I that's fine.

555

00:30:09.455 --> 00:30:11.175

I can, I can read out the question if that helps.

556

00:30:11.485 --> 00:30:12.655

It's, it relates

557

00:30:12.755 --> 00:30:16.495

to vehicle movements including abnormal indivisible loads

558

00:30:16.635 --> 00:30:18.215

during the construction phase.

559

00:30:20.455 --> 00:30:24.195

Um, in the ES it was stated

560

00:30:24.265 --> 00:30:26.995

that an operational traffic management plan

561

00:30:27.845 --> 00:30:31.475

would be prepared post consent in relation

562

00:30:31.475 --> 00:30:33.275

to the management of movements.

563

00:30:34.615 --> 00:30:38.595

Um, do the high, does, do you as highways authority

564

00:30:38.595 --> 00:30:43.075

for the Trunk Highway, um, accept details should be reserved

565

00:30:43.685 --> 00:30:46.275

until after development consent has been granted

566

00:30:47.495 --> 00:30:51.075

or do you think that any grant of development consent

567

00:30:52.095 --> 00:30:54.955

should be dependent on it being demonstrated

568

00:30:54.955 --> 00:30:59.195

amongst other things that there is safe routes for all types

569

00:30:59.215 --> 00:31:01.635

of vehicles, including a IL.

570

00:31:07.605 --> 00:31:11.835

Thank you sir. Um, I've got a colleague on online.

571

00:31:12.175 --> 00:31:17.165

Um, so our consultants have looked

572

00:31:17.165 --> 00:31:18.845

at the impact on traffic flows.

573

00:31:18.865 --> 00:31:23.285

So if I could provide that in submissions for deadline four.

574

00:31:26.245 --> 00:31:30.085

Yep. Traffic management plan,

575

00:31:31.045 --> 00:31:32.095

post consent.

576

00:31:32.555 --> 00:31:35.055

Um, my views,

577

00:31:37.295 --> 00:31:38.835

I'm not comfortable with that.

578

00:31:39.075 --> 00:31:41.115

National Highways wouldn't be hugely comfortable with that.

579

00:31:42.335 --> 00:31:45.955

We would prefer that it's dealt with before decision.

580

00:31:46.295 --> 00:31:50.995

Um, would it assist you if,

581

00:31:51.085 --> 00:31:53.995

again, national Highways provide submissions on

582

00:31:53.995 --> 00:31:55.475

that point for deadline for

583

00:31:55.615 --> 00:31:56.615

Yes, please. Okay.

584

00:31:56.615 --> 00:32:00.045

And

585

00:32:01.115 --> 00:32:03.655

what's about the specific point in relation

586

00:32:03.655 --> 00:32:05.495

to abnormal indivisible loads?

587

00:32:12.125 --> 00:32:14.795

Thank you sir. Uh, Sarah Marshall for National Highways,

588

00:32:15.015 --> 00:32:18.635

um, we are waiting to hear from our structures team

589

00:32:19.575 --> 00:32:21.235

on weight restrictions.

590

00:32:21.255 --> 00:32:23.315

He, he has not got back to me just yet.

591

00:32:23.655 --> 00:32:27.355

Um, the broad view

592

00:32:27.355 --> 00:32:30.195

of National Highways is that any construction

593

00:32:30.375 --> 00:32:34.035

and operational phases are to have an have as

594

00:32:34.655 --> 00:32:37.715

impact the National Highways Network as little as possible

595

00:32:37.985 --> 00:32:42.325

because even a, a small impact, there's a domino effect, um,

596

00:32:42.785 --> 00:32:44.805

and can create safety issues

597

00:32:44.805 --> 00:32:46.885

for highway users. Thank you, sir.

598

00:32:47.705 --> 00:32:49.525

And you've mentioned weight there.

599

00:32:49.675 --> 00:32:52.405

What about the geometry of the route?

600

00:32:52.665 --> 00:32:56.645

Um, particularly in relation to Junction 34,

601

00:32:58.445 --> 00:32:59.545

Our structures team

602

00:32:59.885 --> 00:33:04.225

and we have a geotechnic team looking at issues such

603

00:33:04.225 --> 00:33:06.665

as weight and the impact on the SRN

604

00:33:07.285 --> 00:33:09.865

and again, we can provide detail for that,

605

00:33:10.285 --> 00:33:11.945

um, for deadline for,

606

00:33:12.605 --> 00:33:14.705

Yes, if you wouldn't mind in, in terms

607

00:33:14.735 --> 00:33:18.545

what the applicant has said is that, um,

608

00:33:19.535 --> 00:33:22.465

it's part of the SRN it will be, will have been built

609

00:33:22.565 --> 00:33:24.745

to take large vehicles.

610

00:33:25.855 --> 00:33:29.425

We'd like your view on that particularly as, um,

611

00:33:29.825 --> 00:33:33.725

junction 34 is a one-way, um, on and off,

612

00:33:37.935 --> 00:33:39.195

So thank you sir.

613

00:33:39.335 --> 00:33:41.315

Um, Sarah Marshall for National Highways,

614

00:33:41.655 --> 00:33:45.475

so the abnormal loads, they depend on weight

615

00:33:45.855 --> 00:33:48.555

and number of movements for construction traffic.

616

00:33:49.255 --> 00:33:54.065

Um, I understand only one route into the site

617

00:33:54.845 --> 00:33:58.305

is via the A 14 and Junction 34.

618

00:33:58.565 --> 00:34:02.945

So Pro, if I provide more detail for deadline four Yeah.

619

00:34:03.045 --> 00:34:07.625

Um, if to, to assist you, um, there is assumptions that the

620

00:34:08.385 --> 00:34:11.065

Strategic Road network can just take any additional traffic.

621

00:34:11.805 --> 00:34:16.025

It is not that simple, which is why further detail

622

00:34:16.405 --> 00:34:20.945

and National Highways will have views

623

00:34:20.945 --> 00:34:23.585

that may not agree with the applicants,

624

00:34:23.585 --> 00:34:26.585

but I would expect National Highways to discuss these issues

625

00:34:26.585 --> 00:34:28.465

with the applicants and form a position.

626

00:34:29.165 --> 00:34:32.505

And I would expect us as we would do with many dcas,

627

00:34:32.965 --> 00:34:34.945

we can reach agreements.

628

00:34:36.095 --> 00:34:38.465

Just to be clear, it's not just the volume of traffic,

629

00:34:38.695 --> 00:34:42.905

it's the dimensions of the abnormal indivisible loads. I'm

630

00:34:42.905 --> 00:34:44.225

Interested they will all be considered.

631

00:34:44.225 --> 00:34:46.345

Yeah, we are used to dealing with those, those sort

632

00:34:46.345 --> 00:34:47.465

of loads on our bridges

633

00:34:48.215 --> 00:34:51.435

And the applicant's responses to

634

00:34:52.075 --> 00:34:56.435

XQ one were in effect that there would only be, um,

635

00:34:57.145 --> 00:35:00.995

ails via Junction four into the application site.

636

00:35:01.735 --> 00:35:04.275

Um, so there's one way in one way out.

637

00:35:04.665 --> 00:35:06.075

Yeah. Yeah. Thank you.

638

00:35:06.125 --> 00:35:10.675

Thank you. Next question for national,

639

00:35:11.215 --> 00:35:13.315

So just before you move on, move on.

640

00:35:13.815 --> 00:35:17.995

May I, um, very much endorse the idea of, um,

641

00:35:18.475 --> 00:35:19.555

speaking about this

642

00:35:19.695 --> 00:35:23.075

before the submission is, is made at Deadline four stage.

643

00:35:23.575 --> 00:35:28.195

Uh, I know there's not a great deal of time for that, um,

644

00:35:28.455 --> 00:35:31.875

but we certainly want to be in discussion, uh,

645

00:35:31.975 --> 00:35:33.235

uh, about these matters.

646

00:35:34.265 --> 00:35:38.165

Well, yes, of course. If it can meet deadline four.

647

00:35:38.355 --> 00:35:41.445



This was raised at XQ one, um,

648

00:35:41.905 --> 00:35:44.165  
and we didn't get answers

649

00:35:44.315 --> 00:35:46.685  
that settled the matter from the applicant.

650

00:35:47.465 --> 00:35:50.205  
Um, and that's why I'm asking for the information now

651

00:35:50.305 --> 00:35:52.965  
and we really do need it as soon as possible. Well,

652

00:35:52.965 --> 00:35:56.645  
Certainly, so we have got some more information on the,

653

00:35:57.065 --> 00:35:59.525  
um, over bridge strength.

654

00:36:00.105 --> 00:36:04.165  
Uh, but rather than go through that now, um, it,

655

00:36:04.235 --> 00:36:07.085  
it's appropriate I think that that be shared with, uh,

656

00:36:07.445 --> 00:36:09.005  
national Highways, uh, outside.

657

00:36:09.105 --> 00:36:13.165  
But I would just like to say publicly, uh,

658

00:36:13.165 --> 00:36:17.045  
that we very strongly endorse what Ms. Marshall has said,

659

00:36:17.545 --> 00:36:20.045  
uh, about seeking to reach agreement on these matters.

660

00:36:20.195 --> 00:36:24.485  
That that is our, um, preferred way of proceeding.

661

00:36:24.535 --> 00:36:29.005

Thank you. I will of course come back to you at the end

662

00:36:29.005 --> 00:36:30.325

of these questions if you have any

663

00:36:31.005 --> 00:36:32.325

comments you'd like to pick up.

664

00:36:33.385 --> 00:36:36.485

The next question was, um, XQ

665

00:36:37.145 --> 00:36:39.605

1 20 34,

666

00:36:41.935 --> 00:36:45.275

which related to construction traffic.

667

00:36:48.375 --> 00:36:49.795

And we asked for your

668

00:36:50.895 --> 00:36:54.085

views on the traffic monitoring regime

669

00:36:55.165 --> 00:36:57.975

that was being proposed in relation to the phasing

670

00:36:57.975 --> 00:36:59.175

of implementation works.

671

00:37:01.045 --> 00:37:04.545

Um, you also said about, um,

672

00:37:05.145 --> 00:37:06.705

construction traffic routes on the

673

00:37:07.305 --> 00:37:09.385

SRN not being sufficiently understood.

674

00:37:09.655 --> 00:37:11.945

This all comes from your relevant representation.

675

00:37:13.285 --> 00:37:17.665

Um, and if it re, if works required the closure

676

00:37:17.725 --> 00:37:20.905

of the eastbound off slip, you said

677

00:37:20.905 --> 00:37:22.465

that this could only be done at short

678

00:37:22.825 --> 00:37:23.985

durations during the night.

679

00:37:24.525 --> 00:37:27.345

The applicant has provided information on

680

00:37:27.785 --> 00:37:29.145

construction routes and so on.

681

00:37:29.805 --> 00:37:33.665

Um, would it be possible for you to provide a review of that

682

00:37:34.165 --> 00:37:37.305

and, um, I think as Ms. Ellis was saying, they are

683

00:37:37.935 --> 00:37:40.705

hopefully open to discussions

684

00:37:40.765 --> 00:37:42.985

or clarifications in the intervening period.

685

00:37:53.475 --> 00:37:56.815

Um, thank you sir. Alice Simon, national Highways.

686

00:37:57.035 --> 00:38:00.175

Um, yeah, we'll, we'll take that on board

687

00:38:00.195 --> 00:38:03.815

and, uh, set up that meeting, um, with the applicant's team.

688

00:38:04.315 --> 00:38:07.335

Um, in terms of, um, the construction routes

689

00:38:07.335 --> 00:38:08.695

and things, we'll need to run

690

00:38:08.695 --> 00:38:11.895

that past our road space booking team, um, uh,

691

00:38:12.155 --> 00:38:14.935

and their appropriate measures are met.

692

00:38:16.265 --> 00:38:19.575

Thank you. And the related point is in question

693

00:38:20.915 --> 00:38:23.695

ex Q1 2049,

694

00:38:25.135 --> 00:38:28.845

which relates to construction phase assumptions

695

00:38:28.945 --> 00:38:30.485

for trip generation

696

00:38:31.465 --> 00:38:35.685

and the applicant has assumed just split 90%, 10% from

697

00:38:36.195 --> 00:38:40.325

Eastern West, and we asked whether they could undertake

698

00:38:40.405 --> 00:38:41.565

a sensitivity test.

699

00:38:42.195 --> 00:38:45.365

They have undertaken a sensitivity test and

700

00:38:45.645 --> 00:38:48.085

provided a note which was, um, submitted.

701

00:38:48.365 --> 00:38:53.085

Deadline three. That note, um, indicates

702

00:38:53.085 --> 00:38:56.325

that there might be a need for some mitigation at, um,

703

00:38:56.465 --> 00:38:57.565

the Milton Interchange.

704

00:38:58.585 --> 00:39:01.365

Um, could you review that as well please

705

00:39:01.665 --> 00:39:03.805

and come back to us with your views on that?

706

00:39:06.695 --> 00:39:08.805

Thank you sir. Alice Laman National Highway is, um,

707

00:39:08.815 --> 00:39:10.605

thank you for making us aware of that.

708

00:39:10.865 --> 00:39:12.205

Um, we will review that.

709

00:39:12.375 --> 00:39:16.765

Thank you. The sensitivity test note is REP three

710

00:39:18.315 --> 00:39:20.005

dash 0 4 1.

711

00:39:22.155 --> 00:39:23.305

Thank You, sir. Thank you.

712

00:39:25.815 --> 00:39:29.625

Next question, XQ one again. 2064.

713

00:39:32.175 --> 00:39:36.975

And the, the applicant has indicated that

714

00:39:36.975 --> 00:39:40.615

during the construction phase there may be a need

715

00:39:40.615 --> 00:39:43.935

for marshaling on the strategic road network on the,

716

00:39:44.035 --> 00:39:48.355

the slip road, the A 14 slip road

717

00:39:48.355 --> 00:39:49.675

onto Junction 34.

718

00:39:51.335 --> 00:39:52.395

Do you have any views on that?

719

00:39:56.775 --> 00:39:56.975

Facebook?

720

00:40:05.415 --> 00:40:07.885

Thank you Sarah. Sarah Marshall for National Highways.

721

00:40:08.385 --> 00:40:09.685

We do have views on that.

722

00:40:10.065 --> 00:40:13.045

Um, but the views are stuck in virtual hyper

723

00:40:14.105 --> 00:40:16.045

in the virtual space at the moment.

724

00:40:16.705 --> 00:40:20.845

Um, could we provide those views for deadline four?

725

00:40:21.155 --> 00:40:22.725

Clearly National Highways will be busy

726

00:40:22.825 --> 00:40:24.245

for, for deadline four.

727

00:40:24.505 --> 00:40:27.725

Um, I have got a response on the

728

00:40:28.475 --> 00:40:29.525

Bridges questions.

729

00:40:29.705 --> 00:40:33.145

So my colleague has confirmed that

730

00:40:33.705 --> 00:40:36.345

National Highway bridges are cons are con generally

731

00:40:36.345 --> 00:40:38.225

constructed to a set standard of weight,

732

00:40:38.555 --> 00:40:41.385

which is normally now he's put 45 units

733

00:40:42.765 --> 00:40:45.385

of hb, but he's not quite clear.

734

00:40:45.415 --> 00:40:48.025

He's, he's looking up to put that into tons.

735

00:40:48.135 --> 00:40:50.705

Yeah, but again, we will provide that for, that's fine.

736

00:40:50.725 --> 00:40:54.425

For deadline for, um, the other comments he has

737

00:40:54.625 --> 00:40:57.185

provided to me is any alternate route

738

00:40:57.805 --> 00:41:00.945

of the SRN will also depend on Cambridge,

739

00:41:02.015 --> 00:41:05.105

because any alternate route will impact the local highway

740

00:41:05.105 --> 00:41:07.145

network if that assists. Uh,

741

00:41:07.565 --> 00:41:09.465

Yep, that's, that's very helpful, thank you.

742

00:41:10.565 --> 00:41:15.305

Um, we will be coming back to a IL later on the agenda.

743

00:41:15.605 --> 00:41:18.465

Um, so there'll be an opportunity for the county council to,

744

00:41:19.365 --> 00:41:20.705

to add their views on that.

745

00:41:20.705 --> 00:41:23.225

They've already made some comments, um, in writing

746

00:41:23.445 --> 00:41:24.705

to the, to the panel.

747

00:41:27.895 --> 00:41:31.315

The next point we'd like some, um, clarity on from

748

00:41:31.955 --> 00:41:36.365

National Highways relates to XQ 1 20 67

749

00:41:37.945 --> 00:41:42.615

and that's mitigation through the, the submitted CTMP

750

00:41:48.415 --> 00:41:50.505

Cambridge Account Council has already

751

00:41:50.865 --> 00:41:52.665

provided views on this.

752

00:41:53.805 --> 00:41:57.745

Um, and we'd like your views on whether the measures are

753

00:41:58.705 --> 00:42:01.675

satisfactory, enforceable,

754

00:42:03.255 --> 00:42:07.465

and if you have any other examples of where this type

755

00:42:07.465 --> 00:42:11.025



of arrangement has been successful or

756

00:42:11.025 --> 00:42:12.265

otherwise on the highway network.

757

00:42:32.255 --> 00:42:33.715

Um, thank you sir.

758

00:42:33.815 --> 00:42:38.515

Um, Aman National Highways, um, we will need

759

00:42:38.515 --> 00:42:40.915

to come back in writing on, on that review.

760

00:42:41.085 --> 00:42:43.925

Thank you. Next

761

00:42:45.705 --> 00:42:48.025

Q1 2082.

762

00:42:51.015 --> 00:42:55.585

This relates to the assessment of effects on Junction 35.

763

00:42:57.405 --> 00:43:00.695

This arises from your original, um,

764

00:43:00.695 --> 00:43:02.055

comment to the applicant.

765

00:43:02.215 --> 00:43:04.055

I think it was, um, it's probably

766

00:43:04.055 --> 00:43:07.535

during the pre-application stage actually where you said

767

00:43:07.565 --> 00:43:09.375

that, um, an analysis

768

00:43:09.375 --> 00:43:11.815

of Junction 35 needed to be undertaken.

769

00:43:13.575 --> 00:43:16.975

Bearing in mind that that's not a construction route.

770

00:43:17.635 --> 00:43:21.095

And also we've, we've had that additional, um,

771

00:43:21.445 --> 00:43:22.975

directional split node.

772

00:43:22.985 --> 00:43:27.295

Could you come back to us on whether an analysis does need

773

00:43:27.295 --> 00:43:28.455

to be undertaken, please?

774

00:43:34.615 --> 00:43:37.365

Thank you, sir. Sarah Marshall Financial Highways, yes,

775

00:43:37.465 --> 00:43:40.885

we will provide a response on that, uh, for deadline

776

00:43:40.905 --> 00:43:41.685

For thank you

777

00:43:45.095 --> 00:43:45.945

over to the county.

778

00:43:46.125 --> 00:43:50.895

Now there was a,

779

00:43:50.955 --> 00:43:55.135

um, question relating to curb overruns.

780

00:43:55.135 --> 00:43:58.135

This relates to potential damage

781

00:43:58.155 --> 00:44:02.815

during the construction phase as large vehicles maneuver

782

00:44:03.355 --> 00:44:04.695

around small roads,

783

00:44:05.795 --> 00:44:09.735

and the applicant said that that would be controlled

784

00:44:09.735 --> 00:44:12.575

through the construction traffic management plan

785

00:44:14.275 --> 00:44:16.815

and that the highways would be restored

786

00:44:16.955 --> 00:44:19.695

to the same condition as before the works took place.

787

00:44:20.755 --> 00:44:24.095

Is the use of the CTMP satisfactory

788

00:44:24.095 --> 00:44:25.455

to the council to secure that?

789

00:44:36.715 --> 00:44:39.295

Uh, yes. We've got no further comments in that regard.

790

00:44:39.545 --> 00:44:40.015

Thank you.

791

00:44:48.585 --> 00:44:50.965

And for the county as well,

792

00:44:51.465 --> 00:44:53.725

you requested further information.

793

00:44:54.545 --> 00:44:58.365

Um, this was a paragraph 13.25

794

00:44:59.265 --> 00:45:03.165

of your local impact report, which is REP one

795

00:45:03.995 --> 00:45:05.365

dash 1 33,

796

00:45:07.175 --> 00:45:09.675  
and the information relates to

797

00:45:13.565 --> 00:45:16.125  
movements at, um, various works locations.

798

00:45:17.225 --> 00:45:18.925  
And you also point out

799

00:45:18.925 --> 00:45:21.045  
that low-end road's not a metaled highway

800

00:45:22.385 --> 00:45:26.405  
and you need some works to ensure that the

801

00:45:27.465 --> 00:45:29.645  
the road is actually suitable for construction.

802

00:45:30.465 --> 00:45:34.565  
Um, do you have any further, um, points on that

803

00:45:34.705 --> 00:45:36.685  
or any progress updates?

804

00:45:43.155 --> 00:45:44.905  
David Crawford, chemistry County Council?

805

00:45:45.325 --> 00:45:48.425  
Um, yes, we we had a helpful meeting, um, just

806

00:45:48.425 --> 00:45:50.425  
before Christmas, uh, with the applicant

807

00:45:50.805 --> 00:45:53.905  
and we discussed, um, various matters that were in our, um,

808

00:45:54.315 --> 00:45:57.785  
local impact report including, uh, this matter here.

809

00:45:58.165 --> 00:45:59.625

We have had further discussions

810

00:45:59.625 --> 00:46:02.385

and I think we'll be able to kind of, um, report

811

00:46:02.385 --> 00:46:03.945

that in writing at deadline four.

812

00:46:04.155 --> 00:46:04.625

Thank you.

813

00:46:09.855 --> 00:46:12.515

Can I just touch on a, a couple of the points, um,

814

00:46:14.105 --> 00:46:15.155

that you raised.

815

00:46:15.385 --> 00:46:19.195

There's, I think I, I identified, um,

816

00:46:20.585 --> 00:46:25.515

that there's a proposed restriction at Cowley Road

817

00:46:26.275 --> 00:46:28.755

relating to peak traffic

818

00:46:29.775 --> 00:46:32.395

and you were seek, the county was seeking for

819

00:46:33.705 --> 00:46:38.635

traffic over 3.5 tons to only travel

820

00:46:38.735 --> 00:46:41.515

during oh nine 30 to 1530.

821

00:46:41.655 --> 00:46:44.685

Is that correct? 'cause of peak hours traffic.

822

00:46:52.225 --> 00:46:53.535

Sorry, apologize. The busing

823

00:46:53.535 --> 00:46:54.695  
seems to be a bit temperamental.

824

00:46:54.875 --> 00:46:56.535  
Uh, David Crawford came to County Council.

825

00:46:56.915 --> 00:46:59.135  
Uh, yes, that's right. We did, we did say that.

826

00:46:59.715 --> 00:47:01.815  
Is that still your position following the

827

00:47:01.815 --> 00:47:03.015  
discussions with the applicant?

828

00:47:07.065 --> 00:47:10.125  
Yes, I believe so. At, at this time we, we,

829

00:47:10.425 --> 00:47:12.965  
we are just very much aware that around that area that,

830

00:47:13.075 --> 00:47:14.885  
that the traffic is very high and

831

00:47:14.885 --> 00:47:16.725  
therefore we need sufficient management.

832

00:47:17.635 --> 00:47:21.125  
Have you got any evidence to back up that request

833

00:47:21.345 --> 00:47:22.885  
for those more limited hours?

834

00:47:28.285 --> 00:47:30.205  
I think we could Take that away, yes, please.

835

00:47:30.205 --> 00:47:32.405  
And, and do that as a response to deadline for

836

00:47:35.015 --> 00:47:36.015

Sarah. I can maybe

837

00:47:36.015 --> 00:47:38.445  
cut through this by saying that, um,

838

00:47:38.925 --> 00:47:42.885  
w we are content with, uh, those revised hours put forward.

839

00:47:42.885 --> 00:47:43.885  
Thank You,

840

00:47:47.505 --> 00:47:48.505  
Sir. Just to be clear, would,

841

00:47:48.505 --> 00:47:50.365  
would you like the evidence anyway

842

00:47:51.425 --> 00:47:52.445  
If the applicant's content?

843

00:47:52.745 --> 00:47:55.045  
No, that's fine. Thank you. Thank you, sir.

844

00:47:56.025 --> 00:47:59.255  
Um, but of course that would be reflected,

845

00:47:59.335 --> 00:48:00.855  
I hope in this statement to common ground.

846

00:48:02.195 --> 00:48:03.135  
Yes. Thank you.

847

00:48:07.355 --> 00:48:10.815  
And the second similar point relates to Fen Road.

848

00:48:11.235 --> 00:48:14.015  
Um, I believe this, um,

849

00:48:14.875 --> 00:48:17.455  
is a similar point in relation to peak traffic.

850

00:48:17.555 --> 00:48:21.775

Is it? Um, and again, seeking oh nine 30

851

00:48:22.035 --> 00:48:23.135

to 1530,

852

00:48:24.915 --> 00:48:27.025

We're happy with that as well, sir.

853

00:48:27.115 --> 00:48:27.585

Thank you.

854

00:48:41.395 --> 00:48:45.415

So Sarah, I would just add we will update the CTMP in

855

00:48:45.415 --> 00:48:47.095

accordance for deadline four.

856

00:48:47.725 --> 00:48:49.055

That would be helpful. Thank you.

857

00:48:53.625 --> 00:48:55.935

Given that there would be more restricted hours,

858

00:48:56.405 --> 00:48:58.135

this is a question for the applicant,

859

00:48:59.185 --> 00:49:03.295

would this increase the time period, the length of works?

860

00:49:28.955 --> 00:49:32.295

So I'm, um, instructed that no, that would not

861

00:49:32.895 --> 00:49:34.335

increase the time, uh,

862

00:49:34.335 --> 00:49:36.975

because there aren't time critical activities.

863

00:49:37.555 --> 00:49:39.775



Um, thank you Involved.

864

00:49:47.965 --> 00:49:51.625

The next point, similar point again, relates

865

00:49:51.645 --> 00:49:55.865

to the county's request to have limited hours in relation

866

00:49:55.965 --> 00:49:59.305

to various access points around Water Beach Primary School.

867

00:49:59.395 --> 00:50:01.865

We've got B Drove and Burgess drove.

868

00:50:04.955 --> 00:50:07.965

I'll just add here as well that I think the,

869

00:50:08.225 --> 00:50:10.725

the comments from county haven't caught up

870

00:50:10.725 --> 00:50:15.005

with the amendment to the vehicle routing plan.

871

00:50:15.145 --> 00:50:19.685

So the, the various, um, ca and COA references differ

872

00:50:21.115 --> 00:50:22.775

and it would probably be helpful

873

00:50:23.355 --> 00:50:26.855

for others reviewing the application if they were, um,

874

00:50:27.245 --> 00:50:31.605

accorded so that the, um, the final agreement on

875

00:50:31.935 --> 00:50:35.245

where hours would be restricted relates

876

00:50:35.345 --> 00:50:38.785

to the most recent construction map.

877

00:50:38.805 --> 00:50:40.705

So can we take that as an action, please?

878

00:50:42.285 --> 00:50:44.465

Yes, of course, sir. Yeah, I think they need

879

00:50:44.465 --> 00:50:46.265

to match rep one

880

00:50:47.375 --> 00:50:49.745

dash 0 4 4 at the present time.

881

00:50:52.535 --> 00:50:57.035

Rep one Dash rep one dash 0 4 4. Thank you,

882

00:50:57.095 --> 00:50:58.095

Sir.

883

00:51:04.025 --> 00:51:05.325

Now that, sir,

884

00:51:06.225 --> 00:51:09.405

So sorry to interrupt my, I just, um, the reference

885

00:51:09.525 --> 00:51:11.085

to Burgess drove Yep.

886

00:51:11.095 --> 00:51:13.525

Water Beach Parish Council are given to believe

887

00:51:13.525 --> 00:51:16.285

that it's an emergency access, um, road.

888

00:51:16.435 --> 00:51:17.725

It's on a metal road

889

00:51:18.305 --> 00:51:20.485

and it leads through to Burgess Crossing.

890

00:51:20.945 --> 00:51:23.965

Um, but we believe it's an emergency access point in case

891

00:51:23.985 --> 00:51:26.245

the railway lineup panel crossing is blocked

892

00:51:27.145 --> 00:51:30.325

and it's access for anybody who lives to the southern side

893

00:51:30.345 --> 00:51:34.405

of, or the eastern side of, of, um, the railway crossing.

894

00:51:34.905 --> 00:51:36.845

So, um, is there any way that, um,

895

00:51:37.185 --> 00:51:38.725

we could have confirmation of that

896

00:51:38.725 --> 00:51:41.085

and if that is the case, how would that be mitigated?

897

00:51:41.345 --> 00:51:42.765

Thanks. Let's come back to that in a minute.

898

00:51:42.835 --> 00:51:45.205

I'll just finish on this, this question. That's fine.

899

00:51:46.265 --> 00:51:49.645

Um, the, the points about Burgess drove

900

00:51:49.865 --> 00:51:53.125

and BANO drove, um, again,

901

00:51:53.265 --> 00:51:57.805

county Council suggested restrictions between oh nine 30

902

00:51:57.945 --> 00:52:02.325

and 1500 relating to Water Beach Primary School.

903

00:52:02.345 --> 00:52:05.205

Is this one the applicant agrees with or not?

904

00:52:11.165 --> 00:52:12.985

Yes, sir, it does. Okay, thank you.

905

00:52:13.015 --> 00:52:14.625

That cuts through that question as well.

906

00:52:18.495 --> 00:52:21.715

The next question on that, that point is,

907

00:52:21.725 --> 00:52:25.315

could those restrictions be avoided if a Hall Road is used

908

00:52:25.315 --> 00:52:26.435

to the Newtown site?

909

00:53:08.395 --> 00:53:11.095

So Mr. Mr. Harford, um, uh, is is happy

910

00:53:11.095 --> 00:53:12.335

to deal with that, that point.

911

00:53:13.365 --> 00:53:16.775

Thank you. Um,

912

00:53:17.965 --> 00:53:20.055

Yeah, David Canford came county council.

913

00:53:20.235 --> 00:53:23.175

Um, yes, I think we, we also discussed that

914

00:53:23.175 --> 00:53:24.655

before, um, Christmas

915

00:53:24.655 --> 00:53:26.765

and had a really helpful meeting about that.

916

00:53:27.065 --> 00:53:30.605

Um, and, uh, the, the possibilities

917

00:53:30.605 --> 00:53:33.405

around using the development bar that allow the applicant

918

00:53:33.425 --> 00:53:36.245

to, um, expand on their discussions.

919

00:53:36.695 --> 00:53:38.005

We'll be coming back to this point.

920

00:53:38.165 --> 00:53:41.005

I I'm just keen to know whether we need to, um,

921

00:53:42.305 --> 00:53:44.765

to actually incorporate those proposed changes

922

00:53:45.545 --> 00:53:47.925

to the hours into the application documentation

923

00:53:47.925 --> 00:53:51.085

or whether it might actually fall away is an issue.

924

00:53:55.515 --> 00:53:57.265

Sorry if I might come in on this.

925

00:53:57.925 --> 00:54:01.945

Um, a difficulty about this is not knowing at the moment

926

00:54:02.055 --> 00:54:04.785

because clearly we're not in charge

927

00:54:05.205 --> 00:54:08.225

of the other developers' timetable

928

00:54:09.005 --> 00:54:13.305

and, um, that position clearly ain't gonna change.

929

00:54:14.085 --> 00:54:18.225

Um, and so we, we need to have, as it were,

930

00:54:18.405 --> 00:54:20.305

two plans in place.

931

00:54:21.255 --> 00:54:22.285

Thank you. That's helpful.

932

00:54:24.325 --> 00:54:27.035

Could we come back then to the point made by, um,

933

00:54:27.225 --> 00:54:30.315

Jane Williams a few moments ago about the accesses

934

00:54:30.495 --> 00:54:33.795

to work sites?

935

00:54:34.355 --> 00:54:38.795

I have on the, um, the construction traffic management plan,

936

00:54:38.795 --> 00:54:41.755

it's the plan that shows the

937

00:54:43.075 --> 00:54:47.245

construction routes and, um, the

938

00:54:47.805 --> 00:54:50.805

construction access points on Burgess's drove,

939

00:54:50.825 --> 00:54:54.245

it shows COA 18 and COA 17.

940

00:54:54.895 --> 00:54:56.565

Could you explain what they are for please?

941

00:55:03.495 --> 00:55:05.155

Andrew Rawlings? Uh, Mark McDonald?

942

00:55:05.585 --> 00:55:09.275

Yeah, they, they are access points, um, for the construction

943

00:55:09.275 --> 00:55:11.275

of the Water Beach pipeline.

944

00:55:12.215 --> 00:55:17.035

Um, and they do use, uh, Burgess drove to, to access,

945

00:55:17.295 --> 00:55:20.155

um, that part of the, the construction corridor.

946

00:55:20.975 --> 00:55:24.195

Um, but Burgess drove is, will remain open

947

00:55:24.255 --> 00:55:27.315

as a public highway highway during, while,

948

00:55:27.485 --> 00:55:29.715

while construction traffic is using that access.

949

00:55:30.905 --> 00:55:34.335

Thank you. Um, Jane Williams,

950

00:55:35.265 --> 00:55:36.695

could you come back

951

00:55:36.755 --> 00:55:40.575

and, um, let me know what your issue is with the use

952

00:55:40.575 --> 00:55:41.855

of Burgess drove?

953

00:55:43.665 --> 00:55:47.325

Uh, just the fact, as I say, um, it would be helpful

954

00:55:47.585 --> 00:55:51.005

to confirm if it is an emergency access point.

955

00:55:51.665 --> 00:55:53.805

Um, also there are ditches either side.

956

00:55:53.905 --> 00:55:57.725

I'm, I'm interested to know how this site is going

957

00:55:57.725 --> 00:56:02.485

to remain open when the pipeline is being constructed. Um,

958

00:56:02.835 --> 00:56:05.805

Well the applicants just confirmed that it would be used

959

00:56:05.805 --> 00:56:07.365

as a construction access,

960

00:56:08.135 --> 00:56:11.205

which when you were saying an emergency access point,

961

00:56:11.465 --> 00:56:13.605

are you questioning whether that's

962

00:56:13.605 --> 00:56:16.965

during the construction phase or on the longer term basis?

963

00:56:17.635 --> 00:56:20.565

It's, it's generally during the construction phase,

964

00:56:20.945 --> 00:56:23.605

mainly if they're, we're gonna have traffic going up

965

00:56:23.605 --> 00:56:26.245

and down there, but we do actually need to know

966

00:56:26.245 --> 00:56:28.445

that there will be some sort

967

00:56:28.445 --> 00:56:31.925

of exit strategy if the railway crossing is blocked.

968

00:56:32.545 --> 00:56:35.085

Um, and I dunno, what if highways

969

00:56:35.085 --> 00:56:39.005

or county can assure us that this will be a route

970

00:56:39.195 --> 00:56:40.365

that will remain open

971

00:56:40.745 --> 00:56:42.405



or if, um, emergency vehicle

972

00:56:42.715 --> 00:56:44.245  
ambulance needs to go down there.

973

00:56:44.475 --> 00:56:45.925  
When you say exit strategy,

974

00:56:45.985 --> 00:56:48.805  
do you mean an alternative means of driving around

975

00:56:48.825 --> 00:56:49.825  
The area? Absolutely, absolutely.

976

00:56:49.825 --> 00:56:52.005  
So that the residents of the parish,

977

00:56:52.865 --> 00:56:56.525  
um, are going to be kept safe should there be an emergency.

978

00:56:58.005 --> 00:56:59.275  
Thank you for clarifying.

979

00:56:59.275 --> 00:57:01.715  
Could we go back to the applicant on that point please?

980

00:57:04.335 --> 00:57:07.875  
Andrew Rulings, uh, Mark McDonald, um, yes, as, as,

981

00:57:07.935 --> 00:57:10.475  
as confirmed earlier, Burgess drove will be,

982

00:57:10.505 --> 00:57:12.195  
will remain open as a public highway.

983

00:57:12.455 --> 00:57:17.135  
So, um, that sec that section of of Burgess drove

984

00:57:17.235 --> 00:57:20.655  
and Banner Road, um, can be accessed from

985

00:57:21.195 --> 00:57:23.335  
two level crossings, panel drove,

986

00:57:23.515 --> 00:57:26.415  
and then another level crossing to the South.

987

00:57:27.155 --> 00:57:31.695  
Um, but yes, um, during that, that construction period, um,

988

00:57:32.115 --> 00:57:35.015  
the public highway will remain open along that section.

989

00:57:35.505 --> 00:57:38.695  
Thank you. And, um, we haven't,

990

00:57:39.215 --> 00:57:40.975  
I believe had a detailed response

991

00:57:40.995 --> 00:57:42.495  
yet from the emergency services,

992

00:57:42.795 --> 00:57:47.535  
but presumably, um, they have been asked to con

993

00:57:47.595 --> 00:57:50.655  
to, to comment on the, the construction routes, have they,

994

00:57:55.865 --> 00:57:57.525  
Uh, traffic and transport for the applicant?

995

00:57:57.545 --> 00:58:00.845  
Uh, yes. We've met with the con the emergency services, uh,

996

00:58:00.845 --> 00:58:02.325  
and they have, they are broadly happy

997

00:58:02.325 --> 00:58:03.405  
with the construction routes

998

00:58:04.335 --> 00:58:05.335

Broadly? Yes.

999

00:58:05.335 --> 00:58:07.985

Uh, how will we get to confirmation

1000

00:58:07.985 --> 00:58:09.385

that they're fully happy with it?

1001

00:58:10.525 --> 00:58:12.225

Uh, I'll need to follow up on that one.

1002

00:58:12.225 --> 00:58:13.585

I don't think we've had a full response from you.

1003

00:58:13.585 --> 00:58:14.865

Right. Okay. We'll take that as an

1004

00:58:14.865 --> 00:58:15.985

action point then, please.

1005

00:58:16.155 --> 00:58:16.825

Thank you.

1006

00:58:25.465 --> 00:58:28.335

Thank you. That, that comes to the end of

1007

00:58:28.335 --> 00:58:30.495

that subsection of questions.

1008

00:58:30.795 --> 00:58:35.015

Uh, would the applicant like to come back on any points made

1009

00:58:35.015 --> 00:58:37.135

by particularly National Highways and County?

1010

00:58:40.985 --> 00:58:45.965

Uh, so just the general point to reiterate our desire to,

1011

00:58:46.185 --> 00:58:50.405

to be talking to National Highways about all these things

1012  
00:58:51.655 --> 00:58:56.445  
prior to, uh, stage four, um, also, um,

1013  
00:58:57.425 --> 00:59:01.805  
to help move things on a tiny bit, at least that the, uh,

1014  
00:59:02.075 --> 00:59:06.205  
information that you were given about the, uh, weight,

1015  
00:59:07.395 --> 00:59:10.735  
uh, strength of the over bridge accords

1016  
00:59:10.735 --> 00:59:13.495  
with our technical information on that.

1017  
00:59:13.635 --> 00:59:15.375  
So that sounds like a good start.

1018  
00:59:15.625 --> 00:59:18.615  
Thank you. Well, I haven't noted anything down on that.

1019  
00:59:18.755 --> 00:59:19.975  
Um, very well. I'll,

1020  
00:59:20.045 --> 00:59:21.965  
I'll use the written submission of course.

1021  
00:59:22.025 --> 00:59:25.125  
So if you can continue to liaise with National Highways yes.

1022  
00:59:25.425 --> 00:59:28.125  
And come up with a, a definitive submission on

1023  
00:59:28.125 --> 00:59:29.165  
that. Yeah, that would be really helpful.

1024  
00:59:29.335 --> 00:59:30.525  
Thank you Sir. Thank you.

1025  
00:59:41.695 --> 00:59:46.275

The next points on the agenda relates to mitigation plans

1026

00:59:46.695 --> 00:59:51.355

and, um, this is more directed to the applicant in

1027

00:59:52.375 --> 00:59:57.335

ex Q1 29, 20 0.9.

1028

00:59:58.635 --> 01:00:00.175

We asked for an accurate

1029

01:00:00.235 --> 01:00:03.215

and definitive schedule of mitigation plans

1030

01:00:03.515 --> 01:00:05.135

and three were listed.

1031

01:00:05.315 --> 01:00:10.305

It was the CTMP construction

1032

01:00:10.305 --> 01:00:13.225

traffic management plan, CWTP,

1033

01:00:13.665 --> 01:00:15.105

construction workers travel plan

1034

01:00:16.125 --> 01:00:19.425

and outline, operational logistic travel plan.

1035

01:00:21.365 --> 01:00:26.165

Now presumably there's other mitigation

1036

01:00:26.215 --> 01:00:30.565

plans that should be on that list, which from my reckoning

1037

01:00:30.665 --> 01:00:33.725

so far is the operational workers travel plan

1038

01:00:35.565 --> 01:00:39.705

and the COCP, part A part B.

1039

01:00:42.425 --> 01:00:45.165

I'm quite keen to see a, a definitive schedule

1040

01:00:45.465 --> 01:00:49.805

as originally asked for so that we can then go

1041

01:00:49.805 --> 01:00:51.045

through it and check that.

1042

01:00:51.425 --> 01:00:54.805

Um, things such as triggers, so pre-commencement,

1043

01:00:54.805 --> 01:00:57.285

pre-operation triggers, um,

1044

01:00:58.515 --> 01:01:02.355

confirmation the consultees are happy, um,

1045

01:01:02.855 --> 01:01:05.875

and that monitoring proposals are

1046

01:01:07.305 --> 01:01:10.405

all clear and acceptable to the relevant authorities.

1047

01:01:10.985 --> 01:01:15.445

As well as that there's clear mechanisms for responding

1048

01:01:15.445 --> 01:01:17.245

to that monitoring.

1049

01:01:19.245 --> 01:01:22.205

I was proposing to go through each one of them today by

1050

01:01:22.985 --> 01:01:25.005

in turn, but we've got quite a lot to get through.

1051

01:01:25.105 --> 01:01:29.325

So if it's acceptable to you with the action points,

1052

01:01:29.335 --> 01:01:31.765

we'll send out a, uh, a blank schedule

1053

01:01:32.025 --> 01:01:34.525  
of the information we'd like to be

1054

01:01:34.885 --> 01:01:38.885  
provided in relation to each mitigation plan.

1055

01:01:40.475 --> 01:01:44.405  
That may well, um, be appended to a statement

1056

01:01:44.405 --> 01:01:45.565  
to common ground eventually,

1057

01:01:46.745 --> 01:01:51.325  
but I imagine it would need to be agreed in conjunction

1058

01:01:51.395 --> 01:01:53.485  
with both of the highway authorities

1059

01:01:53.545 --> 01:01:57.285  
and may need input from the district

1060

01:01:57.305 --> 01:01:58.685  
and city councils as well.

1061

01:01:59.535 --> 01:02:01.965  
Would that be an acceptable way to proceed on that?

1062

01:02:06.025 --> 01:02:08.085  
Yes Sir. Thank you. Thank you.

1063

01:02:09.235 --> 01:02:12.645  
Clearly, as always, uh, it takes two

1064

01:02:12.745 --> 01:02:16.725  
or in this occasion, um, many people to tango

1065

01:02:17.305 --> 01:02:19.085  
and, um, we,

1066

01:02:19.225 --> 01:02:22.565

we need the cooperation speedily of the authorities.

1067

01:02:22.905 --> 01:02:25.245

Um, with that, I know they're all very busy.

1068

01:02:25.865 --> 01:02:29.765

Um, but to meet your deadline, we will need the cooperation,

1069

01:02:30.065 --> 01:02:32.085

uh, from, from those quarters.

1070

01:02:32.285 --> 01:02:33.085

I understand. Thank you.

1071

01:02:38.715 --> 01:02:41.765

Next is time critical activities.

1072

01:02:46.735 --> 01:02:48.445

Could we turn up the

1073

01:02:49.235 --> 01:02:52.325

applicant's comments on I'S document please?

1074

01:02:52.335 --> 01:02:54.445

Which is REP two

1075

01:02:56.945 --> 01:02:58.435

dash 0 3 6.

1076

01:03:41.265 --> 01:03:45.175

Thank you. And let's go to page 20 please.

1077

01:03:45.175 --> 01:03:50.055

That's the internal page numbering or PDF page 23 of 45.

1078

01:03:57.635 --> 01:04:01.505

Thank you. In the first box it says that in addition to

1079

01:04:02.315 --> 01:04:06.945



table 2.2 of document 5.2 point 19,

1080

01:04:07.645 --> 01:04:10.665

the applicant defines other time critical operations

1081

01:04:10.765 --> 01:04:13.785

as operational maintenance staff traveling to

1082

01:04:13.785 --> 01:04:17.745

and from work, visitors, office workers deliveries,

1083

01:04:17.795 --> 01:04:21.785

seven days a week, cars traveling, um, daily

1084

01:04:22.525 --> 01:04:26.825

HVS liquid such imports, biosolid exports, non-routine,

1085

01:04:26.915 --> 01:04:29.625

trans tanker movements and septic waste movements.

1086

01:04:30.135 --> 01:04:32.545

That seems like everything would be a time

1087

01:04:32.945 --> 01:04:34.185

critical activity, is that correct?

1088

01:04:44.405 --> 01:04:46.295

Just in case you need to check in.

1089

01:04:46.355 --> 01:04:50.895

Um, on page 41 of chapter 19 of the es,

1090

01:04:51.795 --> 01:04:54.575

you've set out a, a much more limited range

1091

01:04:54.595 --> 01:04:56.175

of time critical activities.

1092

01:05:44.875 --> 01:05:48.295

Um, uh, I might call on Ms Mr.

1093

01:05:48.835 --> 01:05:50.255  
Dexter to explain this further,

1094

01:05:50.355 --> 01:05:53.815  
but certainly what is showing on screen,

1095

01:05:54.955 --> 01:05:57.105  
um, is a bigger list.

1096

01:05:57.405 --> 01:06:02.145  
But, but we think that the upper ones are operational ones.

1097

01:06:02.725 --> 01:06:07.265  
And so, um, given that the ES reference

1098

01:06:07.265 --> 01:06:10.985  
that you gave us is talking about construction, uh,

1099

01:06:11.475 --> 01:06:15.065  
activities, um, that these two bits of document

1100

01:06:15.065 --> 01:06:17.305  
and not actually talking about the same things.

1101

01:06:18.205 --> 01:06:20.505  
So that might help to answer your point.

1102

01:06:21.205 --> 01:06:23.745  
Um, would you like us to take this away

1103

01:06:24.125 --> 01:06:27.785  
and respond in writing at, uh, at,

1104

01:06:27.885 --> 01:06:29.665  
at stage four to clarify

1105

01:06:29.695 --> 01:06:31.305  
This, let's, Let's just go on to the,

1106

01:06:31.485 --> 01:06:32.825

the implications of this.

1107

01:06:32.965 --> 01:06:36.545

Yes, because if they are all time critical,

1108

01:06:37.085 --> 01:06:41.345

one would assume that many more vehicles would be traveling

1109

01:06:41.345 --> 01:06:45.185

during the peak periods, particularly things such

1110

01:06:45.205 --> 01:06:48.305

as office workers elsewhere, you've said in the,

1111

01:06:48.685 --> 01:06:51.465

the application documentation that there's, um,

1112

01:06:51.525 --> 01:06:52.905

remote working, for example.

1113

01:06:53.885 --> 01:06:57.705

Um, and my concern here is whether

1114

01:06:59.365 --> 01:07:04.255

having, it just looks like all traffic, I can't see anything

1115

01:07:04.255 --> 01:07:07.215

that wouldn't be a, a time critical activity here.

1116

01:07:07.955 --> 01:07:11.535

Um, could affect the assumptions

1117

01:07:11.565 --> 01:07:15.255

regarding traffic impacts and the modeling of peak hours.

1118

01:07:19.115 --> 01:07:22.335

Yes. Uh, so we're, uh,

1119

01:07:22.335 --> 01:07:24.895

Gavin Wicks will answer this Thank you. The detail.

1120

01:07:25.675 --> 01:07:27.615

Yes, Gavin? Yeah, Gavin Wicks for the applicant.

1121

01:07:27.675 --> 01:07:31.775

Um, I think in, in terms of, uh, assessment for the ES

1122

01:07:31.795 --> 01:07:34.295

and the transport assessment, we have assessed, uh,

1123

01:07:35.075 --> 01:07:37.895

all traffic arriving in the peak hour.

1124

01:07:38.035 --> 01:07:41.375

So that's, that's office workers, uh, operational vehicles,

1125

01:07:41.835 --> 01:07:45.135

uh, and, and we have assessed the impacts on the junction

1126

01:07:45.235 --> 01:07:46.935

and the highway network operation for that.

1127

01:07:47.395 --> 01:07:48.655

Uh, and that's led

1128

01:07:48.655 --> 01:07:51.215

to the mitigation measures we set out in the operational

1129

01:07:51.215 --> 01:07:52.335

workers travel plan

1130

01:07:52.335 --> 01:07:54.415

and the operational transport logistics plan.

1131

01:07:54.835 --> 01:07:57.415

Um, that for, um, operational traffic

1132

01:07:57.485 --> 01:07:58.735

outside of those peak hours.

1133

01:07:59.055 --> 01:08:00.935

'cause it does show, um, an effect.

1134

01:08:00.965 --> 01:08:02.855

Some of that is due to background traffic growth

1135

01:08:02.855 --> 01:08:05.255

that the junctions and the highway network is, uh,

1136

01:08:05.255 --> 01:08:06.655

beyond its operational capacity.

1137

01:08:06.955 --> 01:08:09.415

Um, but our mitigation to our own impact is

1138

01:08:09.415 --> 01:08:11.735

that we would move vehicles to outside of that peak period

1139

01:08:12.155 --> 01:08:15.135

and from the, um, operational vehicles, so staff

1140

01:08:15.225 --> 01:08:18.485

and visitors, we have the, um, travel plan in place.

1141

01:08:18.785 --> 01:08:22.245

Uh, and that sets out a set of measures to move staff to,

1142

01:08:22.705 --> 01:08:24.245

um, more sustainable modes.

1143

01:08:24.385 --> 01:08:26.485

So cycling, car sharing and that sort of thing.

1144

01:08:26.785 --> 01:08:29.285

And it sets out measures to, to, to change that.

1145

01:08:29.285 --> 01:08:31.845

So we've assessed from a worst case point of view in the ES

1146

01:08:31.915 --> 01:08:33.285

what could happen in peak,

1147  
01:08:33.585 --> 01:08:35.445  
but then we demonstrate how we move

1148  
01:08:35.445 --> 01:08:36.845  
that away from the peak hour

1149  
01:08:37.025 --> 01:08:38.445  
and then how that mitigate the impact.

1150  
01:08:40.055 --> 01:08:42.475  
As I understood it though, it would only be

1151  
01:08:43.775 --> 01:08:45.975  
non-time critical activities

1152  
01:08:46.005 --> 01:08:47.655  
that would be moved away from the peak

1153  
01:08:47.675 --> 01:08:49.695  
and there would still be some time critical

1154  
01:08:49.745 --> 01:08:51.135  
activities during the peak.

1155  
01:08:51.155 --> 01:08:52.155  
Is that

1156  
01:08:52.925 --> 01:08:53.925  
Correct? Uh, from

1157  
01:08:53.925 --> 01:08:56.095  
the operational point of view, I guess there,

1158  
01:08:56.095 --> 01:08:58.055  
there could be some time critical activities

1159  
01:08:58.055 --> 01:08:59.095  
in the, in the peak hour.

1160  
01:08:59.515 --> 01:09:03.375

Um, and they, but the, but the operational logistics plan

1161

01:09:03.375 --> 01:09:06.935

and travel travel plan would move as, uh, as as many,

1162

01:09:07.635 --> 01:09:09.295

as many movements outta that.

1163

01:09:09.355 --> 01:09:12.855

So it would keep some critical, but we, but a small amount.

1164

01:09:13.195 --> 01:09:16.295

But if, if all of these movements are time critical

1165

01:09:16.515 --> 01:09:20.445

and they all need to take place in the peak, does that mean

1166

01:09:20.475 --> 01:09:24.485

that, um, the mitigation would be ineffective?

1167

01:09:27.765 --> 01:09:28.865

Uh, I don't believe so.

1168

01:09:28.985 --> 01:09:29.945

'cause I don't believe they would all have

1169

01:09:29.945 --> 01:09:30.505

to go to the peak.

1170

01:09:30.685 --> 01:09:33.505

Um, but I think maybe I just, we could take

1171

01:09:33.505 --> 01:09:36.105

that question away and just maybe review what's the time

1172

01:09:36.425 --> 01:09:38.145

critical activities maybe to make that clearer.

1173

01:09:38.145 --> 01:09:39.945

I think, I think it's very important that we do have some

1174

01:09:39.945 --> 01:09:41.945

clarity on this given

1175

01:09:42.135 --> 01:09:45.545

that you do say in the application documentation

1176

01:09:45.545 --> 01:09:48.225

that mitigation is needed during those peak hours.

1177

01:09:50.615 --> 01:09:51.925

Thank you. Thank

1178

01:09:51.925 --> 01:09:52.925

You sir.

1179

01:10:06.035 --> 01:10:09.255

The next point, I'm hoping that the applicant can

1180

01:10:10.165 --> 01:10:14.135

help me understand, um, the, the junction modeling.

1181

01:10:16.525 --> 01:10:20.925

And I'm not clear whether, whether

1182

01:10:21.065 --> 01:10:24.485

and how the effects from multiple work sites have been taken

1183

01:10:24.595 --> 01:10:28.365

into account during the, the construction phase.

1184

01:10:28.665 --> 01:10:31.125

Um, in relation to ex Q1

1185

01:10:32.065 --> 01:10:33.845

2054,

1186

01:10:36.745 --> 01:10:39.725

you suggested that the maximum flows

1187

01:10:39.745 --> 01:10:41.005



for each of the elements.

1188

01:10:41.105 --> 01:10:44.085

So for example, the wastewater treatment plant site

1189

01:10:44.505 --> 01:10:47.845

and the transfer tunnel site have been added together.

1190

01:10:49.775 --> 01:10:53.435

Um, can we just take a look at, um,

1191

01:10:56.025 --> 01:11:00.135

let's have a look at chapter 19 of the ees please.

1192

01:11:00.275 --> 01:11:02.895

That's REP

1193

01:11:02.905 --> 01:11:05.855

3 0 2.

1194

01:11:28.695 --> 01:11:32.685

Thank you. And let's go to paragraph 4.1, 0.6 first.

1195

01:11:43.975 --> 01:11:45.815

I beg your pardon? 4.1 0.3.

1196

01:11:52.915 --> 01:11:54.775

And this is where it says, oh, sorry,

1197

01:11:59.375 --> 01:12:00.835

you say that, um,

1198

01:12:04.285 --> 01:12:09.275

the outfall, the maximum daily flows are based on an

1199

01:12:09.275 --> 01:12:12.515

eight hour working day for each of the individual elements

1200

01:12:12.515 --> 01:12:16.345

of the proposed development includes the wastewater

1201  
01:12:16.345 --> 01:12:19.465  
treatment plant, outfall, final ENT pipeline,

1202  
01:12:19.795 --> 01:12:21.425  
wastewater transfer tunnel

1203  
01:12:21.485 --> 01:12:24.105  
and water beach pipeline have been determined

1204  
01:12:24.105 --> 01:12:26.385  
and added together on the worst case assumption

1205  
01:12:26.415 --> 01:12:27.825  
that they occur at the same time.

1206  
01:12:30.235 --> 01:12:34.805  
Now can we go to table 4.7 in

1207  
01:12:34.805 --> 01:12:35.845  
that same document please?

1208  
01:12:52.355 --> 01:12:56.575  
Thank you. And we look at the second line from the bottom,

1209  
01:12:56.755 --> 01:13:01.375  
the A 14 off slip junction 34 between five

1210  
01:13:01.395 --> 01:13:03.135  
and 6:00 PM with development.

1211  
01:13:03.155 --> 01:13:05.135  
The figure there is 519

1212  
01:13:09.965 --> 01:13:12.505  
And that's the traffic for the wastewater

1213  
01:13:13.065 --> 01:13:14.145  
transfer tunnel and shaft.

1214  
01:13:14.285 --> 01:13:17.945

So the, the works to the south of the A 14,

1215

01:13:21.595 --> 01:13:24.615

do you see that the figure of 5 1 9?

1216

01:13:26.635 --> 01:13:30.095

If we then go to table 4.29

1217

01:13:53.505 --> 01:13:56.245

and we've got the same part of the network,

1218

01:13:56.505 --> 01:13:59.605

the a 14 off slip junction, um,

1219

01:14:00.065 --> 01:14:03.985

and the five to 6:00 PM figure,

1220

01:14:04.205 --> 01:14:06.625

and this is for the proposed wastewater treatment plant.

1221

01:14:06.625 --> 01:14:10.625

So that works to the north of the A 14. The figure is 4 7 4.

1222

01:14:13.415 --> 01:14:16.915

Now, given that there's no traffic proposed to

1223

01:14:17.705 --> 01:14:20.795

come in any direction other than via junctions 34,

1224

01:14:20.895 --> 01:14:22.915

why are those figures different if they've

1225

01:14:22.915 --> 01:14:24.395

been added together?

1226

01:14:31.175 --> 01:14:32.475

Uh, yeah, Gavin makes for the applicant.

1227

01:14:32.495 --> 01:14:33.795

Um, I have to take that one and check.

1228

01:14:33.875 --> 01:14:36.395

I think they're, I think I've just made a typographic error.

1229

01:14:36.715 --> 01:14:37.635

I think they did. I think,

1230

01:14:37.915 --> 01:14:38.835

I think that's what I've done there.

1231

01:14:39.265 --> 01:14:43.675

Okay, so that's an action to check the

1232

01:14:46.235 --> 01:14:50.375

ES chapter 19 junction modeling in relation to

1233

01:14:55.805 --> 01:14:56.405

construction traffic.

1234

01:14:57.025 --> 01:15:01.585

Um, and hopefully you can thoroughly check all the other

1235

01:15:02.235 --> 01:15:04.785

parts of that, um, chapter as well.

1236

01:15:07.865 --> 01:15:08.155

Okay,

1237

01:15:16.455 --> 01:15:17.455

Next topic.

1238

01:15:17.985 --> 01:15:19.585

Abnormal indivisible loads.

1239

01:15:19.795 --> 01:15:21.585

We've already touched on this very briefly.

1240

01:15:22.605 --> 01:15:26.025

Um, and um, my first point related to

1241

01:15:26.965 --> 01:15:29.745

the geometry of the junction where the applicant has said

1242

01:15:29.815 --> 01:15:33.555

that, um, it will be accessing only via

1243

01:15:35.715 --> 01:15:37.795

junction 34 of the A 14.

1244

01:15:38.655 --> 01:15:42.595

And, um, says that the network is designed

1245

01:15:42.815 --> 01:15:44.595

to accommodate this.

1246

01:15:44.595 --> 01:15:46.035

We've already got an action point

1247

01:15:46.095 --> 01:15:47.875

to come back on this with some evidence.

1248

01:15:50.425 --> 01:15:51.755

Cambridge County Council,

1249

01:15:51.755 --> 01:15:56.515

however, in its, um, representation,

1250

01:15:57.155 --> 01:16:00.665

REP 1 1 3 4

1251

01:16:04.045 --> 01:16:09.005

said that all abnormal loads should

1252

01:16:09.025 --> 01:16:12.245

use the National Highways Network until the end

1253

01:16:12.245 --> 01:16:14.445

of the journey when a short section

1254

01:16:14.465 --> 01:16:17.485

of the local highways authorities network will be used

1255

01:16:17.785 --> 01:16:19.285  
to gain access to the main site.

1256

01:16:20.195 --> 01:16:22.845  
It's said that given the traffic sensitive nature

1257

01:16:22.865 --> 01:16:24.485  
of the B 1 0 4 9

1258

01:16:24.585 --> 01:16:26.565  
and its junctions with the A 14,

1259

01:16:27.545 --> 01:16:30.405  
all abnormal loads should be delivered outside peak times.

1260

01:16:32.695 --> 01:16:34.505  
Concluded on this point by saying

1261

01:16:34.505 --> 01:16:37.745  
that the county council will seek control on abnormal loads

1262

01:16:37.745 --> 01:16:39.265  
to a requirement in the DC0.

1263

01:16:40.995 --> 01:16:45.465  
Could county please explain how they envisaged that working.

1264

01:17:05.005 --> 01:17:07.945  
So, um, I I think that's something we're going to have

1265

01:17:07.945 --> 01:17:11.045  
to come back to you on in terms of any detail.

1266

01:17:11.145 --> 01:17:14.605  
Um, I'm afraid Mr. Kafer is in position to to, to give

1267

01:17:14.605 --> 01:17:16.565  
that detail and, and, and I hopefully thank it's right

1268

01:17:16.565 --> 01:17:18.565

for an action point, but, but point taken

1269

01:17:21.865 --> 01:17:23.725

And over to the applicants on this point.

1270

01:17:24.105 --> 01:17:25.845

You, you were no doubt aware that

1271

01:17:26.455 --> 01:17:31.245

other comments have also been made in relation to a IL,

1272

01:17:31.245 --> 01:17:33.165

for example, by Safe Honey Hill.

1273

01:17:34.505 --> 01:17:37.245

And in document REP two

1274

01:17:37.995 --> 01:17:39.725

dash 0 6 3,

1275

01:17:43.555 --> 01:17:45.045

this is Safe Honey Hill's.

1276

01:17:45.205 --> 01:17:50.085

Comments on the applicant's responses to the XA ex Q1

1277

01:17:52.185 --> 01:17:56.115

Safe Honey Hill have challenged what you've said

1278

01:17:56.255 --> 01:17:59.715

and ba basically that there will be other locations

1279

01:17:59.715 --> 01:18:02.995

where a IL will be needed, for example,

1280

01:18:03.085 --> 01:18:05.195

under the Camon railway at Water Beach

1281

01:18:06.455 --> 01:18:08.795

and potentially for other trenchless works

1282  
01:18:08.845 --> 01:18:10.155  
along the pipeline routes.

1283  
01:18:13.295 --> 01:18:16.305  
They've also noted that, um,

1284  
01:18:17.615 --> 01:18:20.655  
HDD rigs will need to cross both the railway line

1285  
01:18:20.715 --> 01:18:23.415  
and Clay Hive Bridge in Water Beach

1286  
01:18:24.675 --> 01:18:26.695  
and, um, the applicant

1287  
01:18:26.795 --> 01:18:28.575  
and county council need to agree

1288  
01:18:28.575 --> 01:18:30.855  
that this access route is feasible.

1289  
01:18:32.195 --> 01:18:36.605  
Um, I suppose I come back

1290  
01:18:36.605 --> 01:18:41.165  
to the point I made earlier that, um, is this suitable

1291  
01:18:41.345 --> 01:18:44.085  
to be reserved for a later date?

1292  
01:18:45.345 --> 01:18:47.925  
Um, and are you proposing

1293  
01:18:50.175 --> 01:18:53.595  
to use any alter, any routes other than the Junction 34

1294  
01:18:54.205 --> 01:18:57.875  
route to access the site with ails?

1295  
01:19:01.455 --> 01:19:03.445



Thank you sir. Andrew Rawlings, Mark McDonald.

1296

01:19:03.785 --> 01:19:08.015

Um, in terms of ails, um, it is just

1297

01:19:08.525 --> 01:19:12.535

ails that will be accessing the A 14 junction, 34.

1298

01:19:12.745 --> 01:19:16.215

There will be heavy goods vehicles that will need

1299

01:19:16.275 --> 01:19:19.335

to service the, the water beach pipeline and,

1300

01:19:19.435 --> 01:19:22.375

and as, as safe Honey Hill has stated that, you know,

1301

01:19:22.375 --> 01:19:24.695

includes the directional drilling rigs.

1302

01:19:25.315 --> 01:19:27.735

Um, but the, uh, the contractor

1303

01:19:28.155 --> 01:19:31.975

for the pipeline has confirmed that, um, all of those

1304

01:19:32.525 --> 01:19:36.375

HTVs can safely go under, um, the A four, I'm sorry, the,

1305

01:19:36.795 --> 01:19:40.735

um, the level crossings, um, in terms of, of the safe,

1306

01:19:41.075 --> 01:19:44.295

the safe height of vehicles to cross those level crossings.

1307

01:19:44.835 --> 01:19:49.775

So it is, um, you know, ails are, you know, it's,

1308

01:19:49.925 --> 01:19:53.095

it's an indivisible load, so it's, it's bulky things

1309

01:19:53.095 --> 01:19:56.575

that can't be broken down that are bigger than, um,

1310

01:19:56.805 --> 01:20:00.255

your standard, um, maximum legal HGV

1311

01:20:00.715 --> 01:20:03.375

and, um, I will check this,

1312

01:20:03.635 --> 01:20:07.925

but my understanding is that all of the other deliveries

1313

01:20:08.065 --> 01:20:11.685

to the Water Beach pipeline will be by, um,

1314

01:20:12.005 --> 01:20:14.085

standard HG vs. And low loaders.

1315

01:20:14.255 --> 01:20:18.165

Thank you. And is there any evidence that you can provide

1316

01:20:18.585 --> 01:20:21.205

to the examination to show, as you've just said,

1317

01:20:21.205 --> 01:20:24.125

the contract is happy that HG vs.

1318

01:20:24.225 --> 01:20:25.925

Can use the routes that are proposed?

1319

01:20:26.925 --> 01:20:28.805

I will need to take that away as an action point.

1320

01:20:29.685 --> 01:20:30.155

Thank you.

1321

01:20:36.015 --> 01:20:37.675

Do you have any views on how

1322

01:20:38.625 --> 01:20:42.915

Cambridge County Council's request to, um,

1323

01:20:43.385 --> 01:20:47.355

somehow control the roots of ails could be affected

1324

01:20:47.355 --> 01:20:48.955

through the DC0?

1325

01:20:54.345 --> 01:20:58.405

Uh, thank you sir. So that is that, um, the restricting

1326

01:20:58.405 --> 01:21:01.645

of a ails, um, outside peak periods is that,

1327

01:21:01.885 --> 01:21:05.085

I think it's also the, the rooting of ails so that

1328

01:21:06.705 --> 01:21:09.085

the authorities can be certain that

1329

01:21:09.715 --> 01:21:12.485

ails will not travel over other parts of the network

1330

01:21:12.745 --> 01:21:14.885

unless it's tested and agreed.

1331

01:21:15.355 --> 01:21:17.925

Yeah. Uh, ails will only need

1332

01:21:17.925 --> 01:21:20.085

to access the main site compound.

1333

01:21:20.455 --> 01:21:24.165

Those, the routes to the main site compounds are clearly

1334

01:21:24.715 --> 01:21:29.485

defined as using the strategic road network of the A 14

1335

01:21:29.945 --> 01:21:34.045

and the on and off slips of the, um, Horing Sea Road

1336

01:21:34.045 --> 01:21:35.605  
and the Horing Sea Road Bridge.

1337

01:21:35.665 --> 01:21:39.885  
Mm-Hmm. Um, that is as, as, as far as, um,

1338

01:21:40.375 --> 01:21:43.495  
Sade is, is in keep, is in line with the policies

1339

01:21:43.495 --> 01:21:44.655  
of the county council on

1340

01:21:44.965 --> 01:21:45.965  
Aios. How could we

1341

01:21:45.965 --> 01:21:48.015  
control that through the

1342

01:21:48.815 --> 01:21:51.215  
DC0? Well, the,

1343

01:21:51.755 --> 01:21:55.495  
The, the construction routes are defined within the, um,

1344

01:21:55.555 --> 01:21:56.615  
the CTMP

1345

01:21:57.315 --> 01:22:00.335  
and there is a whole section within the CTMP about

1346

01:22:01.025 --> 01:22:03.655  
monitoring, managing, enforcing,

1347

01:22:03.995 --> 01:22:06.755  
and looking at correct corrective actions.

1348

01:22:06.895 --> 01:22:10.955  
If those construction routes aren't, um, adhere to

1349

01:22:11.535 --> 01:22:13.595

The, the CTMP includes a map

1350

01:22:13.625 --> 01:22:15.635  
with construction routes on Yes.

1351

01:22:15.635 --> 01:22:18.835  
Would it, for example, be helpful to include a map

1352

01:22:18.835 --> 01:22:20.955  
that just illustrate a IL

1353

01:22:22.055 --> 01:22:23.075  
Yes, a very good point

1354

01:22:23.255 --> 01:22:25.755  
and uh, we will, we will produce a map

1355

01:22:25.755 --> 01:22:27.835  
that just clearly defines the a IL

1356

01:22:27.835 --> 01:22:28.835  
Roots. And then

1357

01:22:28.835 --> 01:22:32.435  
just quickly going back to county, would that be

1358

01:22:32.945 --> 01:22:34.555  
something that you would support

1359

01:22:34.855 --> 01:22:37.675  
and, um, would be enforceable from your point of view?

1360

01:22:42.265 --> 01:22:43.935  
David Chemistry County Council.

1361

01:22:44.075 --> 01:22:46.575  
Yes, we'd, we'd very much welcome that clarification

1362

01:22:46.595 --> 01:22:49.895  
and an additional map show in the, our a IL roots.

1363

01:22:50.545 --> 01:22:52.975

Thank you. Um, I think Safe Honey Hill,

1364

01:22:53.355 --> 01:22:56.775

you had your hand up at some point during that exchange.

1365

01:22:56.875 --> 01:22:58.175

Is there a point you'd like to come back on?

1366

01:22:59.115 --> 01:23:02.415

Yes, sir. I, I thought it was, it's in Gilda

1367

01:23:02.415 --> 01:23:03.655

for Save Honey Hill.

1368

01:23:04.035 --> 01:23:06.015

Um, I thought it's useful

1369

01:23:06.075 --> 01:23:09.255

to finish the point on a IL since Mr.

1370

01:23:09.255 --> 01:23:13.735

Rawlings has, um, given us some answers or a partial answer.

1371

01:23:13.935 --> 01:23:15.455

I think in relation to Water Beach

1372

01:23:15.455 --> 01:23:18.175

and Clay Highbridge, um, I think points, so

1373

01:23:18.245 --> 01:23:21.655

that was being made about, um, these,

1374

01:23:21.755 --> 01:23:24.675

and I I think we're at the limits of whether

1375

01:23:24.735 --> 01:23:28.385

or not, um, HDD rigs for a

1376

01:23:29.505 --> 01:23:33.385

a 27 inch pipeline will need to be abnormal.

1377

01:23:33.885 --> 01:23:36.945

The size units, because they're not easily broken down.

1378

01:23:37.085 --> 01:23:41.345

The main, the main rig will be circa 50 tons in weight, um,

1379

01:23:41.925 --> 01:23:44.825

two and a half meters wide, probably 16 meters long.

1380

01:23:45.695 --> 01:23:47.465

That might just fit on the standard

1381

01:23:47.605 --> 01:23:48.825

low loader, it might not.

1382

01:23:49.325 --> 01:23:51.825

Um, so they are really at that upper limit.

1383

01:23:52.165 --> 01:23:55.785

Um, we've not raised any particular concerns about the,

1384

01:23:55.805 --> 01:23:58.985

the clearance at Water Beach Station under the electric

1385

01:23:59.815 --> 01:24:01.185

electrified railway lines.

1386

01:24:01.565 --> 01:24:04.625

Um, our principle concern is around Clay Heights Bridge

1387

01:24:04.645 --> 01:24:07.505

and we are going to ask that the applicant goes away

1388

01:24:07.505 --> 01:24:10.385

and looks again at Clay Heights Bridge, both in relation

1389

01:24:10.385 --> 01:24:12.025

to its weight limits, but also

1390

01:24:12.025 --> 01:24:14.945

because it has a very, um, pronounced lip

1391

01:24:15.685 --> 01:24:19.065

in the vertical alignment of that bridge, such

1392

01:24:19.185 --> 01:24:23.065

that conventional low loaders are quite likely to ground,

1393

01:24:23.445 --> 01:24:26.345

um, as they, as they use that, um, crossing.

1394

01:24:26.575 --> 01:24:28.185

It's clearly something to be taken away.

1395

01:24:28.485 --> 01:24:32.545

Um, and I'll be happy that it's dealt with at, at D four.

1396

01:24:33.455 --> 01:24:37.325

Thank you. Perhaps that's the point I asked about the

1397

01:24:37.965 --> 01:24:39.205

evidence on hgv.

1398

01:24:39.585 --> 01:24:41.085

It can all be wrapped up into one.

1399

01:24:41.085 --> 01:24:42.965

We've already asked about the hump on the,

1400

01:24:43.505 --> 01:24:45.165

the level crossing of Fen Road,

1401

01:24:45.265 --> 01:24:48.845

so I guess it's a similar point that the routes are suitable

1402

01:24:48.945 --> 01:24:50.205

for all types of vehicles.

1403

01:24:50.815 --> 01:24:51.815



Thank you.

1404

01:25:06.865 --> 01:25:07.155

Yeah,

1405

01:25:20.815 --> 01:25:21.815

Thank you. I think that's

1406

01:25:21.815 --> 01:25:24.405

probably a good point to break for, um,

1407

01:25:24.995 --> 01:25:26.325

some refreshment and rest.

1408

01:25:26.705 --> 01:25:27.705

Um, yes. Can I

1409

01:25:32.335 --> 01:25:33.335

Thank you, sir. Um,

1410

01:25:33.335 --> 01:25:35.885

do you want me to ask my question after the break

1411

01:25:36.065 --> 01:25:40.015

or I do have a, a issue or shall we?

1412

01:25:40.105 --> 01:25:41.135

Let's do it now. Do it now.

1413

01:25:41.135 --> 01:25:43.135

It's, it's not, not particularly lengthy.

1414

01:25:43.675 --> 01:25:47.055

Um, questions come up

1415

01:25:47.075 --> 01:25:51.335

and it's indirectly related to the a IL the issue

1416

01:25:51.335 --> 01:25:54.335

of Crane Heights and National Highways are concerned

1417

01:25:54.485 --> 01:25:58.175

that if a crane drip were to fall on the SRN,

1418

01:25:58.485 --> 01:26:01.895

there's obviously a risk to the, um, highway using public.

1419

01:26:02.595 --> 01:26:06.245

So NH would require an exclusion zone for the site.

1420

01:26:06.625 --> 01:26:09.165

So that would protect the traveling public using

1421

01:26:09.385 --> 01:26:10.565

the strategic road network.

1422

01:26:13.305 --> 01:26:15.605

You mean a an exclusion zone within which

1423

01:26:15.745 --> 01:26:16.925

cranes can be erected?

1424

01:26:16.985 --> 01:26:17.985

Yes. Okay.

1425

01:26:19.065 --> 01:26:21.005

Um, and I can confirm that, um,

1426

01:26:21.005 --> 01:26:25.005

that highways have arranged an internal meeting, um,

1427

01:26:25.015 --> 01:26:26.165

early this Thursday

1428

01:26:26.165 --> 01:26:27.445

because we're conscious

1429

01:26:27.445 --> 01:26:30.325

that Deadline four is, is not far away.

1430

01:26:30.585 --> 01:26:32.645

Um, and we have also arranged a meeting

1431

01:26:32.935 --> 01:26:34.485  
concerning the protection provision.

1432

01:26:34.485 --> 01:26:37.165  
So those dates are in diaries at this moment. Thank

1433

01:26:37.165 --> 01:26:38.165  
You. And can you give any idea

1434

01:26:38.165 --> 01:26:39.925  
of the extent

1435

01:26:39.925 --> 01:26:41.125  
of the exclusion zone

1436

01:26:42.965 --> 01:26:45.485  
I would be able to provide, or National Highways would be

1437

01:26:45.485 --> 01:26:47.565  
able to provide that for deadline for response?

1438

01:26:48.025 --> 01:26:51.205  
Unless you require an answer now, in which case I'll make in

1439

01:26:51.205 --> 01:26:52.205  
The break. Um, I don't, I'm

1440

01:26:52.205 --> 01:26:54.005  
aware that the applicant's, um,

1441

01:26:54.005 --> 01:26:55.765  
development is quite set back from

1442

01:26:55.765 --> 01:26:57.245  
the Strategic Highway Network.

1443

01:26:58.185 --> 01:27:00.045  
Um, and it may be just helpful

1444

01:27:00.305 --> 01:27:04.205

to have the exclusion zone plotted on one of the documents

1445

01:27:04.205 --> 01:27:05.245

that's submitted to us.

1446

01:27:05.505 --> 01:27:08.285

Yes. Uh, so whilst it's encouraging to hear

1447

01:27:08.285 --> 01:27:11.685

of internal meetings in National Highways, um,

1448

01:27:12.395 --> 01:27:16.085

clearly it is then very important, um, to get on

1449

01:27:16.305 --> 01:27:17.605

and have meetings with us

1450

01:27:18.115 --> 01:27:22.445

once National Highways have consulted amongst themselves on

1451

01:27:22.445 --> 01:27:24.045

what their positions are on things.

1452

01:27:24.705 --> 01:27:27.685

So, um, I, I'd really urge

1453

01:27:27.795 --> 01:27:30.605

that we get some meetings in the diaries,

1454

01:27:30.935 --> 01:27:32.925

joint meetings in the diaries, um,

1455

01:27:33.065 --> 01:27:34.725

for immediately after those.

1456

01:27:35.115 --> 01:27:37.245

Well, hopefully, um, the,

1457

01:27:37.265 --> 01:27:39.285

the tea break could be used perhaps Yes.

1458

01:27:39.285 --> 01:27:41.405

To, to coordinate diaries. The,

1459

01:27:41.665 --> 01:27:44.405

The second meeting is with Anglin Water.

1460

01:27:44.845 --> 01:27:46.685

Excellent. Thank you. That was an internal meeting.

1461

01:27:46.685 --> 01:27:48.085

That's external. That's,

1462

01:27:48.105 --> 01:27:49.105

I'm pleased. Well,

1463

01:27:49.105 --> 01:27:50.525

well, we'll leave you to go away

1464

01:27:50.525 --> 01:27:51.685

and coordinate diaries

1465

01:27:51.865 --> 01:27:54.325

and then if everybody could return it

1466

01:27:54.345 --> 01:27:56.485

to 1115, that would be very helpful.

1467

01:27:56.535 --> 01:27:58.565

Thank you, sir. The hearing's adjourned. Thank you.