

WEBVTT – This file was automatically generated by EVENT.VIDEO

0

00:00:01.765 --> 00:00:03.175

It's 1115 now.

1

00:00:03.175 --> 00:00:04.335

Welcome back everybody.

2

00:00:07.095 --> 00:00:09.475

Before we return to questions,

3

00:00:09.735 --> 00:00:12.195

can I just confirm whether anybody's still having

4

00:00:12.195 --> 00:00:13.635

problems with the internet?

5

00:00:14.455 --> 00:00:16.395

Has everybody been able to get onto it?

6

00:00:17.305 --> 00:00:20.715

Have you spoken to our case team at the back of the room?

7

00:00:20.825 --> 00:00:22.515

They've got access codes

8

00:00:22.515 --> 00:00:25.075

and so on for the hotel's internet,

9

00:00:25.095 --> 00:00:26.275

so they may be able to help you.

10

00:00:27.925 --> 00:00:28.215

Yeah,

11

00:00:42.985 --> 00:00:43.985

Thank you.

12

00:00:46.835 --> 00:00:49.005

Yeah, It took a bit of doing this morning

13

00:00:49.065 --> 00:00:51.125
and I kept getting messages in German

14

00:00:51.345 --> 00:00:54.885
for some reason from the hotel. Um, wifi

15

00:00:54.885 --> 00:00:57.445
People, I sometimes get them in French as well, so

16

00:00:58.245 --> 00:00:59.485
I think it's the look of the draw.

17

00:00:59.715 --> 00:01:00.405
It's quite fun.

18

00:01:07.295 --> 00:01:10.305
Okay. If there is anything you'd like

19

00:01:10.305 --> 00:01:13.105
to add once you've been able to call up, um,

20

00:01:13.465 --> 00:01:15.305
anything via the internet, please do let us know.

21

00:01:16.035 --> 00:01:21.025
Thank you. Um, in terms of, um, a time check, I promised

22

00:01:21.175 --> 00:01:22.865
that I would give one at the break.

23

00:01:23.165 --> 00:01:26.985
I'm about a third of the way through the questions I have,

24

00:01:27.045 --> 00:01:28.865
if that's any help

25

00:01:28.965 --> 00:01:32.185
to attendees engaging other commitments.

26

00:01:34.845 --> 00:01:37.585

Should we return to questions now? Thank you.

27

00:01:41.745 --> 00:01:45.455

I'd now like to discuss Water Beach

28

00:01:45.555 --> 00:01:48.055

and fend ton construction routes.

29

00:01:51.095 --> 00:01:53.595

The first point is a point of clarification.

30

00:01:56.145 --> 00:01:59.405

If we turn up ES chapter 19,

31

00:02:01.235 --> 00:02:04.985

which is rep three dash 0 22.

32

00:02:32.455 --> 00:02:35.965

Thank you. And go to 4.2 0.2

33

00:02:35.965 --> 00:02:40.965

4 4 2 4 4,

34

00:03:01.555 --> 00:03:05.305

Sorry, 4.2 0.244.

35

00:03:45.485 --> 00:03:48.435

Thank you. This makes reference

36

00:03:48.435 --> 00:03:53.115

to a temporary parking restriction on Bal Road Junction

37

00:03:53.385 --> 00:03:56.235

with Denny End Road and Car D**e Lane.

38

00:03:57.805 --> 00:04:00.585

Um, I've scoured all of the maps I can

39

00:04:00.605 --> 00:04:02.425

and can't find a car D**e lane.

40

00:04:03.625 --> 00:04:06.085

Um, can anybody help me with this please?

41

00:04:06.305 --> 00:04:11.045

And I imagine this would run through to the,

42

00:04:11.145 --> 00:04:14.165

um, the street drawings that have been submitted,

43

00:04:14.625 --> 00:04:16.085

the restrictions on streets.

44

00:04:17.945 --> 00:04:19.525

Um, Gary Ricks, uh, I think

45

00:04:19.525 --> 00:04:20.645

that's just to reference the card.

46

00:04:20.645 --> 00:04:22.925

D**e Road. I don't think it should be Cardi Lane.

47

00:04:23.345 --> 00:04:25.685

So where is the junction with Denny?

48

00:04:25.685 --> 00:04:28.325

End the van, old Road with Card D**e Road.

49

00:04:33.565 --> 00:04:36.285

I think it's, it's with the High street, uh, water Beach.

50

00:04:49.985 --> 00:04:54.155

Okay, so there's no junction with Bal Road

51

00:04:54.155 --> 00:04:56.355

and D**e Road, is that correct?

52

00:05:46.705 --> 00:05:49.645

Yes. The, the T junction in, uh, water Beach,

53

00:05:50.545 --> 00:05:53.415

the high street, an old road

54

00:05:53.635 --> 00:05:56.005

and car d**e road.

55

00:05:57.735 --> 00:05:58.735

That's where the um,

56

00:05:59.815 --> 00:06:01.435

So that's, isn't that two junctions?

57

00:06:01.815 --> 00:06:03.995

No, that's, so it's a, it's a, it's a T junction

58

00:06:04.295 --> 00:06:07.075

and there's three roads that all change,

59

00:06:07.075 --> 00:06:08.955

you know, go together at one point.

60

00:06:09.255 --> 00:06:11.835

So I think the High Street then goes into is

61

00:06:11.835 --> 00:06:13.315

changes its name to D**e.

62

00:06:13.375 --> 00:06:16.795

So why, why do we mention D**e Road?

63

00:06:19.105 --> 00:06:23.815

We've got a junction of High Street Road

64

00:06:23.875 --> 00:06:24.975

and Denny End Road.

65

00:06:26.585 --> 00:06:28.655

Where does D**e Road come into this?

66

00:06:38.315 --> 00:06:41.105

I think We need to take that one away, just to

67

00:06:41.105 --> 00:06:42.105

Clarify. Okay.

68

00:06:42.105 --> 00:06:43.745

There's, there's lots of these things

69

00:06:43.745 --> 00:06:45.145

that need to be taken away.

70

00:06:45.525 --> 00:06:50.115

Um, we're now on the fourth revision of the,

71

00:06:50.295 --> 00:06:51.355

the transport work.

72

00:06:51.455 --> 00:06:53.555

Is, is the fifth revision going

73

00:06:53.555 --> 00:06:55.115

to be the final definitive version?

74

00:06:55.935 --> 00:06:57.515

Yes. Thank you.

75

00:07:02.985 --> 00:07:06.655

Throughout the application documentation, um,

76

00:07:07.845 --> 00:07:12.445

there's various mentions of construction traffic

77

00:07:12.985 --> 00:07:14.405

not going through Hoing Sea,

78

00:07:14.505 --> 00:07:18.805

and there's been an undertaking to people in Hoing scene not

79

00:07:18.985 --> 00:07:21.805

to, um, route any traffic through there.

80

00:07:21.805 --> 00:07:23.205

There's no explanation of why.

81

00:07:23.625 --> 00:07:26.775

Um, we've seen in, um,

82

00:07:26.925 --> 00:07:31.295

Cambridge County Council's response to the

83

00:07:32.405 --> 00:07:36.985

ex Q1, and this is question 20.39.

84

00:07:39.285 --> 00:07:42.625

The there, um, they say there is no doubt

85

00:07:42.775 --> 00:07:45.745

that there's potential issues associated with the use

86

00:07:45.745 --> 00:07:47.665

of Station Road in Water Beach,

87

00:07:48.525 --> 00:07:51.345

but this is shorter than High Street in Horing Sea

88

00:07:52.005 --> 00:07:54.345

and thus the potential for conflict is reduced.

89

00:07:55.865 --> 00:08:00.795

However, we also have the Station works traffic

90

00:08:01.575 --> 00:08:02.715

and Newtown traffic,

91

00:08:04.295 --> 00:08:08.355

and looking at the cumulative effects of that, there seems

92

00:08:08.355 --> 00:08:10.715

to be an awful lot going on in Water Beach.

93

00:08:12.855 --> 00:08:17.075

Why is the, why was an undertaking given, undertaking given

94

00:08:17.255 --> 00:08:21.435

to Horing Sea as a village that nothing would go through

95

00:08:22.385 --> 00:08:25.965

the Village, and why is all

96

00:08:25.965 --> 00:08:27.925

of the impact going to Water Beach?

97

00:08:42.655 --> 00:08:45.655

I think the, uh, the, the Horing Sea commitment has been a

98

00:08:45.655 --> 00:08:47.415

longstanding commitment from the applicant just to,

99

00:08:47.795 --> 00:08:50.095

to not put, put traffic through Hoing Sea

100

00:08:50.095 --> 00:08:53.455

and direct it from, uh, and direct it via another route.

101

00:08:54.575 --> 00:08:57.245

Uh, from an assessment per point of view.

102

00:08:57.735 --> 00:09:01.885

We've looked at the, uh, yet busiest traffic routes through,

103

00:09:02.385 --> 00:09:05.525

uh, through Water Beach, which is Road and Deanne Road,

104

00:09:06.025 --> 00:09:09.285

and tested those for the busiest, uh, busiest, uh, times,

105

00:09:09.545 --> 00:09:12.305

um, the bus track, the busiest peak times,

106

00:09:12.325 --> 00:09:15.505

and then set out again, the CTMP measures to, to mitigate

107

00:09:15.505 --> 00:09:17.505

that from a cumulative point of view.

108

00:09:17.505 --> 00:09:21.705

We've also looked at, um, construction, uh, of Water Beach,

109

00:09:21.705 --> 00:09:24.305

Newtown construction of a railway station, uh,

110

00:09:24.305 --> 00:09:25.705

of the Water Beach railway station,

111

00:09:26.085 --> 00:09:28.745

and again, reviewed, uh, traffic volumes from construction,

112

00:09:28.765 --> 00:09:31.625

uh, and again, set out from a, from A-C-T-M-P point of view,

113

00:09:31.645 --> 00:09:34.185

how those view, how we believe those could be best, uh,

114

00:09:34.295 --> 00:09:37.585

mitigated, um, from a, from a traffic, uh,

115

00:09:37.585 --> 00:09:39.585

from a traffic impact point of view on Water Beach.

116

00:09:40.395 --> 00:09:43.465

Thank you. So when approximately was that commitment made?

117

00:09:45.065 --> 00:09:47.825

I believe that was made at, um, statutory consultation two

118

00:09:50.075 --> 00:09:51.975

And the approximate date of that,

119

00:09:59.625 --> 00:10:00.585

I think we'll have to come back and

120

00:10:00.585 --> 00:10:01.785

confirm that date. Well,

121

00:10:01.915 --> 00:10:02.915

Thank you.

122

00:10:03.805 --> 00:10:06.265

Why was that commitment made to people in Hoey?

123

00:10:29.025 --> 00:10:31.365

So we'll come back on that one if we may.

124

00:10:33.375 --> 00:10:36.935

I would've thought it was something that you would know

125

00:10:37.795 --> 00:10:39.815

now because it is something that runs through all

126

00:10:39.815 --> 00:10:41.135

of the application documents.

127

00:10:45.095 --> 00:10:49.065

Well, sir, it's certainly not something that I know, uh,

128

00:10:50.335 --> 00:10:54.915

and I think the person whom we need to speak

129

00:10:54.935 --> 00:10:56.275

to is probably Mr.

130

00:10:56.495 --> 00:10:59.155

Calley, uh, about that. Uh, Mr.

131

00:10:59.695 --> 00:11:03.725

Calley I know is, um, happened to know he's meeting

132

00:11:03.845 --> 00:11:05.125

with Holmes England at the moment.

133

00:11:05.695 --> 00:11:07.765

Thank you, uh, on an important meeting.

134

00:11:08.025 --> 00:11:12.525

But, um, so he, he is the person that I would want

135

00:11:12.525 --> 00:11:16.165

to take instructions from on that and, and he is otherwise

136

00:11:16.225 --> 00:11:17.765

and very importantly occupied.

137

00:11:17.925 --> 00:11:19.045

I, I apologize sir.

138

00:11:19.545 --> 00:11:23.765

Um, for, for my, um, inability to answer that question.

139

00:11:24.095 --> 00:11:24.565

Thank you.

140

00:11:29.105 --> 00:11:32.115

Just following on from that point then, albeit the,

141

00:11:32.255 --> 00:11:36.075

the route have been tested to make sure that, um,

142

00:11:37.725 --> 00:11:39.815

they, they can accommodate the traffic.

143

00:11:41.895 --> 00:11:46.065

Does the applicant have a view on the effect

144

00:11:46.985 --> 00:11:50.825

cumulatively of intense

145

00:11:52.125 --> 00:11:55.135

traffic from three different construction works

146

00:11:56.275 --> 00:11:58.535

on people in Water Beach?

147

00:12:02.115 --> 00:12:03.655

Uh, yeah, Gavin Wicks for the applicant?

148

00:12:03.675 --> 00:12:06.895

Um, yeah, I think that was, uh, my previous answer was

149

00:12:06.895 --> 00:12:09.895

that yeah, we've, we've looked at the, the, the

150

00:12:10.495 --> 00:12:12.855

concentrated volumes of the three developments, uh,

151

00:12:12.915 --> 00:12:15.695

and looked at the traffic flows associated with that, um,

152

00:12:16.355 --> 00:12:18.895

and determined that yes, should, that, should all of those,

153

00:12:19.195 --> 00:12:22.215

um, those developments happen, uh, continue, uh,

154

00:12:22.355 --> 00:12:25.135

at the same time then there would be a significant,

155

00:12:25.135 --> 00:12:26.695

we believe there would be a significant effect.

156

00:12:26.695 --> 00:12:31.215

And that's why the C, the CTMP mitigation, we believe will,

157

00:12:31.245 --> 00:12:33.175

will, uh, will mitigate those effects

158

00:12:33.195 --> 00:12:35.695

and allow the traffic, uh, you know, the, the all parties,

159

00:12:36.355 --> 00:12:39.815

um, who are active as developers in that area will be part

160

00:12:39.815 --> 00:12:41.575

of the construction forum, which is a, a part

161

00:12:41.575 --> 00:12:42.695

of the, the CTMP.

162

00:12:42.995 --> 00:12:44.775

Um, and that will mitigate those effects.

163

00:12:44.995 --> 00:12:47.295

And that would be water B to Parish council.

164

00:12:47.345 --> 00:12:49.775

Would it be Hoing Sea Parish Council, parish Council

165

00:12:49.915 --> 00:12:51.735

as well in the, the forum?

166

00:12:52.355 --> 00:12:53.655

Uh, I believe, yeah, we, um,

167

00:12:53.735 --> 00:12:55.415

I don't think the forum's defined as yet,

168

00:12:55.415 --> 00:12:57.055

but the intention is that all key

169

00:12:57.055 --> 00:12:58.295

stakeholders would be part of that.

170

00:12:59.295 --> 00:13:01.925

Could the effect be less if traffic was shared

171

00:13:01.925 --> 00:13:04.005

between Water Beach and Hoey?

172

00:13:07.455 --> 00:13:09.915

Um, I, it's not something we've looked at.

173

00:13:09.915 --> 00:13:11.955

Like I said, all of our folks has been on, on,

174

00:13:12.335 --> 00:13:14.075

on directing traffic through Water Beach.

175

00:13:14.135 --> 00:13:16.515

Um, so we could, uh, that's a point I think we'd need

176

00:13:16.515 --> 00:13:18.195

to have a take away and, and have a look at.

177

00:13:18.215 --> 00:13:21.035

But I I I, I agree it probably could be less

178

00:13:21.035 --> 00:13:22.115

if it was split between the two.

179

00:13:22.745 --> 00:13:24.835

This is what I'm particularly curious about,

180

00:13:24.905 --> 00:13:26.475

that you just haven't looked at it.

181

00:13:26.735 --> 00:13:30.075

Why, can you come back with the answer of why

182

00:13:30.695 --> 00:13:33.435

you just didn't look at, um, other routes

183

00:13:33.435 --> 00:13:34.515

and you've ruled them out?

184

00:13:36.015 --> 00:13:37.555

Uh, yes. We'll, let's say yes.

185

00:13:37.555 --> 00:13:38.715

We'll take a look at that and come back.

186

00:13:51.135 --> 00:13:53.625

Turning now to a comment

187

00:13:53.655 --> 00:13:56.185

that was made in Document Rep two

188

00:13:57.215 --> 00:13:59.185

dash 0 6 3,

189

00:14:00.775 --> 00:14:04.525

which was Save Honey Hill's comments on the applicant's

190

00:14:04.765 --> 00:14:08.065

responses to execute

191

00:14:08.135 --> 00:14:10.065

what execute one, I beg your pardon.

192

00:14:12.255 --> 00:14:13.975

They've stated

193

00:14:14.085 --> 00:14:17.095

that when the strategic route network is not available,

194

00:14:17.855 --> 00:14:20.615

construction vehicles would then travel on local side roads

195

00:14:20.615 --> 00:14:21.935

to reach their destination.

196

00:14:23.155 --> 00:14:28.135

Um, and that, that implies that any incidents on the A 14

197

00:14:28.635 --> 00:14:32.495

and or the A 10, which are they say currently frequent

198

00:14:32.635 --> 00:14:36.455

and problematic would necessitate construction traffic

199

00:14:36.545 --> 00:14:38.175

using local roads.

200

00:14:39.795 --> 00:14:41.495

What's the applicant's position on that,

201

00:14:46.725 --> 00:14:48.025

Uh, Gavin Wicks for the applicant?

202

00:14:48.045 --> 00:14:50.945

Um, I think the, the CT MP's quite clear that the

203

00:14:51.805 --> 00:14:54.285

construction routes, um, are, are set out for,

204

00:14:54.585 --> 00:14:56.205

for construction vehicles, uh,

205

00:14:56.225 --> 00:14:58.685

and they will, they will stick to those construction routes.

206

00:14:59.005 --> 00:15:01.125

I think in event of emergency, uh, again,

207

00:15:01.125 --> 00:15:05.005

it's a detailed point that will be iron out in the CTMP, um,

208

00:15:05.145 --> 00:15:07.485

but traffic could be held on site, uh,

209

00:15:07.485 --> 00:15:09.885

and so won't need to use local routes.

210

00:15:09.945 --> 00:15:12.045

Uh, if there's an, if there's an emergency event on

211

00:15:12.045 --> 00:15:13.085

the strategic own network,

212

00:15:14.865 --> 00:15:19.425

If, for example, there was a, a short term closure

213

00:15:19.565 --> 00:15:23.265

for a number of days, would that still hold good

214

00:15:23.295 --> 00:15:25.505

because of course the time is money

215

00:15:25.525 --> 00:15:26.665

in construction, isn't it?

216

00:15:26.885 --> 00:15:29.465

And the more time that, um,

217

00:15:29.985 --> 00:15:32.105

construction's held up, the more it costs.

218

00:15:33.125 --> 00:15:37.265

Um, what would be the situation if say, um,

219

00:15:38.305 --> 00:15:41.135

there was an accident which necessitated the closure

220

00:15:41.795 --> 00:15:44.095

of the A 10 for two or three days?

221

00:15:51.535 --> 00:15:54.015

I think for, uh, the A 10 specifically, we have,

222

00:15:54.075 --> 00:15:56.175

that's the Water Beach Pipeline construction routes,

223

00:15:56.175 --> 00:15:59.015

and they're quite low flow, uh, quite low, uh, numbers

224

00:15:59.015 --> 00:16:00.855

of vehicles accessing those particular sites.

225

00:16:01.155 --> 00:16:02.975

Um, so I don't believe it would have a significant

226

00:16:02.995 --> 00:16:04.335

impact on the construction program.

227

00:16:05.505 --> 00:16:10.445

You would still hold good to the, um, construction routes

228

00:16:10.445 --> 00:16:13.645

that are set out in con in the application documentation?

229

00:16:13.985 --> 00:16:15.045

Yes, I believe so. Yeah,

230

00:16:15.355 --> 00:16:16.565

Well believe so.

231

00:16:16.585 --> 00:16:18.365

How, how can we be certain about that?

232

00:16:19.585 --> 00:16:20.645

Uh, yeah, sorry.

233

00:16:20.785 --> 00:16:22.685

Yes, we would hold to the construction routes, yes.

234

00:16:22.815 --> 00:16:25.685

Right. Thank you. Um, save Honey Hill,

235

00:16:25.685 --> 00:16:27.245

that was one of your points.

236

00:16:27.385 --> 00:16:28.805

Is there anything else you'd like

237

00:16:28.885 --> 00:16:30.325

to follow up with me on that?

238

00:16:36.415 --> 00:16:38.715

Yes, sir. Um, Ian Gilda, save Honey Hill.

239

00:16:39.015 --> 00:16:41.395

Um, I think the point that was being made, sir, is

240

00:16:41.745 --> 00:16:45.875

that clearly there are both sort of short term emergencies

241

00:16:45.875 --> 00:16:48.475

that arise from things like road accidents.

242

00:16:48.735 --> 00:16:51.475

Um, usually that's just a matter of holding traffic up.

243

00:16:51.815 --> 00:16:56.075

Um, and obviously probably is addressable through,

244

00:16:56.385 --> 00:16:59.835

through A-C-T-M-P measure, such as, um, holding,

245

00:16:59.865 --> 00:17:01.315

holding vehicles on site

246

00:17:01.315 --> 00:17:02.915

and not feeding them back onto the network,

247

00:17:03.535 --> 00:17:04.755

um, for an hour or two.

248

00:17:05.375 --> 00:17:09.075

Um, I think the points that we were making were also around

249

00:17:10.305 --> 00:17:13.195

significant roadworks, for example, on either of those

250

00:17:13.915 --> 00:17:18.035

strategic road networks, which are leading to, you know,

251

00:17:18.385 --> 00:17:19.435

excessive delay.

252

00:17:19.735 --> 00:17:21.735

Um, and clearly that's a matter

253

00:17:21.735 --> 00:17:23.735

where under normal circumstances, um,

254

00:17:26.225 --> 00:17:28.325

HT V drivers make their own decisions and,

255

00:17:28.325 --> 00:17:32.645

and reroute, um, using local road network to, to escape,

256

00:17:33.185 --> 00:17:34.445
um, delays.

257

00:17:35.065 --> 00:17:36.645
And it's not clear to me sir,

258

00:17:36.905 --> 00:17:41.045
or to SHH as to what the sort of controls will be in

259

00:17:41.045 --> 00:17:42.285
that sort of circumstance

260

00:17:43.985 --> 00:17:44.995
Back to the applicant.

261

00:17:45.085 --> 00:17:47.995
Would that be covered by the, the proposed routing?

262

00:17:48.415 --> 00:17:50.405
Uh, yeah. Uh, Gavin Wick for the applicant? Yes.

263

00:17:50.505 --> 00:17:52.125
Uh, yes, the proposed routes, uh,

264

00:17:52.125 --> 00:17:54.685
in the CT MP there's a series of measures, one of which is,

265

00:17:54.785 --> 00:17:58.045
um, auto automatic number, blade recognition cameras, uh,

266

00:17:58.045 --> 00:17:59.885
which will monitor, um,

267

00:18:00.145 --> 00:18:01.765
the applicant's construction vehicles.

268

00:18:01.905 --> 00:18:03.445
Uh, that will then be reported back

269

00:18:03.445 --> 00:18:04.965

through the construction.

270

00:18:05.265 --> 00:18:08.165

Uh, the mechanism in the construction transform management

271

00:18:08.165 --> 00:18:11.725

plan, the construction forum, um, which will be, uh,

272

00:18:12.285 --> 00:18:14.045

reported back to the local highway authorities

273

00:18:14.065 --> 00:18:17.485

and which that will show what the construction vehicles been

274

00:18:17.485 --> 00:18:18.885

doing, what breaches there are.

275

00:18:18.905 --> 00:18:23.045

And then that process allows for, um, any, any kind of, uh,

276

00:18:23.045 --> 00:18:25.005

enforcement, any kind of enforcement, uh,

277

00:18:25.065 --> 00:18:26.525

to be carried out through that group.

278

00:18:27.025 --> 00:18:28.605

And there's also the possibility

279

00:18:28.605 --> 00:18:32.805

that the local community could, um, report any breaches

280

00:18:32.805 --> 00:18:35.685

of those, um, those measures. I, I suppose,

281

00:18:36.185 --> 00:18:39.005

Uh, yes, that's part of, uh, the, um, uh,

282

00:18:39.005 --> 00:18:40.765

the measures is also, uh, there'll be a channel

283

00:18:40.765 --> 00:18:43.405
for local communities to report, um, uh,

284

00:18:43.425 --> 00:18:45.085
any any transgressions.

285

00:18:45.265 --> 00:18:47.645
And how would that be, um, secured?

286

00:18:47.645 --> 00:18:49.645
Is that through the community liaison plan?

287

00:18:49.785 --> 00:18:52.445
Uh, there's the, yeah, so the, the CTMP secured through,

288

00:18:52.505 --> 00:18:56.805
um, uh, requirement nine, uh, has the, uh, the, the,

289

00:18:56.825 --> 00:18:58.765
the traffic, the CTMP, the traffic management measures,

290

00:18:58.765 --> 00:19:01.365
and then the Community Liaison plan sets out, uh,

291

00:19:01.425 --> 00:19:03.885
the complaints procedure and the, um, and,

292

00:19:03.885 --> 00:19:05.965
and how that will follow through to the CTMP.

293

00:19:06.735 --> 00:19:11.045
Thank you. Over to Cambridge County Council, please,

294

00:19:11.265 --> 00:19:13.085
and to National Highways.

295

00:19:14.115 --> 00:19:16.045
Obviously you dunno everything

296

00:19:16.045 --> 00:19:17.085

that will happen in the future.

297

00:19:17.085 --> 00:19:20.165

Nobody can, but do you have any, um,

298

00:19:20.615 --> 00:19:23.485

major planned works on the A 10 or the A 14?

299

00:19:24.265 --> 00:19:26.525

I'm imagining you may have to, to check

300

00:19:26.525 --> 00:19:28.085

with colleagues and come back to us.

301

00:19:34.045 --> 00:19:35.675

David Ufford c to county Council?

302

00:19:36.095 --> 00:19:37.915

Um, yes, I, I I can go away

303

00:19:37.915 --> 00:19:42.075

and then, um, uh, help providing the written submission

304

00:19:42.075 --> 00:19:43.675

that the, the, the planned works,

305

00:19:43.695 --> 00:19:45.235

but there are a lot of works associated

306

00:19:45.305 --> 00:19:48.715

with the water speech development, um, thank you in

307

00:19:48.715 --> 00:19:51.315

that area that, that is associated with the A 10 as well.

308

00:19:52.525 --> 00:19:54.835

Thank you. And National Highways.

309

00:19:55.965 --> 00:19:58.195

Thank you, sir. Sarah Marshall for National Highways.

310

00:19:58.495 --> 00:20:01.795

Uh, I understand from clients no major, uh,

311

00:20:01.805 --> 00:20:04.675

works are planned in the RIS for the

312

00:20:05.955 --> 00:20:07.955

Strategic Road Network here. Thank you, sir.

313

00:20:08.405 --> 00:20:10.755

Thank you. And did we have somebody with a hand up?

314

00:20:14.655 --> 00:20:17.315

No, I think it's, oh, Mr. Gilda. Sorry,

315

00:20:18.365 --> 00:20:19.365

Sorry sir. Um,

316

00:20:19.365 --> 00:20:21.795

yes, Ian Gilda for Save Honey Hill.

317

00:20:22.135 --> 00:20:25.515

Um, I think it's a matter which we have raised before.

318

00:20:25.615 --> 00:20:29.475

So in relation to reporting of breaches of, um,

319

00:20:30.595 --> 00:20:33.475

HGV routing, um, it's clearly not acceptable

320

00:20:33.535 --> 00:20:37.995

or reasonable to expect the sort of fallback position to be

321

00:20:37.995 --> 00:20:41.195

that local, local individuals are expected

322

00:20:41.255 --> 00:20:42.435

to report breaches.

323

00:20:42.635 --> 00:20:43.995

I mean, clearly we,

324

00:20:44.055 --> 00:20:46.715

we would welcome the circumstance in which if we do, um,

325

00:20:46.985 --> 00:20:50.965

report any issues, um, they are addressed by the applicant

326

00:20:50.995 --> 00:20:52.925

through the CTMP in the forum.

327

00:20:53.465 --> 00:20:57.005

Um, but I think any, any sense that there needs

328

00:20:57.005 --> 00:21:01.405

to be a reliance on local reporting of, of breaches

329

00:21:01.425 --> 00:21:04.205

of HGV arrangements isn't satisfactory.

330

00:21:04.365 --> 00:21:06.165

I mean, people are not standing

331

00:21:06.165 --> 00:21:07.725

around in Hing Sea High Street

332

00:21:07.825 --> 00:21:10.525

or in Station Road, in Water Beach

333

00:21:10.625 --> 00:21:13.605

or in other parts of the non-strategic network.

334

00:21:14.225 --> 00:21:16.645

You'll even necessarily be aware, um,

335

00:21:16.835 --> 00:21:18.525

that those breaches are taking place.

336

00:21:19.105 --> 00:21:20.105

Um,

337

00:21:20.825 --> 00:21:24.285

Are you, um, satisfied with the

338

00:21:25.215 --> 00:21:29.445

mechanisms set out in the application documentation

339

00:21:29.665 --> 00:21:33.005

for monitoring and that they will be sufficient

340

00:21:33.105 --> 00:21:35.125

to remedy any breaches?

341

00:21:38.005 --> 00:21:41.375

I mean, clearly, so that as you'll know, that, I mean,

342

00:21:41.585 --> 00:21:44.455

these tend to be after the event forms of, of,

343

00:21:44.555 --> 00:21:45.735

of enforcement.

344

00:21:45.895 --> 00:21:48.495

I mean, clearly if a breach takes place

345

00:21:48.515 --> 00:21:51.015

and it's picked up by the APRs, um,

346

00:21:51.595 --> 00:21:54.495

and is then reported to the forum, clearly there's a,

347

00:21:54.735 --> 00:21:56.975

a question in our mind about the extent

348

00:21:56.975 --> 00:21:58.895

to which there will then be any

349

00:21:59.475 --> 00:22:01.575

action taken against the Holers

350

00:22:01.635 --> 00:22:05.655

or anybody else involved in the process, um, in order to

351

00:22:07.405 --> 00:22:09.095

make sure that it doesn't happen again.

352

00:22:09.475 --> 00:22:12.175

Um, clearly it's unsatisfactory if it happens at all,

353

00:22:12.175 --> 00:22:14.455

because it can't, in a sense, be made good

354

00:22:15.675 --> 00:22:19.335

by a future commitment to not breaching those arrangements.

355

00:22:19.835 --> 00:22:21.415

So clearly we're concerned about that.

356

00:22:21.575 --> 00:22:23.535

I think we're also concerned,

357

00:22:23.535 --> 00:22:25.095

and you mentioned it sir minute

358

00:22:25.095 --> 00:22:28.895

or two ago in relation to Haunting Sea, that

359

00:22:29.485 --> 00:22:32.575

certainly the implementation of the CTMP

360

00:22:32.575 --> 00:22:36.175

and this forum, I think should include representatives from

361

00:22:36.325 --> 00:22:39.255

Hing Sea Community by the Parish Council

362

00:22:39.355 --> 00:22:41.055

or another organization.

363

00:22:41.555 --> 00:22:45.135

Um, 'cause while clearly a significant part

364

00:22:45.135 --> 00:22:46.935
of ING Sea Parish is used

365

00:22:46.935 --> 00:22:49.415
as construction routes in any event, um,

366

00:22:49.675 --> 00:22:52.615
but also clearly there are all these matters

367

00:22:52.615 --> 00:22:54.735
around rerouting, um, and,

368

00:22:54.835 --> 00:22:59.535
and possible breaches, which we feel do need to be

369

00:23:00.265 --> 00:23:03.775
taken into account as part of that, that monitoring process.

370

00:23:04.395 --> 00:23:05.665
Um, and,

371

00:23:05.685 --> 00:23:09.625
and that, that that monitoring process is, is transparent

372

00:23:09.885 --> 00:23:12.985
and involves local community, preferably through membership

373

00:23:12.985 --> 00:23:16.465
of that group, not just through publication

374

00:23:16.485 --> 00:23:18.625
of occasional minutes of a forum meeting

375

00:23:20.005 --> 00:23:21.225
on a website somewhere,

376

00:23:22.825 --> 00:23:27.225
Bearing in mind the need for any response

377

00:23:27.365 --> 00:23:29.145

to breaches to be proportionate

378

00:23:29.805 --> 00:23:33.865

and that there may well be a mistake made by, made

379

00:23:33.965 --> 00:23:37.225

by a driver or an emergency that they have to avoid.

380

00:23:38.925 --> 00:23:41.585

How would you do things differently?

381

00:23:45.785 --> 00:23:48.085

I'm, I'm not particularly concerned, sir, about

382

00:23:48.725 --> 00:23:51.125

occasional, you know, the very occasional

383

00:23:51.855 --> 00:23:55.205

rogue glory driver, if I call it that, um, who, who

384

00:23:56.685 --> 00:23:57.805

mistakenly takes a route.

385

00:23:57.925 --> 00:24:00.925

I think what we're, what we're obviously concerned about is

386

00:24:00.925 --> 00:24:04.885

if there's any connivance between, um, the applicant

387

00:24:05.105 --> 00:24:09.405

and those undertaking the construction contract that

388

00:24:09.985 --> 00:24:12.845

allows there to be either repeated breaches of, of,

389

00:24:13.025 --> 00:24:14.805

of those arrangements.

390

00:24:15.345 --> 00:24:17.045

Um, I'm aware

391

00:24:17.045 --> 00:24:19.725

because I've worked on other very large infrastructure

392

00:24:19.725 --> 00:24:20.845

projects, HSS two

393

00:24:20.845 --> 00:24:24.045

and so on, um, that, you know, we've had very,

394

00:24:24.045 --> 00:24:28.365

very stringent arrangements contractually, um, with all

395

00:24:30.365 --> 00:24:31.915

involved project.

396

00:24:35.295 --> 00:24:38.125

There are limiting to which you've got third party suppliers

397

00:24:38.285 --> 00:24:40.525

bringing materials to site so on, um,

398

00:24:40.615 --> 00:24:43.365

which aren't always covered by the primary

399

00:24:43.885 --> 00:24:45.765

contract arrangements that are made with the,

400

00:24:45.945 --> 00:24:47.005

the principal contractor

401

00:24:47.065 --> 00:24:49.965

and through them to groundworks contractors, for example.

402

00:24:50.545 --> 00:24:53.965

Um, and it, it's clearly a matter of, you know,

403

00:24:54.635 --> 00:24:56.685

good professional practice and it's quite difficult.

404

00:24:57.185 --> 00:25:00.565

The words and the CTMP will be helpful and,

405

00:25:00.625 --> 00:25:03.485

and clearly a commitment on behalf of the applicant

406

00:25:03.485 --> 00:25:07.125

that they will, um, enforce breaches against, um,

407

00:25:08.235 --> 00:25:11.605

against, um, suppliers who, who misbehave.

408

00:25:11.825 --> 00:25:14.725

Um, it's probably as far as we can get in, in documentation.

409

00:25:15.005 --> 00:25:16.205

I accept that. Thank

410

00:25:16.205 --> 00:25:17.205

You. Well, I'll come back to

411

00:25:17.205 --> 00:25:18.125

the applicant in a minute,

412

00:25:18.185 --> 00:25:21.765

but could I invite some views from Cambridge County Council

413

00:25:21.765 --> 00:25:23.365

because they are the relevant authority

414

00:25:23.555 --> 00:25:25.525

that would be enforcing this

415

00:25:30.715 --> 00:25:32.385

David Cambridge County Council?

416

00:25:32.925 --> 00:25:37.875

Um, yes, we, We've had, um,

417

00:25:38.555 --> 00:25:40.755

previously some comments on the CTMP,

418

00:25:40.815 --> 00:25:44.035
but we believe that it's, uh, it,

419

00:25:44.135 --> 00:25:45.715
it it's containing the outline.

420

00:25:45.875 --> 00:25:49.075
CT MP is, is containing, uh, the, the,

421

00:25:49.255 --> 00:25:50.675
the framework that's required.

422

00:25:51.295 --> 00:25:55.565
Um, I think, I think we're on matters of, uh, of,

423

00:25:55.665 --> 00:25:59.165
of detail within it, within it for the controls, um,

424

00:25:59.425 --> 00:26:04.205
and to assure have the, in ensure that, uh,

425

00:26:04.595 --> 00:26:08.365
when as described, uh, there are instances where

426

00:26:08.875 --> 00:26:11.125
traffic's not following the route that the,

427

00:26:11.275 --> 00:26:14.445
that action is taken, uh, that it's transparent and,

428

00:26:14.505 --> 00:26:17.765
and parties like ourselves have, have sight of, uh,

429

00:26:17.785 --> 00:26:19.125
the monitoring, et cetera.

430

00:26:19.225 --> 00:26:22.325
So, and I think, uh, we'll continue discussions with the,

431

00:26:22.425 --> 00:26:25.365

the applicants on that to, um, uh,

432

00:26:25.865 --> 00:26:28.045

ensure the CTMP has all those measures.

433

00:26:28.355 --> 00:26:30.765

This is one of the things that, um, we'd like you

434

00:26:30.765 --> 00:26:34.045

to address in the table I mentioned earlier in relation

435

00:26:34.065 --> 00:26:38.645

to mitigation plans that you are happy, it'll be clear

436

00:26:38.755 --> 00:26:40.445

what you need to put in that table,

437

00:26:40.585 --> 00:26:44.325

but that you are happy as an authority that you've got the,

438

00:26:44.905 --> 00:26:48.805

um, the mechanisms to enforce where necessary,

439

00:26:49.665 --> 00:26:51.365

um, applicant.

440

00:26:51.415 --> 00:26:55.205

Could I ask you whether you have any reflections on what Mr.

441

00:26:55.355 --> 00:26:57.885

Gild has said, whether there's any way you can

442

00:26:58.925 --> 00:27:00.045

strengthen your commitment

443

00:27:00.665 --> 00:27:03.925

and, um, whether you have any other comments on, um,

444

00:27:04.385 --> 00:27:05.965

enforceability and so on?

445

00:27:08.675 --> 00:27:11.235

I, I think Mr. May wishes to,

446

00:27:11.335 --> 00:27:14.315

but sorry, um, Ms. Marshall had her hand up.

447

00:27:14.315 --> 00:27:15.835

Shall we take the National Highways?

448

00:27:15.895 --> 00:27:16.915

Yes, of course. Yes, point first,

449

00:27:16.975 --> 00:27:18.635

and you can wrap everything up afterwards.

450

00:27:19.325 --> 00:27:21.955

Thank you, sir. Sarah Marshall for National Highways.

451

00:27:22.455 --> 00:27:26.835

Um, there may be, I'm just looking at, um,

452

00:27:29.695 --> 00:27:33.645

there may be short term maintenance on the strategic road

453

00:27:33.645 --> 00:27:36.165

network with strategic diversions.

454

00:27:37.105 --> 00:27:39.405

Um, it's just been confirmed to me

455

00:27:39.405 --> 00:27:42.565

that these diversions would be nighttime only.

456

00:27:43.025 --> 00:27:47.125

Um, anything off the a 14 junction 33

457

00:27:47.125 --> 00:27:50.645

and Junction 35 would impact the access off the

458

00:27:51.275 --> 00:27:55.125

eastbound a 14 junction 34 collaboration

459

00:27:55.125 --> 00:27:56.885

of access requirements would be implemented

460

00:27:57.225 --> 00:27:59.765

to mitigate any access issues.

461

00:28:00.225 --> 00:28:01.225

Um,

462

00:28:02.005 --> 00:28:03.345

And presumably that would be dealt with

463

00:28:03.345 --> 00:28:04.425

through your booking team

464

00:28:04.965 --> 00:28:06.705

And yes, you've, you've, yes.

465

00:28:06.765 --> 00:28:10.265

You, you've, yes. Um, so it's night,

466

00:28:10.265 --> 00:28:12.705

generally nighttime only closures

467

00:28:13.245 --> 00:28:14.785

unless there is a major incident,

468

00:28:14.885 --> 00:28:17.425

but they are obviously by the nature unpredictable.

469

00:28:17.675 --> 00:28:18.985

Thank you. Thank you, sir.

470

00:28:19.375 --> 00:28:22.745

Back to the applicant. Thank you, sir.

471

00:28:22.745 --> 00:28:24.465

Paul, may for the applicant, I think it's just worth

472

00:28:24.995 --> 00:28:27.825

reflecting on how these measures secured through the DCO

473

00:28:27.825 --> 00:28:29.425

and the consequences of non-compliance.

474

00:28:30.125 --> 00:28:34.825

Um, firstly, the, the, the CTMP, uh,

475

00:28:34.825 --> 00:28:36.625

that's submitted at the moment is an outline,

476

00:28:36.625 --> 00:28:39.905

which is referred to in requirement nine as forming, uh,

477

00:28:39.905 --> 00:28:43.705

as pulling part of the, um, one of the documents to, uh,

478

00:28:43.845 --> 00:28:46.425

to be referred to in, uh, in the Kemp.

479

00:28:47.255 --> 00:28:50.305

That in due course will be developed into a detailed

480

00:28:51.145 --> 00:28:53.665

CTMP on a phase by phase basis.

481

00:28:54.045 --> 00:28:58.945

And so some of the, uh, the precise measures relating

482

00:28:58.945 --> 00:29:03.025

to specific areas and specific sections of work, uh,

483

00:29:03.245 --> 00:29:07.705

can clearly be picked up in, uh, those detailed plans, uh,

484

00:29:07.765 --> 00:29:09.305

for each phase as and when, uh,

485

00:29:09.305 --> 00:29:10.425

as and when they come forward.

486

00:29:11.165 --> 00:29:15.465

And, and, and secondly, this isn't some, um, sort of

487

00:29:16.015 --> 00:29:17.905

throwaway plan that we're putting in here.

488

00:29:18.245 --> 00:29:21.065

The, the, the consequences of not complying

489

00:29:21.295 --> 00:29:23.345

with the plan would be a breach of the order

490

00:29:23.725 --> 00:29:25.665

and a breach of the order is a criminal offense.

491

00:29:25.805 --> 00:29:29.665

So there is an onus certainly on, uh, the applicants

492

00:29:29.665 --> 00:29:32.665

and developers of schemes to ensure, uh, as,

493

00:29:32.765 --> 00:29:36.945

as best they can, uh, that their contractors comply with,

494

00:29:37.085 --> 00:29:38.425

uh, with its requirements.

495

00:29:39.645 --> 00:29:42.485

And that point about being a criminal offense, does

496

00:29:42.485 --> 00:29:46.005

that apply only to what's on the face of the order

497

00:29:46.105 --> 00:29:49.205

or what sits behind it in the certified documents?

498

00:29:49.835 --> 00:29:53.245

Well, if there is an obligation to comply with a document

499

00:29:53.585 --> 00:29:56.525

that's submitted under the terms of the order, a failure

500

00:29:56.625 --> 00:29:59.805

to comply with effectively a requirement

501

00:30:00.335 --> 00:30:03.525

would fall within the same, um, uh,

502

00:30:03.665 --> 00:30:05.165

the same ambit as a breach of an order.

503

00:30:05.495 --> 00:30:05.925

Thank you,

504

00:30:14.325 --> 00:30:15.325

Sir. I'd just like

505

00:30:15.325 --> 00:30:16.785

to come in here as well to

506

00:30:17.565 --> 00:30:21.705

refute the suggestion that's been made of connivance,

507

00:30:22.405 --> 00:30:24.505

um, Ang water.

508

00:30:24.885 --> 00:30:28.945

Um, I, I must stress would have no intention

509

00:30:29.605 --> 00:30:32.425

of conniving in the, in the way suggested.

510

00:30:33.005 --> 00:30:34.705

Um, yes, they are a company,

511

00:30:34.725 --> 00:30:36.465

but they carry out public functions.

512

00:30:37.045 --> 00:30:40.625

Um, they are generally answerable as, um, to

513

00:30:40.625 --> 00:30:42.505

that extent a quasi-public body.

514

00:30:43.165 --> 00:30:46.345

Um, their reputation is important to them.

515

00:30:47.085 --> 00:30:51.825

Uh, also, uh, if there were some major problem, as Mr.

516

00:30:52.315 --> 00:30:55.945

Gilda is hypothesizing, I have no doubt that

517

00:30:55.945 --> 00:30:57.425

that would be brought to the attention

518

00:30:57.445 --> 00:30:58.625

of the local authorities.

519

00:30:59.125 --> 00:31:02.265

Uh, who would in turn, um, bring it to the attention

520

00:31:02.365 --> 00:31:03.665

of Anglican water.

521

00:31:04.325 --> 00:31:08.385

Um, there's clearly going to be ongoing liaison, uh, both

522

00:31:08.385 --> 00:31:11.265

with the local community and with the local authorities.

523

00:31:11.805 --> 00:31:16.585

Um, so there are plenty of roots, uh, there

524

00:31:16.845 --> 00:31:20.505

for, um, discussing any problems that creep in.

525

00:31:20.925 --> 00:31:24.385

But as I say, I, I wish publicly on behalf of my client

526

00:31:24.965 --> 00:31:28.545

to refute the half suggestion of connivance.

527

00:31:29.035 --> 00:31:31.145

Thank you. The, one of the points, um,

528

00:31:31.585 --> 00:31:33.665

I picked up from Mr.

529

00:31:34.335 --> 00:31:37.705

Gilda's submission there was the use of subcontractors

530

00:31:38.325 --> 00:31:42.225

and whether the obligation would flow down

531

00:31:42.325 --> 00:31:46.785

to the subcontractors that weren't directly appointed by Ang

532

00:31:46.785 --> 00:31:49.745

and Water or the, the lead contractor.

533

00:31:52.685 --> 00:31:55.545

I'm, I'm hearing a firm yes. Uh, from Mr.

534

00:31:55.805 --> 00:31:59.585

Dexter behind me in answer to, to you, sir, if you wish him

535

00:31:59.585 --> 00:32:02.665

to come to the microphone to say that himself, he can.

536

00:32:03.325 --> 00:32:07.505

Um, and then also the legal position is

537

00:32:07.565 --> 00:32:09.465

as set out by, uh, Mr.

538

00:32:09.735 --> 00:32:11.425

Male, uh, in terms of

539

00:32:11.985 --> 00:32:14.825

angling water's ultimate responsibility for these things.

540

00:32:15.035 --> 00:32:17.505

Thank you. I wonder if that could be made clearer in the

541

00:32:17.705 --> 00:32:19.625

documents that it would apply to contractors

542

00:32:19.925 --> 00:32:21.265

and subcontractors.

543

00:32:22.045 --> 00:32:26.905

Um, it's, it's probably a, a point that would be,

544

00:32:27.085 --> 00:32:29.625

um, be mirrored contracts or,

545

00:32:30.205 --> 00:32:33.625

or something that, um, we don't need to concern ourselves

546

00:32:33.625 --> 00:32:36.785

with, but it could give a wider reassurance to people.

547

00:32:37.465 --> 00:32:39.325

I, I'm sure. Thank you. I'm sure, sure, that

548

00:32:39.545 --> 00:32:40.545

Can be done. So I'm looking

549

00:32:40.545 --> 00:32:41.885

at Mr. Male,

550

00:32:42.395 --> 00:32:44.885

Well, I, I, thanks Sir Paul May for the applicant.

551

00:32:45.005 --> 00:32:46.365

I think, I think we're in the realms of who,

552

00:32:46.505 --> 00:32:48.685

who has the benefit of the burden of A DCO there?

553

00:32:49.005 --> 00:32:50.365

I think possibly the way, the thing

554

00:32:50.365 --> 00:32:53.925

that we could look at our specific obligations within, uh,

555

00:32:54.145 --> 00:32:56.325

the ced, the CTMP, as to

556

00:32:56.325 --> 00:32:58.365

how this relationships works between Anglia.

557

00:32:58.515 --> 00:33:02.315

That was my intention when I made that request there. Yes.

558

00:33:02.365 --> 00:33:03.875

Thank you. Ms. Cotton?

559

00:33:07.025 --> 00:33:09.525

Yes. Hello, Liz Cotton, a local resident.

560

00:33:09.645 --> 00:33:12.285

I just wanted to make a comment on behalf of, uh,

561

00:33:12.285 --> 00:33:16.605

local residents, but particularly, uh, parents, um, uh,

562

00:33:16.605 --> 00:33:19.245

living in the villages of Horing and Fenden.

563

00:33:19.245 --> 00:33:23.645

There is of course, uh, uh, very close to, uh, junction 34.

564

00:33:23.985 --> 00:33:26.245

The local primary school, which serves the children

565

00:33:26.265 --> 00:33:30.485

of Horing and Fenden and young children will be walking

566

00:33:30.625 --> 00:33:33.325

and cycling, sometimes unaccompanied to the school.

567

00:33:33.825 --> 00:33:34.885

And, um,

568

00:33:35.465 --> 00:33:39.005

and I am very glad that, uh, traffic is being taken

569

00:33:39.225 --> 00:33:42.845

so seriously, but that it is, um, important that we,

570

00:33:43.025 --> 00:33:44.445

we bear in mind actually what's

571

00:33:44.445 --> 00:33:45.525

happening on the ground at the moment.

572

00:33:45.985 --> 00:33:48.685

Uh, there are traffic lights on the Horing Sea Road

573

00:33:48.685 --> 00:33:50.845

because they're widening the, uh, cycle path

574

00:33:50.905 --> 00:33:53.325

and the traffic is completely backed up already.

575

00:33:53.505 --> 00:33:58.165

Um, so it's already a very, uh, um, a lot of, uh,

576

00:33:58.395 --> 00:34:00.325

traffic weight on that road.

577

00:34:00.545 --> 00:34:04.365

Um, but, uh, um, we must, uh, consider the young people

578

00:34:04.385 --> 00:34:06.405

who don't have a voice here who will be,

579

00:34:06.465 --> 00:34:07.645

uh, walking to school.

580

00:34:08.225 --> 00:34:10.285

Um, I just wanted to make that point. Thank you very

581

00:34:10.285 --> 00:34:11.285

Much. Thank you. It's, it's not on

582

00:34:11.285 --> 00:34:12.365

the agenda today,

583

00:34:12.365 --> 00:34:15.445

but there is quite a lot of information in the application

584

00:34:16.325 --> 00:34:20.365

relating to how, um, consideration would be given

585

00:34:20.385 --> 00:34:22.405

to all users of Hoing Zeroed

586

00:34:22.505 --> 00:34:25.405

and the, the shared footpath and cycle path.

587

00:34:25.945 --> 00:34:28.925

Um, we did see those roadworks when we did our unaccompanied

588

00:34:28.955 --> 00:34:30.165

site inspection as well.

589

00:34:30.785 --> 00:34:33.525

Um, but I believe there won't be any overlap

590

00:34:33.915 --> 00:34:37.085

with those works and the, the construction.

591

00:34:37.185 --> 00:34:39.325

Can Cambridge County Council confirm that,

592

00:34:44.745 --> 00:34:46.325

Uh, David Carver, Cambridge County Council?

593

00:34:46.465 --> 00:34:49.045

Yes. Um, the, the, the, the works that are,

594

00:34:49.345 --> 00:34:52.165

are currently underway are, are, are gonna be separate

595

00:34:52.265 --> 00:34:54.565

to then the improvements that the applicant are gonna make

596

00:34:54.585 --> 00:34:56.565

to, um, closer to their access

597

00:34:56.585 --> 00:34:58.445

and the bridge itself, that that's separate.

598

00:34:58.785 --> 00:35:01.605

So will they be, my understanding is anyway,

599

00:35:01.605 --> 00:35:02.885

they would be cleared off

600

00:35:03.665 --> 00:35:07.045

before the applicant commences works, is that correct?

601

00:35:07.705 --> 00:35:10.605

Yes. Uh, I, well, I I could confirm that,

602

00:35:10.665 --> 00:35:12.845

but I believe the, the programs won't overlap.

603

00:35:13.335 --> 00:35:16.805

Thank you. Um, and just going back to Ms.

604

00:35:17.165 --> 00:35:19.485

Ter, there are, um, controls on,

605

00:35:20.185 --> 00:35:24.365

I'm at the moment, I'm listening to the specific hearing.

606

00:35:25.195 --> 00:35:26.845

There's, there's controls on the hours

607

00:35:26.845 --> 00:35:28.285
of work along that corridor.

608

00:35:28.945 --> 00:35:31.685
Um, but if you do have any further questions, of course,

609

00:35:31.685 --> 00:35:35.085
please do submit or any comments, rather submit them to us

610

00:35:35.225 --> 00:35:36.365
and we can take them into account.

611

00:35:37.735 --> 00:35:42.675
Thank you. The point we touched on

612

00:35:42.675 --> 00:35:47.435
earlier, and, um, you said that it's, it's still

613

00:35:47.435 --> 00:35:50.555
to be resolved is the potential use of the Hall Road

614

00:35:50.625 --> 00:35:53.435
through the Water Beach Newtown development.

615

00:35:57.215 --> 00:36:02.175
Why is that, um, taking

616

00:36:02.315 --> 00:36:06.245
so long to get clarity on,

617

00:36:06.575 --> 00:36:08.125
would we have clarity on it

618

00:36:08.125 --> 00:36:10.085
before we we close the examination?

619

00:36:15.945 --> 00:36:19.765
So others, I'm sure can talk about the conversations which

620

00:36:19.765 --> 00:36:23.045

have taken place, which I've not been involved with,

621

00:36:23.185 --> 00:36:24.445

but others have.

622

00:36:25.025 --> 00:36:30.005

But so the short point is that, that that project it's,

623

00:36:30.225 --> 00:36:31.605

is not under our control

624

00:36:32.425 --> 00:36:37.165

and, um, it, it's is very much up for that developer

625

00:36:37.825 --> 00:36:41.365

to decide about their own programming and so forth.

626

00:36:42.065 --> 00:36:45.205

Um, so I, I would just like to add,

627

00:36:45.225 --> 00:36:47.645

and it might be helpful to bring in Mr.

628

00:36:48.105 --> 00:36:52.445

Andrew Pryor, uh, on screen here, um,

629

00:36:53.485 --> 00:36:58.045

a about this whole Water Beach Hoing sea discussion, um,

630

00:36:58.265 --> 00:37:01.845

it, it is important to bear in mind that the

631

00:37:02.645 --> 00:37:07.485

construction traffic, um, programmed to propose

632

00:37:07.485 --> 00:37:10.645

to go through Water Beach is, um, limited

633

00:37:10.985 --> 00:37:12.445

to dealing with the pipeline.

634

00:37:12.515 --> 00:37:15.605

It's, it's not the main site construction traffic.

635

00:37:17.745 --> 00:37:20.965

And so with respect, it's just important that we bear

636

00:37:20.965 --> 00:37:24.725

that in mind, um, when considering, uh, those

637

00:37:25.805 --> 00:37:28.485

questions, uh, between those two places.

638

00:37:29.305 --> 00:37:31.525

But, um, so it, it may be that Mr.

639

00:37:31.865 --> 00:37:36.445

Andrew Pryor wants to say a little more about that and

640

00:37:36.465 --> 00:37:37.525

or might be able

641

00:37:37.525 --> 00:37:39.565

to say a little bit more about your question on

642

00:37:39.585 --> 00:37:40.645

the whole road.

643

00:37:40.895 --> 00:37:42.365

Thank you, Mr. Pryor.

644

00:37:43.615 --> 00:37:45.685

Thank you, sir. Um, good, good morning.

645

00:37:45.685 --> 00:37:46.845

Andrew Pryor for the applicant.

646

00:37:47.025 --> 00:37:49.245

Uh, just to provide a little bit of historical context

647

00:37:49.465 --> 00:37:53.685

for you, um, and, uh, panel members on that decision, um,

648

00:37:54.265 --> 00:37:57.445

to take construction traffic away from Horing Sea Village,

649

00:37:57.945 --> 00:37:59.685

um, it was a very clear

650

00:38:00.205 --> 00:38:04.125

consultation commitment made very early on, um, in,

651

00:38:04.125 --> 00:38:05.725

in discussion, those are recorded in,

652

00:38:05.745 --> 00:38:08.205

in the consultation reports, which, which, you know,

653

00:38:08.205 --> 00:38:12.085

company are the, the application that acceptance, um, the,

654

00:38:12.105 --> 00:38:16.685

the main driver there was that, uh, most of the impacts

655

00:38:16.685 --> 00:38:19.805

of traffic at Water Beach would occur regardless

656

00:38:19.865 --> 00:38:22.765

of whether you accessed via the A 10 or the A 14.

657

00:38:23.115 --> 00:38:24.445

It's that very, um,

658

00:38:25.075 --> 00:38:27.245

congested section within, within the village.

659

00:38:27.785 --> 00:38:31.605

Um, it's about five kilometers up there up through

660

00:38:32.165 --> 00:38:35.965

Horsley Road, um, which wouldn't really take much.

661

00:38:36.225 --> 00:38:39.795

Um, would, would increase impacts on Horsy Village,

662

00:38:39.895 --> 00:38:42.595

but not decrease those impacts on on Water Beach Village.

663

00:38:42.595 --> 00:38:44.515

Those, those Village PI pinch points were

664

00:38:44.515 --> 00:38:45.715

the, were the key points.

665

00:38:45.735 --> 00:38:49.595

So we did look at that balance when we heard from the

666

00:38:49.595 --> 00:38:52.635

consultation responses from Horsy Parish Council,

667

00:38:52.705 --> 00:38:54.755

safe Honey Hill and other Horsy residents,

668

00:38:55.055 --> 00:38:58.315

and made that commitment very early on that there was very,

669

00:38:58.575 --> 00:39:02.315

um, little benefit to be had rooting that pipeline traffic,

670

00:39:02.895 --> 00:39:05.395

um, up north along Horsy Road.

671

00:39:05.835 --> 00:39:08.355

I think it's worth also just sort of emphasizing there that,

672

00:39:08.665 --> 00:39:11.875

that the point that, um, Ms. Ellis just flagged up is that,

673

00:39:11.935 --> 00:39:16.315

um, the pipeline work is relatively light compared

674

00:39:16.315 --> 00:39:17.355

to the main site works,

675

00:39:18.015 --> 00:39:20.235

and there was an awful lot going on at Water Beach.

676

00:39:20.255 --> 00:39:22.035

We were aware of that and, and the challenges

677

00:39:22.035 --> 00:39:23.235

that presents residents,

678

00:39:23.575 --> 00:39:25.755

but in terms of those cumulative effects

679

00:39:25.755 --> 00:39:28.955

of all those traffic, um, uh, coming from the,

680

00:39:29.335 --> 00:39:32.395

the housing development, from the station development

681

00:39:32.395 --> 00:39:34.195

and from ourselves, our contribution

682

00:39:34.195 --> 00:39:35.835

to those cumulative impacts is very small.

683

00:39:35.835 --> 00:39:39.075

This is minor pipeline work through those access points to,

684

00:39:39.135 --> 00:39:40.155

to the east of the village.

685

00:39:40.455 --> 00:39:42.075

So that was why that commitment was made.

686

00:39:42.115 --> 00:39:44.035

I hope that sort of just provides you with a bit

687

00:39:44.035 --> 00:39:45.635

of background that, um, some

688

00:39:45.635 --> 00:39:48.235

of the high risk team weren't able to, to provide you with.

689

00:39:49.365 --> 00:39:50.475

Thank you. Um,

690

00:39:51.815 --> 00:39:55.595

but if traffic did go through Hoing Z wouldn't you avoid

691

00:39:56.695 --> 00:39:59.915

the road, sorry, the Denny End Road Junction,

692

00:39:59.925 --> 00:40:02.075

which has been identified as problematic.

693

00:40:02.415 --> 00:40:06.075

The, the junction we discussed earlier, which is, um,

694

00:40:06.785 --> 00:40:11.675

high Street, Ann Road wouldn't

695

00:40:11.735 --> 00:40:15.035

and the, the related conservation area, you wouldn't need

696

00:40:15.035 --> 00:40:16.355

to put traffic through there, would you?

697

00:40:16.865 --> 00:40:18.315

That that that's right. That access,

698

00:40:18.315 --> 00:40:20.435

that subtly access point would be avoided.

699

00:40:20.855 --> 00:40:23.395

You would have the problem of Clay Hive Bridge, which, um,

700

00:40:23.885 --> 00:40:26.555

which Safe Honey Hill discussed like earlier as well, that,

701

00:40:26.555 --> 00:40:28.075

that, that bend there as well.

702

00:40:28.135 --> 00:40:31.555

So it's, it's a five kilometer route up from Horningsea

703

00:40:31.825 --> 00:40:34.235

that way rather compared to the two kilometer route

704

00:40:34.235 --> 00:40:36.955

through from the A 10 across to those points.

705

00:40:36.975 --> 00:40:38.835

So it is a significantly longer route.

706

00:40:39.255 --> 00:40:41.435

Um, we can look at that if we feel that's,

707

00:40:41.695 --> 00:40:43.955

that's adequate mitigation to route up there,

708

00:40:43.975 --> 00:40:47.075

but we did make that strong commitment to, to Hornings

709

00:40:47.075 --> 00:40:49.555

and felt the balance was appropriate at, at the time.

710

00:40:51.365 --> 00:40:53.425

So is it, would it be correct to say

711

00:40:53.455 --> 00:40:55.545

that it was a response to

712

00:40:56.155 --> 00:40:58.785

objections from the village people in the village,

713

00:40:59.085 --> 00:41:01.425

the parish council? Um,

714

00:41:01.505 --> 00:41:03.145

I, I, I wouldn't class it as objections.

715

00:41:03.145 --> 00:41:06.345

We had a very proactive response with, with, with the,

716

00:41:06.345 --> 00:41:07.665

with the team there and, uh,

717

00:41:07.665 --> 00:41:09.865

and with both the Parish Council and Safe Honey Hill

718

00:41:09.865 --> 00:41:12.065

and residents and, and it was agreed very early on.

719

00:41:12.405 --> 00:41:16.105

Um, so it, it, it is a consultation response to I think,

720

00:41:16.105 --> 00:41:17.505

reasonable concerns from,

721

00:41:17.735 --> 00:41:19.825

from our community, local community

722

00:41:20.885 --> 00:41:21.885

At that point.

723

00:41:22.085 --> 00:41:26.825

Um, were, was Water Beach Parish Council similarly,

724

00:41:26.975 --> 00:41:28.105

similarly engaged,

725

00:41:28.805 --> 00:41:32.905

or did they realize even that the, the traffic

726

00:41:33.065 --> 00:41:35.045

for the pipeline would be coming through their village

727

00:41:35.305 --> 00:41:37.005

as an alternative to Hoing Z?

728

00:41:37.865 --> 00:41:40.085

Um, they were, they were engaged,

729

00:41:40.145 --> 00:41:43.925

but I, I don't think, um, the level of engagement was

730

00:41:43.925 --> 00:41:46.805

as high as Hoing Z and I, I, I think I take your point

731

00:41:46.805 --> 00:41:48.365

that they may not have even realized the level

732

00:41:48.425 --> 00:41:49.685

of work up there,

733

00:41:49.685 --> 00:41:53.445

because that didn't emerge until consultation two, uh,

734

00:41:53.595 --> 00:41:56.525

that said at the, uh, the subsequent consultations,

735

00:41:56.545 --> 00:41:58.005

we didn't ever hear anyone saying

736

00:41:58.035 --> 00:41:59.925

that we should be using Haringey Road

737

00:42:00.385 --> 00:42:02.165

to access the south of Water Beach.

738

00:42:02.385 --> 00:42:03.885

And we, we'd never, we'd never had

739

00:42:03.885 --> 00:42:05.405

that response back saying, can you,

740

00:42:05.585 --> 00:42:06.965

can you balance those two routes?

741

00:42:06.965 --> 00:42:10.365

So we continued with, um, with, with the commitment

742

00:42:10.365 --> 00:42:11.365
to avoid hosley.

743

00:42:12.455 --> 00:42:15.925
Thank you. So would it be useful just

744

00:42:15.925 --> 00:42:18.005
to talk about the, the Hall Road very, very briefly?

745

00:42:18.465 --> 00:42:22.445
Um, yes, please. In, in, in a, in an ideal world, yes,

746

00:42:22.665 --> 00:42:24.725
we would, uh, use a hall road

747

00:42:24.725 --> 00:42:27.445
that was being used in association with other development.

748

00:42:27.475 --> 00:42:30.525
However, the timeframe for those developments is unclear.

749

00:42:30.825 --> 00:42:32.205
The associated land rights

750

00:42:32.205 --> 00:42:33.685
with those would be unclear as well.

751

00:42:34.025 --> 00:42:37.005
So we would very much like to explore that through the,

752

00:42:37.005 --> 00:42:38.125
through the CTMP.

753

00:42:38.125 --> 00:42:41.125
And if there are at the time, the ability to use that route,

754

00:42:41.585 --> 00:42:43.285
um, we would discuss that with the council

755

00:42:43.345 --> 00:42:45.205

and with the owners of that hall route

756

00:42:45.225 --> 00:42:46.765

and see if there was access to it.

757

00:42:47.025 --> 00:42:48.925

But it is only just an option.

758

00:42:48.955 --> 00:42:51.405

It's nothing that could, could be secured under the DCO

759

00:42:51.405 --> 00:42:54.125

because of the, um, uncertainties associated

760

00:42:54.195 --> 00:42:56.005

with their development timeframe.

761

00:42:57.055 --> 00:43:01.405

Thank you. And given that it's outside of the Order land,

762

00:43:02.745 --> 00:43:04.965

um, and as you've just said,

763

00:43:05.025 --> 00:43:07.445

we couldn't secure it under A DCO,

764

00:43:08.235 --> 00:43:11.765

what weight do you think we can recommend to the Secretary

765

00:43:11.765 --> 00:43:14.125

of State in relation to that as an alternative?

766

00:43:15.005 --> 00:43:17.165

I, I, I would suggest, uh, there's very little weight

767

00:43:17.275 --> 00:43:18.605

that you could place on that.

768

00:43:18.665 --> 00:43:20.405

It, it's an option we'd like to explore,

769

00:43:20.405 --> 00:43:24.525

but there's, uh, other barriers to, to doing that as well.

770

00:43:24.525 --> 00:43:25.925

As you've pointed out both consent

771

00:43:26.065 --> 00:43:29.285

and, um, uh, uh, land rights.

772

00:43:30.735 --> 00:43:34.805

Thank you. If it was to happen, um,

773

00:43:35.025 --> 00:43:36.845

how would you bring it forward?

774

00:43:36.855 --> 00:43:40.765

Would it be brought forward, for example, um, using the

775

00:43:41.635 --> 00:43:43.445

community liaison process?

776

00:43:43.975 --> 00:43:45.365

Would the county be involved?

777

00:43:45.375 --> 00:43:48.845

Could you, have you had any ideas of how, um,

778

00:43:48.845 --> 00:43:50.645

people could get involved in that?

779

00:43:52.265 --> 00:43:54.075

Yeah, it's a good, a good question, sir.

780

00:43:54.175 --> 00:43:56.075

Um, I mean, I imagine it would be through the,

781

00:43:56.075 --> 00:43:58.435

through the construction traffic management plan for

782

00:43:59.185 --> 00:44:00.275

primarily, and of course,

783

00:44:00.275 --> 00:44:02.435

there's not a public engagement element of that,

784

00:44:02.935 --> 00:44:04.235

so we could consider that

785

00:44:04.235 --> 00:44:05.835

through the community engagement process.

786

00:44:06.905 --> 00:44:09.435

Also, given it's, would effectively be reliant on someone

787

00:44:09.495 --> 00:44:12.355

else's consent, I presume that there would be elements

788

00:44:12.355 --> 00:44:14.195

through the public consult consultation

789

00:44:14.255 --> 00:44:15.875

for the detailed planning permission

790

00:44:15.875 --> 00:44:16.995

for that, for that whole road.

791

00:44:17.885 --> 00:44:22.555

Thank you. I realize it's, it's contingent on lots

792

00:44:22.555 --> 00:44:25.195

of things, and it's a, an intention at the moment

793

00:44:25.295 --> 00:44:28.275

to pursue it, but is there any way the application

794

00:44:28.595 --> 00:44:32.765

documentation could reflect, um, your intentions

795

00:44:32.865 --> 00:44:34.805

for engagement should happen so

796

00:44:34.805 --> 00:44:37.925

that the local community would have that comfort

797

00:44:37.995 --> 00:44:39.085

that they would be involved?

798

00:44:40.435 --> 00:44:42.735

Um, so I, I can definitely discuss that

799

00:44:42.735 --> 00:44:46.055

with the Highways team, sort of, I, I would think

800

00:44:46.055 --> 00:44:49.095

that we could introduce something into the construction

801

00:44:49.095 --> 00:44:50.175

traffic management plan

802

00:44:50.175 --> 00:44:52.135

and into the community liaison plan

803

00:44:52.355 --> 00:44:55.695

to flag up the possibility of that, certainly, yes, as long

804

00:44:55.695 --> 00:44:57.935

as it makes clear that that's just an option

805

00:44:57.935 --> 00:44:59.415

that we would have to explore.

806

00:45:00.235 --> 00:45:03.095

Yes. Um, we'll take that away as an action point,

807

00:45:03.195 --> 00:45:05.855

and you can word it and caveat it accordingly.

808

00:45:06.665 --> 00:45:09.375

Thank you, sir. Highlighted It yellow, sir, on my

809

00:45:09.375 --> 00:45:09.815

Notes. Thank

810

00:45:09.815 --> 00:45:10.815

You.

811

00:45:16.725 --> 00:45:20.695

That takes us on to a, a related point about the CTMP

812

00:45:20.955 --> 00:45:23.935

and, um, Cambridge County Council.

813

00:45:23.955 --> 00:45:28.655

If I may, are you happy, um,

814

00:45:29.365 --> 00:45:32.335

that the CTMP would be the mechanism to

815

00:45:33.115 --> 00:45:34.895

enable the construction forum

816

00:45:36.035 --> 00:45:40.215

and also that it would involve representatives from

817

00:45:41.155 --> 00:45:42.455

the affected parishes?

818

00:45:47.755 --> 00:45:49.345

David Ka came, she county council.

819

00:45:49.765 --> 00:45:54.245

Um, we haven't, uh,

820

00:45:54.625 --> 00:45:56.925

raised any issues to suggest otherwise.

821

00:45:57.065 --> 00:46:01.445

So, uh, I think that's the general approach is there,

822

00:46:01.465 --> 00:46:03.645

but I think what I would like to do is take that away

823

00:46:03.645 --> 00:46:05.965

and consult with my colleagues from Highway Authority

824

00:46:06.225 --> 00:46:07.645

and confirm that a deadline for,

825

00:46:08.315 --> 00:46:11.605

Okay, we'll take that as an action point then to, um,

826

00:46:11.635 --> 00:46:14.645

come back to us on the, the mechanism

827

00:46:14.665 --> 00:46:16.365

and whether the county's happy with that.

828

00:46:17.235 --> 00:46:18.775

For the, um, CTMP,

829

00:46:22.005 --> 00:46:24.545

as Mr. Hudson said at the start, we've read through all

830

00:46:24.545 --> 00:46:26.265

of the documents that was submitted.

831

00:46:27.125 --> 00:46:30.225

Um, I just wanted to come over

832

00:46:30.325 --> 00:46:33.505

to Water Beach Parish Council now to see if there is

833

00:46:34.425 --> 00:46:36.145

anything else you'd like to add

834

00:46:36.575 --> 00:46:39.625

because, um, obviously construction is one

835

00:46:39.625 --> 00:46:42.625

of the issues raised in a number of representations.

836

00:46:47.355 --> 00:46:49.945

Thank you, sir. Thank you, sir.

837

00:46:49.945 --> 00:46:51.825

Jane Williams Water Beach Parish Council.

838

00:46:52.325 --> 00:46:54.665

Um, I found the conversations very interesting

839

00:46:54.665 --> 00:46:56.465

because with regard to highways

840

00:46:56.465 --> 00:47:00.465

and the impacts, we have not had the opportunity to consult.

841

00:47:01.045 --> 00:47:04.625

Um, I would also be interested to know where the,

842

00:47:04.725 --> 00:47:07.345

the figures have come from for the cumulative effect

843

00:47:07.405 --> 00:47:09.665

for Water Beach, um, and,

844

00:47:09.685 --> 00:47:13.745

and how, how that is impactful for the, for the combined,

845

00:47:14.005 --> 00:47:17.825

um, the, all the issues that we are facing.

846

00:47:18.725 --> 00:47:20.545

Um, very interesting with regard.

847

00:47:20.545 --> 00:47:23.705

It would be very useful if we could get some sort of, uh,

848

00:47:24.005 --> 00:47:25.345

use of the whole road

849

00:47:25.655 --> 00:47:26.825

because, um, uh,

850

00:47:26.985 --> 00:47:29.925

I dunno if the inspectors have actually visited Water Beach

851

00:47:29.945 --> 00:47:33.085

and to see the actual center and the issues that we have.

852

00:47:33.785 --> 00:47:36.645

Um, again, there are protocols

853

00:47:36.645 --> 00:47:39.885

that South Cams could actually evoke with regard

854

00:47:39.905 --> 00:47:44.285

to actually accessing the A 10, um, to take the, um,

855

00:47:45.405 --> 00:47:49.245

construction traffic across to the RLW site.

856

00:47:49.305 --> 00:47:52.565

But obviously as we're not party to any of those, um,

857

00:47:53.595 --> 00:47:55.085

conversations, um,

858

00:47:55.905 --> 00:47:58.845

and the developers, we, as you know, it's very difficult.

859

00:47:58.865 --> 00:48:01.805

We have two developers of Water Beach, Newtown,

860

00:48:01.985 --> 00:48:03.565

things coming forward at different times.

861

00:48:04.225 --> 00:48:06.965

So, and, and all of this happens north

862

00:48:06.965 --> 00:48:10.485

of mitigations without, yeah, we have consultations

863

00:48:10.545 --> 00:48:11.685

and things, and then let's,

864

00:48:11.815 --> 00:48:13.845

we've got the GCP in the station as well.

865

00:48:14.265 --> 00:48:18.725

So, um, in the, in the mishmash

866

00:48:18.945 --> 00:48:23.805

of it all, it would be good if we would know

867

00:48:23.805 --> 00:48:27.325

what the developers were going, what they're discussing with

868

00:48:27.945 --> 00:48:30.245

the, um, stakeholders and the applicant

869

00:48:30.385 --> 00:48:33.045

and how it could be mitigated

870

00:48:34.455 --> 00:48:37.955

and enforced to the benefits of Water, beach,

871

00:48:37.955 --> 00:48:39.075

parish, and community.

872

00:48:39.515 --> 00:48:40.915

I think that is the overlying thing there.

873

00:48:40.915 --> 00:48:43.795

It doesn't, there seems to be lots of lovely ideas about,

874

00:48:43.795 --> 00:48:45.315

oh, we can do this and we can do that,

875

00:48:45.315 --> 00:48:46.755

and we're gonna add onto it at the end.

876

00:48:47.375 --> 00:48:49.595

Um, but the, the overall, um,

877

00:48:50.355 --> 00:48:52.075

umbrella approach I feel should be taken

878

00:48:52.095 --> 00:48:55.395

and that we should be being part of it and enforcement.

879

00:48:56.135 --> 00:48:58.395

Um, something else that I picked up with regard

880

00:48:58.415 --> 00:48:59.995

to say there's a major accident

881

00:48:59.995 --> 00:49:02.555

because we do get lots of running through the village.

882

00:49:02.815 --> 00:49:04.395

If the A 10 is blocked

883

00:49:04.395 --> 00:49:09.315

and that's all sorts of traffic, how long would, um, the,

884

00:49:09.415 --> 00:49:12.835

um, mitigations that are applied, if there is, um,

885

00:49:13.275 --> 00:49:16.795

a major accident on the A 10, how long would it take

886

00:49:18.305 --> 00:49:20.485

for the recognizing where your lorries are,

887

00:49:20.785 --> 00:49:22.205

you're gonna take them off site?

888

00:49:22.785 --> 00:49:25.845

How long will that plan actually take to be evoked

889

00:49:26.425 --> 00:49:27.565

if there is a blockage?

890

00:49:27.565 --> 00:49:29.285

If there is a risk to life?

891

00:49:30.025 --> 00:49:31.525

Um, I wasn't quite clear on that.

892

00:49:31.545 --> 00:49:32.885

So I'd say traffic figures,

893

00:49:32.885 --> 00:49:34.445

what's being discussed with developers.

894

00:49:34.615 --> 00:49:36.885

Could the protocol be brought in, um,

895

00:49:37.425 --> 00:49:42.325

and how long, if there is a major incident, would the plans,

896

00:49:43.705 --> 00:49:46.925

um, take to be, um, evoked

897

00:49:47.875 --> 00:49:49.125

that there isn't loss of life?

898

00:49:49.425 --> 00:49:50.445

If a road is blocked,

899

00:49:51.905 --> 00:49:54.525

Can I come back to the applicant on those points?

900

00:49:54.525 --> 00:49:58.325

Particularly whether you feel that

901

00:49:59.045 --> 00:50:01.325

consultation has been satisfactory

902

00:50:01.355 --> 00:50:03.045

with Water Beach Parish Council

903

00:50:04.225 --> 00:50:08.445

and whether there's any opportunities, hence forth to

904

00:50:09.075 --> 00:50:12.005

have any further consultation, um,

905

00:50:12.305 --> 00:50:17.205

and perhaps to indicate the information

906

00:50:17.355 --> 00:50:20.605

that, um, Jane Williams was referring to.

907

00:50:22.535 --> 00:50:24.165

Thank you very much, sir.

908

00:50:24.625 --> 00:50:28.495

Um, water Beach Parish Council, um,

909

00:50:28.835 --> 00:50:33.295

has had opportunities to comment on highways

910

00:50:33.475 --> 00:50:35.255

as indeed all other issues.

911

00:50:35.915 --> 00:50:40.655

Um, they have been, uh, invited to the consultation phases,

912

00:50:40.655 --> 00:50:44.375

invited to participate, invited to participate

913

00:50:44.485 --> 00:50:46.775

through the community working groups.

914

00:50:47.715 --> 00:50:51.655

Um, now, so you've heard about the proposals

915

00:50:52.155 --> 00:50:55.615

for the CTMP, uh, to be developed

916

00:50:55.835 --> 00:50:59.375

and to include the idea of a liaison group,

917

00:50:59.875 --> 00:51:04.535

and we would welcome Water Beach Parish Council, uh, being,

918

00:51:04.755 --> 00:51:06.255

uh, a part of that

919

00:51:06.515 --> 00:51:10.095

and certainly, um, that, that would be our intention.

920

00:51:11.035 --> 00:51:15.295

Um, if Jane Williams would appreciate any,

921

00:51:15.915 --> 00:51:20.095

um, help from a, from a member of the team in, uh, uh,

922

00:51:20.285 --> 00:51:23.215

finding her pathway through the documents,

923

00:51:23.595 --> 00:51:26.895

the examination documents, uh, then, um,

924

00:51:27.255 --> 00:51:30.335

I can certainly make a member of the team available, um,

925

00:51:30.475 --> 00:51:33.055

to assist her with pointing out which

926

00:51:33.575 --> 00:51:36.975

documents she might particularly like to, to look at.

927

00:51:37.905 --> 00:51:39.535

Thank you. Um, I'm aware Mr.

928

00:51:39.665 --> 00:51:40.895

Pryor has got his hand,

929

00:51:41.275 --> 00:51:44.615

but just to come back to Jane Williams on this point, um,

930

00:51:44.835 --> 00:51:49.295

it is primarily a written process, the, the DCO process.

931

00:51:50.195 --> 00:51:53.695

Um, we've got about another three months

932

00:51:53.695 --> 00:51:54.935

of examination left,

933

00:51:55.515 --> 00:51:59.695

and we can only take into account information that is

934

00:52:00.055 --> 00:52:02.655

provided during that examination period.

935

00:52:03.915 --> 00:52:05.215

So please be aware of that.

936

00:52:05.215 --> 00:52:08.375

There's a lot of information on the process on the planning

937

00:52:08.445 --> 00:52:09.655

inspector's website,

938

00:52:10.555 --> 00:52:14.305

and once you've reviewed any further documents

939

00:52:14.305 --> 00:52:16.625

that the applicant may have helped you with,

940

00:52:17.635 --> 00:52:21.065

there is an opportunity to make written submissions

941

00:52:21.205 --> 00:52:23.025

to the examining authority.

942

00:52:23.445 --> 00:52:26.545

Our timetable is also on the website showing the various

943

00:52:26.985 --> 00:52:31.945

deadlines, so hopefully between the two of two sides of the

944

00:52:32.575 --> 00:52:35.265

parties, you will be able to, um,

945

00:52:36.085 --> 00:52:38.465

at least answer the questions clearly,

946

00:52:39.125 --> 00:52:40.125

Sir. Um, we

947

00:52:40.125 --> 00:52:42.465

can't take on responsibility, um,

948

00:52:42.645 --> 00:52:44.305

for Water Beach Parish Council,

949

00:52:44.445 --> 00:52:49.225

but what of course we can do, uh, is uh, we're very happy

950

00:52:49.365 --> 00:52:53.545

to answer questions that Jane Williams might put, uh,

951

00:52:53.845 --> 00:52:56.865

and, uh, as I say, to sign, post her

952

00:52:56.865 --> 00:52:59.425

and help her, um, to be able

953

00:52:59.425 --> 00:53:01.905

to navigate the examination library.

954

00:53:02.395 --> 00:53:04.065

Thank you. Thank you, sir. Yes,

955

00:53:04.065 --> 00:53:05.425

There's a lot to navigate in there.

956

00:53:05.445 --> 00:53:09.545

Yes. So, um, it's, I think the help may well be useful.

957

00:53:10.245 --> 00:53:11.505

Should we go to Mr.

958

00:53:11.835 --> 00:53:14.185

Pryor, who's had his hand up for a while now?

959

00:53:15.225 --> 00:53:17.985

Y yes, thank you, sir. I, I just wanted to,

960

00:53:17.985 --> 00:53:21.425

to briefly refer the panel to, to the consultation report

961

00:53:21.485 --> 00:53:24.065

and particularly page 22, where it refers

962

00:53:24.065 --> 00:53:25.340

to community working groups.

963

00:53:25.705 --> 00:53:30.525

Um, water Beach Parish Council did attend the first

964

00:53:30.585 --> 00:53:34.605

two of those, um, in, in 22nd of April, 2021,

965

00:53:34.605 --> 00:53:36.245

the 2nd of June, 2021,

966

00:53:36.245 --> 00:53:38.845

but subsequently didn't attend later ones.

967

00:53:38.925 --> 00:53:40.165

I presumably because it was, felt

968

00:53:40.165 --> 00:53:41.485

that the impacts were relatively low

969

00:53:41.865 --> 00:53:44.325

and there wasn't significant transport, um,

970

00:53:44.555 --> 00:53:46.605

information available at that early stage.

971

00:53:47.085 --> 00:53:49.045

I think I'd just reiterate, um, Ms.

972

00:53:49.285 --> 00:53:51.925

Ellis's point that we are very happy to speak with, uh,

973

00:53:51.925 --> 00:53:53.285

representatives of the Parish council

974

00:53:53.425 --> 00:53:55.165

to help them understand

975

00:53:55.265 --> 00:53:57.765

how we're managing this cumulative effect, um,

976

00:53:58.345 --> 00:53:59.405

in Water Beach,

977

00:53:59.425 --> 00:54:00.685

but noting that, you know, our

978

00:54:01.485 --> 00:54:04.485

pipeline activities are relatively low level compared

979

00:54:04.485 --> 00:54:06.005

to some of the other cons, uh,

980

00:54:06.245 --> 00:54:07.365

construction traffic activities

981

00:54:07.365 --> 00:54:09.085

that are happening in, in the neighborhood.

982

00:54:10.415 --> 00:54:13.445

Thank you. Um, you'll understand from the

983

00:54:14.205 --> 00:54:17.285

examining authorities' point of view, we need to, to respond

984

00:54:17.305 --> 00:54:19.925

to concerns that have been raised to us

985

00:54:20.865 --> 00:54:23.365

and, um, just ensure that there has been a,

986

00:54:23.725 --> 00:54:24.805

a full and fair process.

987

00:54:25.025 --> 00:54:29.725

So I think it would be helpful if, um, as you said,

988

00:54:30.185 --> 00:54:33.885

you can, um, help navigate, is it, sorry, Jane.

989

00:54:33.925 --> 00:54:35.725

I think Jane, um, Williams would like

990

00:54:35.725 --> 00:54:36.965

to come back on a point here.

991

00:54:38.355 --> 00:54:42.055

Um, yes, I would like to come back, um,

992

00:54:42.605 --> 00:54:45.135

because through all of these processes, as I say,

993

00:54:45.135 --> 00:54:46.415

we're not just talking about this.

994

00:54:46.575 --> 00:54:48.815

I know this inquiry is about A DCO,

995

00:54:49.235 --> 00:54:52.895

but there is a, a cumulative effect, um, with regard

996

00:54:52.995 --> 00:54:54.015

to everything we're facing,

997

00:54:54.315 --> 00:54:57.495

and I think, um, we need to consider that

998

00:54:57.515 --> 00:54:59.175

and the residents of Water Beach.

999

00:54:59.595 --> 00:55:02.375

Um, I, I do understand I'm a lay person.

1000

00:55:02.595 --> 00:55:04.055

I'm only a parish council here,

1001

00:55:04.055 --> 00:55:05.735

and I'm not going to demean that either.

1002

00:55:06.595 --> 00:55:09.935

Um, but you come into here, there are,

1003

00:55:09.945 --> 00:55:11.815

there is the consultation process

1004

00:55:12.275 --> 00:55:15.765

and then there is that actually talking to people.

1005

00:55:16.665 --> 00:55:18.445

Um, and it would,

1006

00:55:18.505 --> 00:55:21.045

it would be useful perhaps if Anglia Water could come

1007

00:55:21.045 --> 00:55:25.085

to speak at a parish council meeting directly, um, and,

1008

00:55:25.105 --> 00:55:26.485

and speak with the other councilors

1009

00:55:26.485 --> 00:55:28.405

because we do represent our communities.

1010

00:55:28.905 --> 00:55:32.125

At the beginning, we did suggest in our initial response

1011

00:55:32.435 --> 00:55:34.685

that there should be a water beach hearing

1012

00:55:34.745 --> 00:55:35.845

and it should be looked at.

1013

00:55:35.845 --> 00:55:39.525

There was very, very little information that was, we,

1014

00:55:39.625 --> 00:55:41.965

we didn't even know it was gonna be a pumping station,

1015

00:55:42.425 --> 00:55:44.325

you know, is this is going to happen.

1016

00:55:44.385 --> 00:55:47.405

So I just think it might be as to how we approach

1017

00:55:47.945 --> 00:55:50.165

and speak to each other within a consultation process,

1018

00:55:50.165 --> 00:55:51.605

because at the end of the day,

1019

00:55:51.865 --> 00:55:53.765

it is actually our communities.

1020

00:55:53.995 --> 00:55:55.125

It's our safe honey hills.

1021

00:55:55.475 --> 00:55:57.525

It's, it, that's what it boils down to.

1022

00:55:58.005 --> 00:55:59.485

I understand there's a planning process,

1023

00:55:59.985 --> 00:56:02.605

but we must forget that we are talking about

1024

00:56:02.625 --> 00:56:04.765

how we're impacting on people's lives,

1025

00:56:04.785 --> 00:56:06.125

and that is all I want to say,

1026

00:56:06.385 --> 00:56:07.805

but it's okay saying you've got your

1027

00:56:07.805 --> 00:56:08.965

libraries, you've got this, that, and the other.

1028

00:56:09.465 --> 00:56:11.245

Um, it is high for looting.

1029

00:56:11.345 --> 00:56:13.205

We can't afford consultants or,

1030

00:56:13.585 --> 00:56:16.805

or legal, so it would be nice to have that help. Thank

1031

00:56:16.805 --> 00:56:17.805

You. Thank you. Well, I

1032

00:56:17.805 --> 00:56:18.165

just,

1033

00:56:18.165 --> 00:56:20.325

before I go back to the applicant,

1034

00:56:20.975 --> 00:56:23.525

cumulative impact is something that we do consider,

1035

00:56:23.785 --> 00:56:27.325

and it's something that has been addressed in the,

1036

00:56:28.065 --> 00:56:30.445

the environmental statement that was submitted

1037

00:56:30.445 --> 00:56:34.525

by the applicant, um, not necessarily today,

1038

00:56:34.545 --> 00:56:38.125

but throughout this process we are raising questions on the

1039

00:56:38.125 --> 00:56:40.925

information that has been presented in that as well

1040

00:56:40.925 --> 00:56:42.045

as other chapters.

1041

00:56:42.105 --> 00:56:46.605

So, um, that is there for you to review as well, if you wish

1042

00:56:46.625 --> 00:56:47.885

to and make comment on it.

1043

00:56:47.905 --> 00:56:50.285

But I'll just go back to the applicant

1044

00:56:50.305 --> 00:56:51.645

for a final word on this point.

1045

00:56:51.935 --> 00:56:56.445

Thank you very much, sir. Um, I've set out our position.

1046

00:56:56.545 --> 00:57:01.005

Mr. Pryor has given you the factual history.

1047

00:57:01.005 --> 00:57:04.085

Um, uh, certainly, um,

1048

00:57:05.395 --> 00:57:09.125

I've indicated, uh, a willingness to talk and to assist.

1049

00:57:09.705 --> 00:57:12.965

Um, I don't know how much longer Jane Williams is going

1050

00:57:12.965 --> 00:57:14.125

to be with us today.

1051

00:57:14.665 --> 00:57:17.445

Uh, but if you are still here at lunchtime,

1052

00:57:17.535 --> 00:57:20.565

she's still here at lunchtime, uh, one

1053

00:57:20.565 --> 00:57:22.485
of our team will come and make contact.

1054

00:57:23.055 --> 00:57:27.645
Thank you. Thank you. Let's move on then to Matt.

1055

00:57:27.805 --> 00:57:29.605
I, I beg you, pardon, Mr. Gilda?

1056

00:57:33.105 --> 00:57:36.185
Ian Gilda for S-H-H-I-I have this feeling so that you

1057

00:57:36.925 --> 00:57:39.105
are about to wrap up the Water Beach

1058

00:57:39.165 --> 00:57:41.785
and Hoing Sea sort of construction routes.

1059

00:57:42.225 --> 00:57:43.345
Question, if you are not,

1060

00:57:43.405 --> 00:57:44.465
and you've got other questions,

1061

00:57:44.605 --> 00:57:45.785
I'm happy to wait to the, well,

1062

00:57:45.785 --> 00:57:46.945
Please say what you'd like to see.

1063

00:57:47.505 --> 00:57:52.365
I will, um, I mean if it's,

1064

00:57:52.365 --> 00:57:54.365
if it's helpful, sir, there are two important points really.

1065

00:57:54.705 --> 00:57:57.485
Um, if Mr. Pryor has set out the sort of chapter

1066
00:57:57.505 --> 00:58:00.285
and verses to the conversations, um,

1067
00:58:00.635 --> 00:58:03.685
with predominantly Horing SEA residents, it has to be said

1068
00:58:03.685 --> 00:58:07.605
during the early stages of consultation about restricting,

1069
00:58:07.705 --> 00:58:09.925
um, construction traffic through the village.

1070
00:58:10.345 --> 00:58:11.925
Um, it's certainly something

1071
00:58:11.925 --> 00:58:15.525
that we would find extremely unsatisfactory if there was

1072
00:58:15.605 --> 00:58:19.885
to be any stepping away from that commitment, um, in terms

1073
00:58:19.945 --> 00:58:24.775
of allowing significant amounts of HGV traffic

1074
00:58:24.915 --> 00:58:27.135
to come through, um, hing Sea.

1075
00:58:27.755 --> 00:58:30.575
Um, and so that, that's clearly a matter for you to consider

1076
00:58:30.635 --> 00:58:33.735
so that, um, I know you've asked the applicants to

1077
00:58:35.015 --> 00:58:37.295
consider the, whether how much the,

1078
00:58:37.355 --> 00:58:39.215
the cumulative impact could be reduced

1079
00:58:39.355 --> 00:58:42.965

by allowing some construction traffic for the, um,

1080

00:58:43.135 --> 00:58:45.485

water Beach pipeline to come through Hing Sea.

1081

00:58:45.865 --> 00:58:48.845

Um, I think locally clearly there's been a,

1082

00:58:49.045 --> 00:58:51.285

a longstanding view that that was a commitment.

1083

00:58:51.385 --> 00:58:53.725

It had been made very firmly by the applicant.

1084

00:58:53.985 --> 00:58:58.125

Um, whether or not people in Water Beach were quite as aware

1085

00:58:58.125 --> 00:59:00.685

of what was going on at that stage, I suspect they weren't,

1086

00:59:00.785 --> 00:59:03.245

but I think that it's an important point

1087

00:59:03.245 --> 00:59:06.645

and it would be very unsatisfactory if at this late stage in

1088

00:59:06.645 --> 00:59:10.535

the DC0 application, we would start to look at splitting

1089

00:59:10.535 --> 00:59:13.935

that traffic north and south, um, through Hoing Sea.

1090

00:59:17.015 --> 00:59:20.775

I do have a another substantive concern, sir, um,

1091

00:59:21.695 --> 00:59:25.285

which I think we've not quite got to, which is the question.

1092

00:59:25.285 --> 00:59:27.165

Well, there are two questions actually, sir. Sorry.

1093

00:59:28.465 --> 00:59:31.875

The question of the whole road is I think in Mr.

1094

00:59:32.025 --> 00:59:34.715

Pryor's terms, and I would rather agree with him, um,

1095

00:59:36.545 --> 00:59:38.755

only the vaguest of possibilities that

1096

00:59:38.755 --> 00:59:40.955

that could be brought into play

1097

00:59:41.655 --> 00:59:45.155

and would have any significant benefits in terms of taking,

1098

00:59:45.695 --> 00:59:48.155

um, construction traffic outta road

1099

00:59:48.215 --> 00:59:51.635

and the droves that, um, need to support that,

1100

00:59:51.695 --> 00:59:53.835

nor the most northerly part of the,

1101

00:59:53.935 --> 00:59:55.075

the pipeline construction.

1102

00:59:55.575 --> 01:00:00.035

Um, so I doubt so that much weight needs to be placed on

1103

01:00:00.035 --> 01:00:02.355

that as a, as a realistic possibility.

1104

01:00:02.515 --> 01:00:06.115

I think the realistic routing for traffic coming to

1105

01:00:06.115 --> 01:00:08.315

that very northern section of the, uh,

1106

01:00:09.195 --> 01:00:11.515

pipeline is a long ben Old road. Can

1107

01:00:11.515 --> 01:00:14.875

You tell me the basis that you make that comment on?

1108

01:00:16.705 --> 01:00:19.915

It's predominantly, sir, that, I mean, I'm generally aware

1109

01:00:19.915 --> 01:00:24.475

of the rates of progress in, in terms of the development

1110

01:00:24.495 --> 01:00:26.395

of phase one of the new town,

1111

01:00:26.615 --> 01:00:30.115

and then there is the question of phase two, which is still

1112

01:00:30.175 --> 01:00:33.355

to, um, be granted planning permission, um, and

1113

01:00:33.355 --> 01:00:36.555

therefore the practical likelihood that there will be a,

1114

01:00:36.835 --> 01:00:40.475

a whole road that will traverse the whole of the phase one,

1115

01:00:40.815 --> 01:00:44.355

um, site and would

1116

01:00:44.355 --> 01:00:46.275

therefore be potentially usable

1117

01:00:46.655 --> 01:00:49.315

for the relatively small amounts of traffic that are needed

1118

01:00:49.375 --> 01:00:51.595

for the, uh, the northern part of the pipeline.

1119

01:00:51.915 --> 01:00:55.635

I don't, I, I'm quite satisfied so that, you know, if,

1120

01:00:55.655 --> 01:00:58.395

if you would like them to continue to put it as part of the,

1121

01:00:58.715 --> 01:01:02.315

a future examination through the CTMP, that would be fine.

1122

01:01:02.735 --> 01:01:05.355

Um, but I don't think much weight can be given on the P0

1123

01:01:05.415 --> 01:01:07.795

to the possibility or the likelihood that

1124

01:01:07.795 --> 01:01:09.315

that will be a reality. Have

1125

01:01:09.315 --> 01:01:11.715

You spoken to the developers of Water Beach Newtown?

1126

01:01:11.995 --> 01:01:13.955

I haven't specifically asked 'em, sir, about

1127

01:01:13.955 --> 01:01:16.875

that whole road and whether they have any intention

1128

01:01:16.895 --> 01:01:19.795

of it being in place by 2025, for example.

1129

01:01:20.395 --> 01:01:23.675

I think that's extremely unlikely possibly if, if

1130

01:01:24.315 --> 01:01:25.555

construction is much deferred.

1131

01:01:25.995 --> 01:01:27.835

I mean, clearly. So you, you understand

1132

01:01:27.835 --> 01:01:31.275

that the first phase, the New town, it's heavily restricted

1133

01:01:31.455 --> 01:01:35.115

by the absence of additional sewage treatment capacity.

1134

01:01:35.575 --> 01:01:39.515

Um, there is a condition on the planning consent effectively

1135

01:01:39.515 --> 01:01:43.115

that only allows 1600 houses to be constructed, um,

1136

01:01:43.535 --> 01:01:45.675

before additional sewage treatment

1137

01:01:46.265 --> 01:01:47.475

connections are available.

1138

01:01:47.575 --> 01:01:49.995

So clearly we've got a chicken and egg situation here.

1139

01:01:50.575 --> 01:01:54.265

Um, the majority of the remainder

1140

01:01:54.265 --> 01:01:57.185

of the new town isn't going to be built until such time

1141

01:01:57.185 --> 01:02:00.425

as the sewage treatment capacity has been provided,

1142

01:02:01.085 --> 01:02:04.185

and in that context, it seems extremely unlikely there'll be

1143

01:02:04.185 --> 01:02:07.145

a full, a full length haul road available across the

1144

01:02:07.305 --> 01:02:08.425

northern part of the site.

1145

01:02:08.875 --> 01:02:10.385

Thank you. Um,

1146

01:02:11.205 --> 01:02:13.865

and I think the last point, sir, that I was going

1147

01:02:13.865 --> 01:02:18.505

to raise this morning anyway, um, relates to managing

1148

01:02:19.185 --> 01:02:22.885

the construction traffic through Water Beach, um,

1149

01:02:23.185 --> 01:02:27.405

and consequentially through Clay High than Horing Sea.

1150

01:02:28.025 --> 01:02:31.225

Um, I dunno whether it would be useful, Sarah, if we,

1151

01:02:31.685 --> 01:02:32.945

if you were to go and look at,

1152

01:02:32.945 --> 01:02:37.145

or we were to look at, um, the latest version of part one

1153

01:02:37.145 --> 01:02:40.585

of the transport assessment, um,

1154

01:02:41.435 --> 01:02:43.865

Would you like us to turn up the document?

1155

01:02:44.345 --> 01:02:45.945

I think it would be useful if we did, sir.

1156

01:02:46.085 --> 01:02:49.785

Um, and it's going to be table seven dash seven

1157

01:02:49.845 --> 01:02:51.505

and table seven dash eight.

1158

01:03:05.555 --> 01:03:06.025

Thank you.

1159

01:03:11.385 --> 01:03:13.995

It's helpful to those. Looking for the pages, um,

1160

01:03:14.505 --> 01:03:19.285

it's page 106 out of 1014, um,

1161

01:03:20.145 --> 01:03:22.445

and it's labeled page 1 0 6.

1162

01:03:56.175 --> 01:03:58.395

Has everybody got that from the applicant's team?

1163

01:04:03.985 --> 01:04:05.965

Mr. Gilda, would you like to make your point on this?

1164

01:04:07.145 --> 01:04:08.205

Yes, I will, sir. I don't know.

1165

01:04:08.385 --> 01:04:11.005

I'm assuming, sir, from what you've said that you've,

1166

01:04:11.005 --> 01:04:13.845

you've got the table, I suspect

1167

01:04:13.845 --> 01:04:15.045

is the thing that matters me.

1168

01:04:15.625 --> 01:04:19.025

Um, and I it comes back so

1169

01:04:19.085 --> 01:04:20.985

to a point I think you were raising

1170

01:04:21.135 --> 01:04:23.745

with the applicant's transport team at an earlier stage,

1171

01:04:23.765 --> 01:04:27.505

and it's, it's a distinction between the numbers

1172

01:04:27.605 --> 01:04:29.905

of vehicle movements that are used for assessment

1173

01:04:30.805 --> 01:04:35.515

and I guess the reality of

1174
01:04:35.515 --> 01:04:38.955
what will actually happen on the ground, um, and whether

1175
01:04:39.015 --> 01:04:42.915
or not there are adequate controls on the movements

1176
01:04:43.265 --> 01:04:45.155
that are coming going to take place.

1177
01:04:45.625 --> 01:04:47.485
Clearly the assessment

1178
01:04:47.625 --> 01:04:51.525
and Table 7.7, it's clear how the assessment's being done,

1179
01:04:52.285 --> 01:04:56.095
that that assessment predominantly looks at the setting up

1180
01:04:56.115 --> 01:04:59.575
and taking down of, of the pipeline works,

1181
01:04:59.675 --> 01:05:02.615
and we are here looking at, at Water Beach North.

1182
01:05:03.275 --> 01:05:04.555
Um, and

1183
01:05:04.555 --> 01:05:07.555
therefore you'll see that say during the setting up period,

1184
01:05:07.555 --> 01:05:10.835
there's a likely to be between 68

1185
01:05:10.855 --> 01:05:13.155
and 82 HT V movements per day.

1186
01:05:13.735 --> 01:05:18.375
Um, and that assessment has gone on

1187
01:05:18.395 --> 01:05:22.055

to assume that they will be spread across the day, um,

1188

01:05:22.235 --> 01:05:23.895
giving you a maximum number of,

1189

01:05:23.995 --> 01:05:27.975
or a assumed number of 10 HGV movements

1190

01:05:28.035 --> 01:05:31.975
during any one hour, obviously in practice, sir.

1191

01:05:32.515 --> 01:05:36.775
Um, that those works will progress from north to south

1192

01:05:37.425 --> 01:05:39.495
broad terms as I understand it.

1193

01:05:39.915 --> 01:05:41.135
Um, and

1194

01:05:41.135 --> 01:05:43.375
therefore the focus of activity will move

1195

01:05:44.495 --> 01:05:47.055
starting in Bal Road and the northern end of Water Beach,

1196

01:05:47.075 --> 01:05:49.935
and then will then predominantly move to the south end

1197

01:05:49.935 --> 01:05:53.255
of the village across Clay Height Bridge to serve the rest

1198

01:05:53.315 --> 01:05:56.175
of that route, um, to the east of the river cam.

1199

01:05:57.995 --> 01:06:00.495
So clearly there will be occasions on which

1200

01:06:02.935 --> 01:06:05.185
significant numbers of vehicles will be

1201

01:06:05.755 --> 01:06:08.545

using one particular part of the road network and,

1202

01:06:08.605 --> 01:06:12.545

and will be causing disruption or potential disruption.

1203

01:06:13.895 --> 01:06:17.385

That assessment, Sarah, is obviously then gone forward to

1204

01:06:18.295 --> 01:06:20.685

table 7.8, in which

1205

01:06:21.385 --> 01:06:24.525

for the Water Beach pipeline North effectively, um,

1206

01:06:25.765 --> 01:06:29.845

HDV movements have been reallocated outside the peak periods

1207

01:06:30.345 --> 01:06:33.925

or outside the, the restricted periods

1208

01:06:33.925 --> 01:06:36.645

that the applicant appears to be willing to offer, which are

1209

01:06:37.705 --> 01:06:40.005

the morning and evening peak, um,

1210

01:06:41.225 --> 01:06:45.325

and the school, the going to school,

1211

01:06:45.425 --> 01:06:48.685

the coming back from school period, um, three to 4:00 PM

1212

01:06:49.995 --> 01:06:53.895

and that gives us in total potentially as many as 108

1213

01:06:54.535 --> 01:06:56.175

HTV movements through the day.

1214

01:06:57.135 --> 01:07:01.255

I think, I think my request to the applicants is, is,

1215

01:07:01.315 --> 01:07:05.535

is clearly sir, that I would like them to make a commitment

1216

01:07:06.365 --> 01:07:10.135

that there will be no more than 10 HGV movements per hour

1217

01:07:10.135 --> 01:07:11.535

during those working hours.

1218

01:07:12.395 --> 01:07:16.415

Um, because I'm aware from in practice that that,

1219

01:07:16.805 --> 01:07:19.735

that isn't written into the CTMP, it's not a,

1220

01:07:20.095 --> 01:07:21.295

a specific commitment.

1221

01:07:21.525 --> 01:07:26.115

Clearly we're looking at some very congested, um, roads

1222

01:07:26.115 --> 01:07:28.795

with a lot of park vehicles, particularly Station Road in,

1223

01:07:28.815 --> 01:07:33.755

in Water Beach, where at present there are a

1224

01:07:33.755 --> 01:07:36.475

very, very small amount of HGV traffic.

1225

01:07:36.865 --> 01:07:40.555

There's certainly, um, the occasional delivery vehicle,

1226

01:07:40.645 --> 01:07:45.075

which is, um, you know, allowed to, to use those roads

1227

01:07:45.075 --> 01:07:47.155

as under access provision.

1228

01:07:47.735 --> 01:07:50.995

But in terms of securing an overall commitment,

1229

01:07:51.555 --> 01:07:54.635

I think it would be very satisfactory if the applicants were

1230

01:07:54.635 --> 01:07:59.395

to consider, um, applying an hourly HTV limit if

1231

01:07:59.455 --> 01:08:00.835

of 10 vehicles per hour.

1232

01:08:01.175 --> 01:08:04.395

Um, in this instance, I'm concerned about Station Road,

1233

01:08:04.395 --> 01:08:05.515

but it would be equally true

1234

01:08:05.515 --> 01:08:08.155

of B Road in the earlier stages of development.

1235

01:08:12.155 --> 01:08:13.155

Thank you.

1236

01:08:16.175 --> 01:08:20.725

Could the applicant respond to that point about the number

1237

01:08:20.825 --> 01:08:22.925

of vehicles now,

1238

01:08:22.945 --> 01:08:26.315

but also in the context of

1239

01:08:28.095 --> 01:08:32.145

its agreement that it will only now use

1240

01:08:33.015 --> 01:08:34.865

various construction access points

1241

01:08:34.865 --> 01:08:36.985

between nine 30 and 3:00 PM

1242

01:08:37.325 --> 01:08:38.325

Yes, sir. I'm, I'm

1243

01:08:38.325 --> 01:08:42.025

sure Mr. Wilkes can speak to the tables, um,

1244

01:08:42.325 --> 01:08:44.865

but we will, um,

1245

01:08:45.255 --> 01:08:47.585

respond at written submission stage

1246

01:08:47.585 --> 01:08:52.265

because clearly, um, I, I can't, um, commit

1247

01:08:52.265 --> 01:08:56.545

to my clients to, uh, something further, uh, without us all,

1248

01:08:56.805 --> 01:08:58.425

um, having a chance to consider it

1249

01:08:58.885 --> 01:09:00.265

and take proper instructions.

1250

01:09:00.675 --> 01:09:04.905

Thank you. I think it would be helpful if you do reflect

1251

01:09:04.915 --> 01:09:09.625

those, the new hours, um, not only for yes,

1252

01:09:09.635 --> 01:09:11.305

water Beach, but for the Fen Road,

1253

01:09:11.635 --> 01:09:13.745

Kaley Road County Road area. Sorry. Yeah,

1254

01:09:13.905 --> 01:09:16.025

I I think we'd already made a,

1255

01:09:16.225 --> 01:09:19.665

a procedural commitment yes, uh, to do that, but, um,

1256

01:09:19.925 --> 01:09:23.865

but yes, I mean, this illustrates one place where that needs

1257

01:09:23.865 --> 01:09:24.945

to be picked up.

1258

01:09:26.105 --> 01:09:30.625

I raised a similar point in EX Q1 as to whether

1259

01:09:32.125 --> 01:09:35.825

in effect, if you did have hours

1260

01:09:36.355 --> 01:09:40.145

throughout the day where traffic wasn't flowing,

1261

01:09:40.975 --> 01:09:44.545

that would then result in, in effect bunching of vehicles

1262

01:09:44.545 --> 01:09:48.425

because they may wait on site to leave site

1263

01:09:48.645 --> 01:09:51.545

or in the, in the, um,

1264

01:09:52.615 --> 01:09:57.515

the afternoons when you've said you'd have two peak periods

1265

01:09:57.515 --> 01:10:00.275

with no traffic and a period in between, whether

1266

01:10:01.315 --> 01:10:04.795

everyone might wait until then to, to arrive at the site.

1267

01:10:04.855 --> 01:10:08.155

So I think having a little bit more explanation about

1268

01:10:08.295 --> 01:10:11.195

how it would work in practice would be helpful.

1269

01:10:11.375 --> 01:10:14.315

And that's probably more in words than numbers.

1270

01:10:22.125 --> 01:10:24.905

Yes, sir. I've noted that down.

1271

01:10:25.365 --> 01:10:28.425

And, uh, we will make sure that we submit

1272

01:10:28.425 --> 01:10:30.105

that at the next stage.

1273

01:10:30.235 --> 01:10:31.305

Thank you. Thank you,

1274

01:10:43.895 --> 01:10:44.895

Mr. Gilda.

1275

01:10:44.895 --> 01:10:45.405

1276

01:10:45.805 --> 01:10:48.155

Thank you, sir. Just, just make a last point,

1277

01:10:48.215 --> 01:10:50.555

and I'm looking here really at County Council

1278

01:10:50.695 --> 01:10:55.075

and that, uh, what I would suggest is a slightly blanket

1279

01:10:55.305 --> 01:10:58.435

request that was made for, um, the nine,

1280

01:10:59.615 --> 01:11:01.115

the nine o'clock till, um,

1281

01:11:01.625 --> 01:11:04.555

Nine 30, Sorry, nine 30 to three o'clock.

1282

01:11:04.815 --> 01:11:08.915

Um, limitation on HT V movements, um, that seems

1283

01:11:08.915 --> 01:11:09.995

to have been related to,

1284

01:11:10.255 --> 01:11:12.075

to Water Beach Community Primary School.

1285

01:11:12.135 --> 01:11:14.645

Mm-Hmm. Um, which isn't actually on either

1286

01:11:14.705 --> 01:11:17.565

of the construction, either of the construction routes.

1287

01:11:17.825 --> 01:11:20.645

And I, I would ask the county council

1288

01:11:20.865 --> 01:11:23.925

and the applicant to, to both look at that as to whether

1289

01:11:23.925 --> 01:11:25.445

that is an appropriate restriction.

1290

01:11:25.445 --> 01:11:28.805

Clearly there's a question about, um, pedestrians, um,

1291

01:11:29.945 --> 01:11:32.125

who may well use road, um,

1292

01:11:32.125 --> 01:11:33.965

taking their children to and from school.

1293

01:11:34.465 --> 01:11:38.285

Um, but in terms of the issues that are going

1294

01:11:38.285 --> 01:11:42.085

to arise predominantly from HTV movements in,

1295

01:11:42.705 --> 01:11:45.965

in Water Beach, I think your point, um, is,

1296

01:11:46.025 --> 01:11:48.085

is is a valid one to be taken into account

1297

01:11:48.745 --> 01:11:51.325

if you restrict the, if you restrict the hours

1298

01:11:51.325 --> 01:11:55.285

of operation too much to avoid certain impacts, clearly

1299

01:11:56.065 --> 01:11:59.485

the same volume of HTVs is going to have to use the,

1300

01:12:00.065 --> 01:12:01.605

the limited hours that are left.

1301

01:12:01.985 --> 01:12:04.645

Um, you know, we are going to be looking just on the basis

1302

01:12:04.665 --> 01:12:08.285

of these figures that if you have nine 30 to three o'clock,

1303

01:12:08.785 --> 01:12:12.605

um, and you need to move 108 HTVs, um,

1304

01:12:13.455 --> 01:12:15.675

that's going to give you something close

1305

01:12:15.675 --> 01:12:18.275

to double the 10 per hour that we've been talking about.

1306

01:12:18.815 --> 01:12:22.355

So, I mean, it, I, I recognize it's, you know, it's,

1307

01:12:22.355 --> 01:12:25.715

it's a balance of, of, of matters to be taken into account,

1308

01:12:26.015 --> 01:12:29.795

but I think it's probably more important to maintain a,

1309

01:12:31.025 --> 01:12:34.405

an overall restriction on the hourly movements, um,

1310

01:12:35.065 --> 01:12:36.235

through Station Road

1311

01:12:36.295 --> 01:12:41.215

and through road, um, rather than a blanket restriction

1312

01:12:41.315 --> 01:12:43.175

to, to nine 30 to three o'clock.

1313

01:12:43.585 --> 01:12:47.455

Thank you. Um, county did provide an explanation in there

1314

01:12:47.705 --> 01:12:49.375

submission for those hours.

1315

01:12:50.315 --> 01:12:52.775

Um, if you have any further comments on that,

1316

01:12:52.775 --> 01:12:54.815

please make I'll by deadline.

1317

01:12:54.885 --> 01:12:58.335

Four. And in relation to the point about

1318

01:12:59.095 --> 01:13:03.135

restricting on an hourly basis, um, I'd be interested

1319

01:13:03.135 --> 01:13:05.575

to hear how you think that would work in practice

1320

01:13:05.715 --> 01:13:09.655

and how the, um, the controls would be affected

1321

01:13:09.755 --> 01:13:10.815

and enforced, please.

1322

01:13:13.395 --> 01:13:15.225

Thank you. Let's move on to

1323

01:13:16.765 --> 01:13:18.495
operational phase matters then,

1324

01:13:18.675 --> 01:13:21.375
and um, back to National Highways.

1325

01:13:27.605 --> 01:13:30.645
So there's a number

1326

01:13:30.645 --> 01:13:33.965
of questions outstanding from XQ one.

1327

01:13:34.305 --> 01:13:38.605
Um, first one is question 20.80

1328

01:13:40.895 --> 01:13:43.145
relates to the acceptability of impact

1329

01:13:44.645 --> 01:13:46.025
of operational traffic.

1330

01:13:50.215 --> 01:13:54.305
Cambridge County Council has already responded to this,

1331

01:13:55.725 --> 01:13:58.865
and the examining authorities particularly interested in

1332

01:13:58.865 --> 01:14:03.825
whether National Highways considers the proposed mitigation

1333

01:14:03.945 --> 01:14:06.725
measures could be

1334

01:14:06.725 --> 01:14:09.655
effective and enforceable.

1335

01:14:13.765 --> 01:14:16.265
Sir. Thank you Sarah Marshall for National Highways.

1336

01:14:16.765 --> 01:14:18.865

Um, I have just discovered to my horror

1337

01:14:18.895 --> 01:14:21.705

that National Highways, I don't think responded to

1338

01:14:22.665 --> 01:14:25.505

examination question examining authorities question, first

1339

01:14:25.665 --> 01:14:26.665

Question. They didn't. No. So

1340

01:14:26.665 --> 01:14:26.865

1341

01:14:27.045 --> 01:14:29.945

We will, and I've just quietly spoken,

1342

01:14:30.085 --> 01:14:32.425

we will provide a response for deadline four.

1343

01:14:33.125 --> 01:14:36.265

Um, I'm hoping to get something high level through teams,

1344

01:14:36.325 --> 01:14:38.585

but I think you would rather have the detail in

1345

01:14:38.765 --> 01:14:42.185

for deadline four, and we can provide responses to

1346

01:14:42.185 --> 01:14:43.225

that. I think that'll save

1347

01:14:43.785 --> 01:14:45.825

I would that And for which I please,

1348

01:14:45.865 --> 01:14:47.465

I forward my apologies to the panel.

1349

01:14:47.885 --> 01:14:48.945

It was not intentional.

1350

01:14:49.025 --> 01:14:50.465

I think it hit the Christmas break

1351

01:14:50.565 --> 01:14:52.025

and, and all the rest of it.

1352

01:14:52.025 --> 01:14:53.225

It's just unfortunate. But

1353

01:14:53.335 --> 01:14:55.745

that will be resolved. The deadline for

1354

01:14:55.995 --> 01:14:56.995

Thank you. And,

1355

01:14:56.995 --> 01:14:58.545

um, that might allow us

1356

01:14:58.545 --> 01:15:00.265

to skip over a number of questions here.

1357

01:15:00.335 --> 01:15:04.585

I've got, um, question 20.82, um,

1358

01:15:04.675 --> 01:15:07.545

which relates to Junction

1359

01:15:07.625 --> 01:15:11.995

35 28 5 related to junction 34.

1360

01:15:12.695 --> 01:15:14.235

Um, that's it for now.

1361

01:15:14.235 --> 01:15:16.035

I think there's a few others down on my list,

1362

01:15:16.175 --> 01:15:18.875

but, um, we presumably they'll be wrapped up with that

1363

01:15:19.035 --> 01:15:20.035
Response. No, it would all be

1364

01:15:20.035 --> 01:15:21.835
wrapped up for deadline four.

1365

01:15:21.835 --> 01:15:23.395
We're gonna be rather busy for deadline four,

1366

01:15:23.395 --> 01:15:24.675
but it will all be dealt with for

1367

01:15:24.675 --> 01:15:26.355
that deadline. Thank you, sir. Thank

1368

01:15:26.355 --> 01:15:27.355
You.

1369

01:15:27.415 --> 01:15:31.195
And, um, just please be aware that since

1370

01:15:31.935 --> 01:15:35.595
ex Q1 was issued, there's been, um,

1371

01:15:36.295 --> 01:15:37.715
two deadlines since then

1372

01:15:37.745 --> 01:15:39.635
with additional information submitted.

1373

01:15:39.975 --> 01:15:44.395
So can we ask you to review the most up-to-date documents?

1374

01:15:44.855 --> 01:15:47.075
We will review the, but we will avoid duplication.

1375

01:15:47.215 --> 01:15:51.795
You'll need to match the reference numbers up. Yeah, yeah.

1376

01:15:52.055 --> 01:15:54.835

The, the, my colleagues just, um, reminding me

1377

01:15:54.835 --> 01:15:56.715

that the examination library does highlight

1378

01:15:56.715 --> 01:15:58.355

where documents have been superseded.

1379

01:15:59.525 --> 01:16:01.025

Yes, yes. Thank you, sir. Yes,

1380

01:16:01.835 --> 01:16:02.835

Thank you. Let's,

1381

01:16:02.835 --> 01:16:07.185

um, look at, um, traffic impact then.

1382

01:16:07.485 --> 01:16:11.825

And this is, um, back over to the applicant.

1383

01:16:14.375 --> 01:16:16.835

So just before we get into the detail of that,

1384

01:16:16.955 --> 01:16:20.875

I would repeat my plea through you to National Highways,

1385

01:16:21.215 --> 01:16:23.555

please to talk to us, um,

1386

01:16:24.335 --> 01:16:26.355

before they put their response in.

1387

01:16:26.575 --> 01:16:31.235

And hopefully the responses on these important matters can

1388

01:16:31.265 --> 01:16:33.315

also be discussed at that meeting next week.

1389

01:16:33.845 --> 01:16:35.435

Thank you. National Highways.

1390

01:16:37.335 --> 01:16:40.275

Um, hi there, uh, Alice on National Highways.

1391

01:16:40.575 --> 01:16:44.115

Um, not to put, um, it's Taylor in on the spot.

1392

01:16:44.195 --> 01:16:46.395

I have sent over several hours worth

1393

01:16:46.395 --> 01:16:48.195

of options for meetings.

1394

01:16:48.535 --> 01:16:49.795

So hopefully there'll be,

1395

01:16:50.035 --> 01:16:53.555

Yes, everybody relevant here is clearing their diaries.

1396

01:16:54.095 --> 01:16:58.835

Um, but we need to make sure that, uh, things are

1397

01:16:59.355 --> 01:17:01.995

actually discussed productively at these meetings.

1398

01:17:04.265 --> 01:17:08.065

I think the, um, from the examining authorities' point

1399

01:17:08.065 --> 01:17:11.685

of view, the six month window for examination does tend

1400

01:17:11.685 --> 01:17:12.845

to fly by as well.

1401

01:17:13.505 --> 01:17:16.365

Uh, and we are very keen to know National Highway's

1402

01:17:17.085 --> 01:17:18.765

position on all of these matters, particularly

1403

01:17:18.765 --> 01:17:21.245

as you've acknowledged, we haven't had anything

1404

01:17:21.775 --> 01:17:23.125

since the relevant representation.

1405

01:17:23.945 --> 01:17:27.885

So the, um, the more detail the better. Yes. Thank you.

1406

01:17:32.035 --> 01:17:34.815

Should we turn to traffic impacts then?

1407

01:17:35.115 --> 01:17:38.175

And this is, um, set out in

1408

01:17:40.985 --> 01:17:45.725

for the operational phase of table 4.3 of chapter 19

1409

01:17:45.745 --> 01:17:50.125

of the es, which the latest version is rep three dash

1410

01:17:50.315 --> 01:17:51.405

0 2 2.

1411

01:17:58.475 --> 01:18:00.475

I don't think we need to to call it up,

1412

01:18:00.575 --> 01:18:05.045

but, um, the point there is

1413

01:18:07.115 --> 01:18:11.645

that you've concluded that there will be driver delay

1414

01:18:11.865 --> 01:18:14.565

and a major cumulative impact at the

1415

01:18:15.605 --> 01:18:17.915

Hoing Sea Road on slip to the A 14.

1416

01:18:18.375 --> 01:18:19.375

Is that correct?

1417

01:18:23.945 --> 01:18:25.565

Uh, Gavin works, yes, that's correct.

1418

01:18:25.895 --> 01:18:29.405

Thank you. And um, again, in chapter 19,

1419

01:18:29.545 --> 01:18:33.925

you define peak hours as eight to 9:00 AM three

1420

01:18:33.945 --> 01:18:36.685

to 4:00 PM PM and five to 6:00 PM

1421

01:18:42.735 --> 01:18:44.515

Uh, yeah, Gavin, which yeah, peak hours.

1422

01:18:44.545 --> 01:18:46.275

Yeah, eight till nine and five till six.

1423

01:18:46.375 --> 01:18:48.875

And uh, three till four is identified as the school peak

1424

01:18:49.015 --> 01:18:50.515

for the CTMP purposes.

1425

01:18:51.235 --> 01:18:54.905

Thank you. So is that, should we be making a distinction

1426

01:18:54.905 --> 01:18:56.785

between that and a traffic peak?

1427

01:18:57.965 --> 01:19:00.585

Uh, yes. Traffic peak is eight to nine and five to six.

1428

01:19:01.845 --> 01:19:05.865

Is there any material difference in the, um,

1429

01:19:06.205 --> 01:19:07.585

the school peak and the,

1430

01:19:08.005 --> 01:19:09.745

the traffic peak? In terms of traffic?

1431

01:19:10.645 --> 01:19:13.025

Uh, the school school peak is lower in terms

1432

01:19:13.025 --> 01:19:14.265

of traffic volume, yes.

1433

01:19:14.285 --> 01:19:15.665

The eight to oh nine, uh,

1434

01:19:15.685 --> 01:19:17.505

is the busiest traffic peak in the morning,

1435

01:19:17.525 --> 01:19:18.705

and the five till six is the

1436

01:19:18.705 --> 01:19:20.105

busiest traffic peak in the evening.

1437

01:19:20.485 --> 01:19:21.345

Can you just move the

1438

01:19:21.345 --> 01:19:23.545

microphone a bit closer to you please? Apologies. Yes,

1439

01:19:23.545 --> 01:19:24.545

Thank you. Just confirm. Yeah,

1440

01:19:24.545 --> 01:19:26.665

it's the eight till nine is the busiest

1441

01:19:26.665 --> 01:19:29.265

traffic peak in the morning, and the five till six is the

1442

01:19:29.265 --> 01:19:30.505

busiest traffic peak in the evening.

1443

01:19:31.485 --> 01:19:35.475

So what's the difference, um, in relative terms

1444

01:19:35.585 --> 01:19:37.275
between the, the school peak

1445

01:19:37.275 --> 01:19:38.875
and the traffic peak on an afternoon?

1446

01:19:39.735 --> 01:19:40.995
Uh, I'd have to go back

1447

01:19:40.995 --> 01:19:42.075
and check the exact traffic numbers,

1448

01:19:42.095 --> 01:19:45.315
but it's in the region of about 20 to 30% generally, uh,

1449

01:19:45.455 --> 01:19:48.075
the, the off peak, um, uh, traffic.

1450

01:19:49.255 --> 01:19:49.725
Thank you.

1451

01:20:01.255 --> 01:20:04.145
Turning now to ex Q1,

1452

01:20:05.235 --> 01:20:09.745
20.81, which was operational traffic

1453

01:20:12.725 --> 01:20:14.135
outside of the peak hours.

1454

01:20:15.525 --> 01:20:18.505
And we asked you to look at, um,

1455

01:20:20.455 --> 01:20:23.435
the hours before and after the morning peak

1456

01:20:24.535 --> 01:20:27.955
and the hour between the, the two afternoon peaks,

1457

01:20:27.955 --> 01:20:29.755

so the school peak and the traffic peak.

1458

01:20:31.745 --> 01:20:33.365

Um, you referred us to

1459

01:20:34.445 --> 01:20:39.035

table nine 14 in the transport assessment part one.

1460

01:20:39.035 --> 01:20:40.355

Should we just turn that up?

1461

01:20:47.485 --> 01:20:52.185

So the TA is now, um, rep three dash 0 3 4.

1462

01:21:16.055 --> 01:21:16.345

Yeah,

1463

01:21:54.075 --> 01:21:55.745

Sorry, not, not 4 1 9.

1464

01:21:55.845 --> 01:21:58.665

Um, 9 1 4.

1465

01:22:02.375 --> 01:22:07.285

This is referenced in, um, the environmental statement

1466

01:22:07.665 --> 01:22:10.725

and sorry, in the transport assessment part one as well,

1467

01:22:10.865 --> 01:22:14.165

it refers us to table 9 1 4

1468

01:22:15.775 --> 01:22:19.965

for the assessment of junction 34 outside

1469

01:22:19.985 --> 01:22:21.285

of PA operation.

1470

01:22:45.075 --> 01:22:46.005

Okay. Have you got that?

1471
01:22:46.995 --> 01:22:47.285
Yeah.

1472
01:22:52.625 --> 01:22:55.515
Okay. On my version it says that this relates

1473
01:22:55.535 --> 01:22:56.555
to peak periods,

1474
01:22:59.755 --> 01:23:00.935
Uh, Gavin Wicks for the applicant.

1475
01:23:00.995 --> 01:23:02.135
Uh, yes, that's correct.

1476
01:23:02.155 --> 01:23:04.775
To eight till nine and and five till six. Yep. Peak period.

1477
01:23:05.595 --> 01:23:09.235
Okay. Um, but in the,

1478
01:23:09.405 --> 01:23:12.915
let's have a look in your response in XQ

1479
01:23:14.565 --> 01:23:18.785
1 20 81, you say the applicant can confirm

1480
01:23:18.785 --> 01:23:20.545
that an analysis of these junctions,

1481
01:23:20.545 --> 01:23:24.985
haunting Sea Road Junction 34, um, for outside

1482
01:23:25.005 --> 01:23:28.545
of peak hour operation is contained in table nine 14

1483
01:23:29.085 --> 01:23:30.945
in the transport assessment part one.

1484
01:23:33.985 --> 01:23:35.405

Uh, yes, Gavin works for the applicant.

1485

01:23:35.465 --> 01:23:38.245

Um, you're quite correct. Um, that was an error on my part.

1486

01:23:38.245 --> 01:23:40.755

It should be table nine 16, which is

1487

01:23:40.755 --> 01:23:42.795

where it shows the out of peak effect.

1488

01:23:44.215 --> 01:23:45.955

So that's page 1 4 9.

1489

01:23:53.905 --> 01:23:57.415

All right. Thank you. Hopefully

1490

01:23:57.415 --> 01:24:00.575

that's wrapped up in the previous action point to make sure

1491

01:24:00.575 --> 01:24:01.615

that this document's correct.

1492

01:24:01.915 --> 01:24:03.175

Yes. Thank you.

1493

01:24:17.875 --> 01:24:20.295

You've also

1494

01:24:20.775 --> 01:24:23.935

provided a comparison at is that nine 15

1495

01:24:31.405 --> 01:24:34.745

and it's a difference between the peak hour,

1496

01:24:35.165 --> 01:24:37.265

the traffic peak hour, and the hour

1497

01:24:37.265 --> 01:24:40.805

before nine 15,

1498

01:24:43.535 --> 01:24:45.355

Uh, Gavin Wickford applicant. Yes, that's correct.

1499

01:24:46.215 --> 01:24:50.835

Um, just a point of clarification on a 14 off slip

1500

01:24:52.625 --> 01:24:56.705

difference, I make the difference between

1501

01:24:57.725 --> 01:25:01.865

690 and 6 4 9 to be 41,

1502

01:25:02.485 --> 01:25:03.785

not 107.

1503

01:25:05.705 --> 01:25:06.705

Is that correct?

1504

01:25:09.705 --> 01:25:11.605

Uh, yeah, Gavin, which we haven't, yes. Apologies.

1505

01:25:11.865 --> 01:25:12.885

Uh, sir, yeah, you're right.

1506

01:25:12.885 --> 01:25:14.685

That looks like a typo and that will be picked up

1507

01:25:14.685 --> 01:25:17.205

with the changes that I've, uh, already talked about.

1508

01:25:17.905 --> 01:25:20.685

One of my concerns is can we rely on these figures

1509

01:25:20.685 --> 01:25:24.005

because this is, as I said earlier, um,

1510

01:25:24.785 --> 01:25:26.925

not the first iteration of this document,

1511

01:25:27.225 --> 01:25:30.885

and this is a, um, not the first attempt

1512

01:25:31.065 --> 01:25:32.565
to provide us with information.

1513

01:25:32.585 --> 01:25:33.585
Are these reliable,

1514

01:25:35.415 --> 01:25:36.835
Uh, Kevin Wicks for the applicant?

1515

01:25:36.895 --> 01:25:38.075
Uh, yes, it is reliable.

1516

01:25:38.195 --> 01:25:40.595
I appreciate, we've had a number of iterations on this, um,

1517

01:25:41.055 --> 01:25:42.795
is a substantial document

1518

01:25:42.795 --> 01:25:44.195
and there's been a number of questions

1519

01:25:44.195 --> 01:25:45.755
and a number of tests that we've had to do.

1520

01:25:45.815 --> 01:25:49.475
But, um, uh, I'm the, the document is reliable

1521

01:25:49.495 --> 01:25:52.555
and these are just some minor, minor typographical errors

1522

01:25:52.555 --> 01:25:54.275
where we've been updating the document,

1523

01:25:54.335 --> 01:25:57.235
but I will see to it that we get that updated for the next,

1524

01:25:57.255 --> 01:25:58.875
uh, for the next well,

1525

01:25:58.875 --> 01:26:02.075

A minor typographical error can have a major consequence.

1526

01:26:03.515 --> 01:26:04.515

Absolutely. I understand that.

1527

01:26:05.215 --> 01:26:09.545

Thank you. Alright, can I, um,

1528

01:26:09.615 --> 01:26:11.465

just understand these figures then.

1529

01:26:11.485 --> 01:26:12.865

If we look at, um,

1530

01:26:15.435 --> 01:26:19.225

table, where are we?

1531

01:26:20.725 --> 01:26:22.725

I think we'll look at tables nine.

1532

01:26:22.725 --> 01:26:24.245

Sorry, I'm just getting my numbers right now.

1533

01:26:24.275 --> 01:26:28.765

9 14, 9 15, and nine 16 of the ta.

1534

01:26:33.605 --> 01:26:37.475

Right. So table 15, for example, in the PM peak,

1535

01:26:38.325 --> 01:26:40.555

which is five to 6:00 PM

1536

01:26:41.845 --> 01:26:44.825

and this is in 2038,

1537

01:26:49.375 --> 01:26:51.245

we've got a PCU figure

1538

01:26:52.385 --> 01:26:56.405

of, bear with me.

1539

01:26:56.705 --> 01:26:59.245

It is 5 2 6, I believe.

1540

01:27:01.105 --> 01:27:03.225

Mm-Hmm. Do you see that?

1541

01:27:03.345 --> 01:27:07.785

A 14 off slip, PCU five to 6:00 PM

1542

01:27:17.135 --> 01:27:18.035

Uh, Gavin Wicks for the

1543

01:27:18.035 --> 01:27:19.195

applicant? Yes, I can that, thank you.

1544

01:27:20.135 --> 01:27:23.435

And then same table for the pre peak I've called it,

1545

01:27:23.565 --> 01:27:27.475

which is the, the next column along is 5 3 1,

1546

01:27:28.215 --> 01:27:32.195

and then it says plus five, plus 1%.

1547

01:27:34.645 --> 01:27:37.825

So the pre peak is higher than the peak.

1548

01:27:41.995 --> 01:27:43.535

Yes. In that instance it is, yes.

1549

01:27:43.945 --> 01:27:47.015

Thank you. Now going back

1550

01:27:47.115 --> 01:27:50.575

to table nine 14 for the PMP,

1551

01:27:52.455 --> 01:27:55.125

again, five to 6:00 PM in 2038.

1552

01:28:06.885 --> 01:28:07.105

Yep.

1553

01:28:07.525 --> 01:28:10.905

Yes. The queue is, um,

1554

01:28:10.935 --> 01:28:12.585

15.9 PCU

1555

01:28:13.885 --> 01:28:17.785

and a degree of saturation of 90.4%. Yes,

1556

01:28:18.085 --> 01:28:18.585

Yes. Yeah,

1557

01:28:19.535 --> 01:28:22.945

Just keep your thumb in that one and go to table nine 16.

1558

01:28:26.515 --> 01:28:30.725

And let's look at the PM pre peak 4:00 PM

1559

01:28:30.785 --> 01:28:33.045

to 5:00 PM in 2038.

1560

01:28:35.395 --> 01:28:40.355

And the queue is 10.4 PCU with a degree

1561

01:28:40.355 --> 01:28:44.325

of saturation of 65.1%.

1562

01:28:46.175 --> 01:28:47.635

Can you help me to understand why

1563

01:28:48.575 --> 01:28:50.895

the queue is significantly less?

1564

01:28:51.045 --> 01:28:52.935

It's about a third less when

1565

01:28:53.075 --> 01:28:56.255

and the degree of saturation when the,

1566

01:28:57.665 --> 01:28:59.045

the figure is actually higher,

1567

01:29:03.865 --> 01:29:06.045

as we've seen in table nine point 15.

1568

01:29:07.525 --> 01:29:09.025

The nu the PCU figure

1569

01:29:09.045 --> 01:29:10.985

for the pre peak is higher than the peak,

1570

01:30:09.205 --> 01:30:10.425

Uh, Gavin makes for the applicant.

1571

01:30:10.525 --> 01:30:14.315

Yes. I think it's the, uh, I'll have to go back

1572

01:30:14.315 --> 01:30:16.475

and just double check, but it's the way that the, that,

1573

01:30:16.785 --> 01:30:19.395

that the traffic is dispersed around the other arms

1574

01:30:19.415 --> 01:30:20.515

of the junction and the way

1575

01:30:20.515 --> 01:30:22.515

that the traffic model looks at the other arms of the,

1576

01:30:22.735 --> 01:30:25.115

the other arms of the junction is which why the, the, the,

1577

01:30:25.215 --> 01:30:27.155

the, the, the flow is different, um,

1578

01:30:27.215 --> 01:30:29.885

and the, the results are different. Um, can

1579
01:30:29.885 --> 01:30:31.325
You just expand on that a little bit

1580
01:30:31.325 --> 01:30:32.525
more in general terms,

1581
01:30:33.525 --> 01:30:37.005
I guess because we are looking at a slightly different

1582
01:30:37.005 --> 01:30:39.925
traffic flow pattern, and the traffic flow is less, um, the,

1583
01:30:39.985 --> 01:30:42.765
uh, the, the other arms of the junction will have, uh,

1584
01:30:42.765 --> 01:30:44.485
will have somehow more traffic gone

1585
01:30:44.595 --> 01:30:45.885
because the, that the, the,

1586
01:30:45.885 --> 01:30:47.045
the way the traffic pattern changes

1587
01:30:47.045 --> 01:30:49.885
and the way that they, the modeling will the,

1588
01:30:49.885 --> 01:30:51.445
the traffic will distribute around the junction.

1589
01:30:51.505 --> 01:30:52.605
The junction results are.

1590
01:30:52.945 --> 01:30:57.885
So that's, um, uh, that's, that's, that's why the, uh,

1591
01:30:57.885 --> 01:31:00.965
that the traffic, the traffic flow is slightly different.

1592
01:31:01.305 --> 01:31:03.365

Uh, and that's why the traffic flow differences are shown.

1593

01:31:03.365 --> 01:31:05.405

And, and the queuing is different. How, how would that

1594

01:31:05.405 --> 01:31:08.885

Work if the, the light phasing

1595

01:31:08.885 --> 01:31:10.205

for example, stays the same?

1596

01:31:10.925 --> 01:31:13.725

'cause we're looking here at, um, the number of

1597

01:31:14.425 --> 01:31:17.565

in effect vehicles in a qr we measured in PCU,

1598

01:31:21.475 --> 01:31:22.475

Uh, yes. I mean the traffic

1599

01:31:22.475 --> 01:31:23.095

flow, uh,

1600

01:31:23.095 --> 01:31:26.065

the traffic signal timings themselves.

1601

01:31:26.465 --> 01:31:28.905

I suppose that the overall traffic timings will change

1602

01:31:29.425 --> 01:31:30.945

relative to the, the number of the, the amount

1603

01:31:30.945 --> 01:31:33.385

of traffic going through, which is why the, the, the, um,

1604

01:31:34.445 --> 01:31:35.785

uh, why the queue changed.

1605

01:31:35.785 --> 01:31:38.025

So there's not always the same amount of green time given

1606
01:31:38.285 --> 01:31:39.785
for a peak period for that arm

1607
01:31:39.785 --> 01:31:41.025
that there is to the off peak.

1608
01:31:41.045 --> 01:31:42.385
So that's why it changes. Can you

1609
01:31:42.385 --> 01:31:44.825
Tell me where I can find that in the, the TA please?

1610
01:31:44.985 --> 01:31:47.985
I, I haven't picked upon that point that there's a change

1611
01:31:48.205 --> 01:31:50.145
to the, the green phases,

1612
01:31:50.525 --> 01:31:53.225
Uh, that will be in the traffic modeling section, uh,

1613
01:31:53.395 --> 01:31:55.745
which is, uh, in the appendix.

1614
01:31:55.745 --> 01:31:57.145
I'll have to dig out the reference. Yes,

1615
01:31:57.145 --> 01:31:58.145
Please.

1616
01:32:04.595 --> 01:32:06.825
Would that be something, uh, useful for me to bring back?

1617
01:32:07.025 --> 01:32:09.885
'cause I can't dig it out in at this point

1618
01:32:09.945 --> 01:32:11.405
and immediately show it to you.

1619
01:32:11.405 --> 01:32:13.405

Is that something that would be useful to respond later?

1620

01:32:14.115 --> 01:32:15.525

Well, I'd like a response, yes.

1621

01:32:15.585 --> 01:32:19.725

If you can't do it now, then that's as I have to take

1622

01:32:19.725 --> 01:32:20.845

that answer, I'm afraid

1623

01:32:21.225 --> 01:32:22.225

That's probably the best thing. So

1624

01:32:22.225 --> 01:32:23.965

I can get the right, I can check the,

1625

01:32:23.965 --> 01:32:25.165

the table and get the right response.

1626

01:32:33.195 --> 01:32:35.375

And there's a, a similar point here.

1627

01:32:35.915 --> 01:32:39.375

Um, I think it would be useful to have

1628

01:32:40.255 --> 01:32:41.895

a full explanation on all of this.

1629

01:32:42.235 --> 01:32:45.455

Um, if we look at table nine 15,

1630

01:32:49.645 --> 01:32:51.225

the ons slip PM peak,

1631

01:32:55.495 --> 01:33:00.085

we've got 742 PCU, so that's table nine 15.

1632

01:33:08.425 --> 01:33:12.845

Yes. And then the PM peak is 6 9 9.

1633

01:33:14.265 --> 01:33:16.615

Difference is 43

1634

01:33:16.855 --> 01:33:19.295

between those two minus 5.8%

1635

01:33:22.365 --> 01:33:27.305

and presumably by the a 14 on slip, we mean traffic

1636

01:33:27.825 --> 01:33:30.465

actually on the on slip that's queuing at the,

1637

01:33:30.645 --> 01:33:31.705

the traffic light there.

1638

01:33:33.735 --> 01:33:36.955

That's the traffic for the, um, traffic that's, yeah.

1639

01:33:36.955 --> 01:33:38.835

Heading onto the A 14 onslaught. Yes.

1640

01:33:40.165 --> 01:33:41.265

Mm. Is that correct?

1641

01:33:41.805 --> 01:33:43.425

Is it heading onto it

1642

01:33:43.445 --> 01:33:46.345

or is it the actual traffic

1643

01:33:46.455 --> 01:33:50.625

that would be queuing at the traffic lights?

1644

01:33:51.435 --> 01:33:52.985

Sorry, yes, that was my fault.

1645

01:33:52.985 --> 01:33:54.465

Yeah, it's queuing at the traffic lights

1646

01:33:54.465 --> 01:33:56.105

to get onto the A 14 onl.

1647

01:33:56.105 --> 01:34:00.905

Yes. Thank you. So let's turn to table nine 14 then

1648

01:34:02.585 --> 01:34:04.645

and PM peak with operation,

1649

01:34:06.955 --> 01:34:09.985

um, southbound right.

1650

01:34:09.985 --> 01:34:11.305

Turn onto on slip,

1651

01:34:17.735 --> 01:34:19.885

we've got 29.3 PCUs

1652

01:34:26.445 --> 01:34:28.465

and, um, table nine 16,

1653

01:34:30.775 --> 01:34:33.775

the PM pre peak for that same turn

1654

01:34:34.595 --> 01:34:38.635

is 7.2 PCU, which is,

1655

01:34:40.625 --> 01:34:43.155

it's just under a quarter of the the peak period.

1656

01:34:46.035 --> 01:34:49.535

So I'd like to, to be able to understand why there's those

1657

01:34:50.635 --> 01:34:54.245

significant differences between the

1658

01:34:55.345 --> 01:34:58.365

peak and the pre peaks when the,

1659

01:34:58.785 --> 01:35:02.565

the relative traffic is, is not of a,

1660

01:35:03.125 --> 01:35:05.285

a similar difference in magnitude.

1661

01:35:06.445 --> 01:35:07.445

Does that make sense?

1662

01:35:28.975 --> 01:35:31.115

Yes. Gavin works for the applicant. Yes. I'm, thank you.

1663

01:35:31.315 --> 01:35:32.755

I think I'm following.

1664

01:35:32.755 --> 01:35:35.935

Oh, yeah, it's, I'm, I think it's probably better responding

1665

01:35:35.935 --> 01:35:37.575

in a, in a response post this.

1666

01:35:37.775 --> 01:35:39.175

I think I'm following through what,

1667

01:35:40.685 --> 01:35:41.915

Thank you, What is required,

1668

01:35:41.915 --> 01:35:44.115

but I think it is answered by my previous response, which is

1669

01:35:44.225 --> 01:35:48.585

that, uh, the difference in traffic flow at that point

1670

01:35:48.605 --> 01:35:50.865

and the, and the, the change in green time that's given

1671

01:35:50.865 --> 01:35:52.505

for the modeling and that's why the, the,

1672

01:35:52.505 --> 01:35:53.985

we're seeing the changes that we're seeing.

1673

01:35:54.605 --> 01:35:56.425

Um, but I think it's probably better in,

1674

01:35:56.525 --> 01:35:58.025

you know, a follow up

1675

01:35:58.185 --> 01:35:59.185

Response. Thank you. If you could,

1676

01:35:59.185 --> 01:36:01.305

as I I asked earlier, also

1677

01:36:01.855 --> 01:36:02.865

clearly indicate

1678

01:36:02.865 --> 01:36:05.025

where the change in green time is explained.

1679

01:36:05.025 --> 01:36:08.585

Yes. Thank you. Q Now the, um,

1680

01:36:11.785 --> 01:36:14.895

going back to the point I raised earlier about, um,

1681

01:36:16.395 --> 01:36:18.135

the applicant's response to

1682

01:36:19.375 --> 01:36:22.575

question 20.81 in ex Q1

1683

01:36:24.505 --> 01:36:29.135

where you, um, said that the hour nine

1684

01:36:29.135 --> 01:36:31.175

to 10 is not included in the assessment

1685

01:36:31.435 --> 01:36:36.175

and a review of the traffic data identified that seven

1686

01:36:36.195 --> 01:36:39.255

to eight was busier, so only that was tested

1687
01:36:39.675 --> 01:36:42.895
and that response concluded with

1688
01:36:42.895 --> 01:36:45.855
therefore no further assessment is

1689
01:36:46.055 --> 01:36:47.135
proposed to be undertaken.

1690
01:36:51.715 --> 01:36:53.215
Now we asked that question

1691
01:36:55.025 --> 01:36:58.315
because as Cambridge county council points out,

1692
01:36:58.655 --> 01:37:02.475
and that was its response to ex Q1 2085.

1693
01:37:03.305 --> 01:37:07.035
Currently Cambridge does not experience a single peak hour

1694
01:37:07.735 --> 01:37:09.155
in terms of traffic volumes,

1695
01:37:09.175 --> 01:37:12.795
but rather has a peak period covering the three hours from

1696
01:37:12.795 --> 01:37:14.595
seven till 10 in the morning.

1697
01:37:16.115 --> 01:37:19.595
Um, so that request still stands

1698
01:37:20.415 --> 01:37:23.075
to look at those, that that time period.

1699
01:37:23.975 --> 01:37:27.555
Um, whilst you propose not to do any further modeling,

1700
01:37:27.655 --> 01:37:31.025

the XA would still like to see the modeling

1701

01:37:31.245 --> 01:37:32.345

for those periods.

1702

01:37:35.965 --> 01:37:39.945

And it would also, um, like that not just the modeling.

1703

01:37:41.415 --> 01:37:43.235

Um, but we'd like some further

1704

01:37:43.235 --> 01:37:44.595

commentary on that as well, please.

1705

01:37:44.815 --> 01:37:49.265

So if we,

1706

01:37:52.665 --> 01:37:55.565

if we go back to those tables we've just looked at,

1707

01:37:56.065 --> 01:38:00.045

and the first example I gave was

1708

01:38:00.745 --> 01:38:04.455

the a 14 off slip, I think this is table

1709

01:38:05.965 --> 01:38:09.415

nine 15 in the, the transport assessment,

1710

01:38:10.055 --> 01:38:12.135

a 14 off slip in the afternoon.

1711

01:38:14.635 --> 01:38:17.485

Yeah. And that's, um,

1712

01:38:19.025 --> 01:38:22.085

1% greater than in the peak.

1713

01:38:23.525 --> 01:38:28.205

The pre peak period is 1% greater. Yeah.

1714
01:38:28.745 --> 01:38:32.365
Yes. Then if we look at the

1715
01:38:33.645 --> 01:38:35.285
14 off slip in the morning,

1716
01:38:36.865 --> 01:38:41.135
the pre peak is 6% less than the peak.

1717
01:38:41.685 --> 01:38:42.685
Yeah.

1718
01:38:48.245 --> 01:38:53.065
Uh, yes. Yes. And a 14 on slip in the afternoon

1719
01:38:54.445 --> 01:38:57.345
is 5.8% less than the peak.

1720
01:38:58.675 --> 01:38:59.935
Mm-Hmm. Yeah. Yes.

1721
01:39:00.385 --> 01:39:04.775
Thank you. Now, if we look at paragraph 9.5,

1722
01:39:04.775 --> 01:39:08.485
0.54 of the ta,

1723
01:39:12.915 --> 01:39:14.425
which is just before that table,

1724
01:39:24.435 --> 01:39:29.015
it tells us that nine point 14, this is about halfway

1725
01:39:29.045 --> 01:39:32.455
through the paragraph table nine 14.

1726
01:39:32.475 --> 01:39:34.895
And we, we know about the issues with table numbering

1727
01:39:35.775 --> 01:39:38.535

demonstrates that the hours outside of the a m

1728

01:39:38.535 --> 01:39:41.415

and pm peaks have significantly lower traffic

1729

01:39:41.445 --> 01:39:42.935

volumes compared to the peak hours.

1730

01:39:44.355 --> 01:39:46.695

And then it refers us to nine 15

1731

01:39:46.705 --> 01:39:49.775

where the comparison is set out that we've just looked at.

1732

01:39:54.475 --> 01:39:59.305

Do you think that that holds good for all of those,

1733

01:40:02.765 --> 01:40:04.545

um, parts of the, the junction,

1734

01:40:04.895 --> 01:40:07.585

including the ones we've just looked at,

1735

01:40:07.825 --> 01:40:11.985

where one is 1% more and the others are about 6% less?

1736

01:40:12.405 --> 01:40:13.705

Um, is that significant?

1737

01:40:14.765 --> 01:40:17.225

Um, uh, Gavin, which for the applicant, um, yes,

1738

01:40:17.425 --> 01:40:19.465

I can understand the examiner's point.

1739

01:40:19.605 --> 01:40:22.705

Um, I think looking at the other arms, which are 30%

1740

01:40:22.705 --> 01:40:25.905

and 20% lower, and then we have the specific arm you pointed

1741
01:40:25.945 --> 01:40:28.425
out, which are the on slips are, which are similar

1742
01:40:28.985 --> 01:40:30.385
'cause the percentages aren't that different.

1743
01:40:30.545 --> 01:40:33.505
I think taking as an overall junction performance, which is

1744
01:40:33.605 --> 01:40:35.145
how we try and look at the junction,

1745
01:40:35.245 --> 01:40:37.065
the overall traffic flow through it

1746
01:40:37.065 --> 01:40:39.065
and the performance of the junction, we would, we,

1747
01:40:39.425 --> 01:40:41.265
I still believe it is significantly lower

1748
01:40:41.355 --> 01:40:42.705
taken as taken in the round.

1749
01:40:42.925 --> 01:40:44.265
But I, I take your point

1750
01:40:44.465 --> 01:40:46.025
that those specific arms are very similar,

1751
01:40:47.035 --> 01:40:48.335
But in terms of mitigation,

1752
01:40:48.335 --> 01:40:50.095
we haven't looked at the junction as a whole.

1753
01:40:50.125 --> 01:40:54.325
Have we, the, the impact is on one part of the junction

1754
01:40:54.425 --> 01:40:57.205

and that's why you were proposing mitigation.

1755

01:40:57.205 --> 01:40:59.485

Is that correct? And I'm thinking about the

1756

01:40:59.485 --> 01:41:00.645

operational phase here.

1757

01:41:03.075 --> 01:41:04.935

Uh, I don't, I mean, we look at from a,

1758

01:41:05.005 --> 01:41:06.615

from a testing point of view

1759

01:41:06.615 --> 01:41:08.895

and the way that I've analyze, the way we analyze junctions

1760

01:41:08.895 --> 01:41:10.455

because we have to look arm by arm,

1761

01:41:10.755 --> 01:41:13.935

but from a mitigation it is, we, we try

1762

01:41:13.935 --> 01:41:16.095

to look at the junction operation as a whole.

1763

01:41:16.475 --> 01:41:17.735

Um, because the mitigation

1764

01:41:17.845 --> 01:41:20.415

that we set out in the operational logistics plan

1765

01:41:20.415 --> 01:41:23.495

and the operational worker plan again, is to move traffic

1766

01:41:23.955 --> 01:41:26.495

to those for the outside peak periods.

1767

01:41:26.595 --> 01:41:28.615

Should that become, uh, an issue?

1768

01:41:28.775 --> 01:41:31.535

I mean, again, we are looking at the operational phase,

1769

01:41:31.555 --> 01:41:33.255

so this is 2038.

1770

01:41:33.515 --> 01:41:37.225

So we are, you know, we're 14 years in the future.

1771

01:41:37.365 --> 01:41:40.665

So this is based on a, a series of growth predictions

1772

01:41:40.665 --> 01:41:43.785

and growth, sorry, growth forecasts, um, that have our,

1773

01:41:44.005 --> 01:41:46.985

our base junction traffic, uh, higher

1774

01:41:47.245 --> 01:41:49.625

by about 14% than it already is.

1775

01:41:50.045 --> 01:41:52.745

So it's the junction.

1776

01:41:53.535 --> 01:41:55.385

When we look at the baseline, um, assessment

1777

01:41:55.405 --> 01:41:58.505

of the junction, it's, it's generally at capacity based

1778

01:41:58.505 --> 01:41:59.585

on the current operation.

1779

01:41:59.925 --> 01:42:03.145

So what we've tried to do is set out

1780

01:42:03.695 --> 01:42:06.705

what happens now when the capacity grows as per forecast,

1781

01:42:07.005 --> 01:42:09.705

and what are the potential impacts when we add

1782

01:42:09.815 --> 01:42:11.785

what is a relatively small amount

1783

01:42:11.785 --> 01:42:14.265

of vehicles from the operation of this, of the,

1784

01:42:14.285 --> 01:42:17.385

of the facility, um, and what potentially could happen

1785

01:42:17.485 --> 01:42:19.905

and in, and in that circumstance, should

1786

01:42:19.935 --> 01:42:21.105

that forecast be true

1787

01:42:21.365 --> 01:42:23.385

and should all those vehicles turn up at peak hour?

1788

01:42:23.585 --> 01:42:27.105

'cause again, this assessment is based on if all

1789

01:42:27.185 --> 01:42:28.865

of the heavy goods vehicles

1790

01:42:28.885 --> 01:42:32.825

and if all of the, um, the workforce, uh, traffic arrive

1791

01:42:32.845 --> 01:42:34.305

by car and they'll arrive at the same time,

1792

01:42:34.305 --> 01:42:35.745

this is potentially what could happen.

1793

01:42:35.805 --> 01:42:38.465

So it's, again, it's looking at that reasonable,

1794

01:42:38.465 --> 01:42:42.335

what we determine is a reasonable worst case, um, without,

1795

01:42:42.515 --> 01:42:43.615
uh, without mitigation.

1796

01:42:43.635 --> 01:42:47.535
And then, um, and so I think, yeah, I, I, back to the point.

1797

01:42:47.615 --> 01:42:49.615
I think this is a, I think we can determine

1798

01:42:49.615 --> 01:42:50.735
that is sig we think

1799

01:42:50.735 --> 01:42:52.615
that is significantly lower taken in the

1800

01:42:52.615 --> 01:42:53.775
round in terms of mitigation.

1801

01:42:53.995 --> 01:42:55.975
So on, on the junction as a whole,

1802

01:42:59.305 --> 01:43:00.885
the, the significant only applies

1803

01:43:00.885 --> 01:43:01.965
to the junction as a whole.

1804

01:43:06.445 --> 01:43:07.585
Uh, yes. Thank you.

1805

01:43:07.685 --> 01:43:10.665
Can we turn up chapter 19 of the ESN please?

1806

01:43:10.685 --> 01:43:15.625
And let's go to page roman numeral numbering 18.

1807

01:43:54.305 --> 01:43:55.485
So which page, page

1808

01:43:55.765 --> 01:43:57.405

18 Roman numeral page 18.

1809

01:43:58.105 --> 01:44:01.125

So X-V-I-I-I in the

1810

01:44:02.305 --> 01:44:04.075

chapter 19 of the Es

1811

01:44:17.855 --> 01:44:19.835

on my version, it's the track changes version.

1812

01:44:19.835 --> 01:44:23.035

It's page 19 of 2 1 5 of the PDF.

1813

01:44:34.545 --> 01:44:36.805

Is it possible to Make that a tiny bit larger?

1814

01:44:38.005 --> 01:44:39.485

I think that's the following page.

1815

01:44:43.115 --> 01:44:47.675

X-V-I-I-I three I. Yeah. Next one. So that's it. Thank you.

1816

01:44:48.575 --> 01:44:50.835

And, uh, summary of operational effects

1817

01:44:53.125 --> 01:44:57.295

and we see there third paragraph.

1818

01:44:57.405 --> 01:44:59.295

Despite the addition of a small amount

1819

01:44:59.295 --> 01:45:01.135

of operational traffic relative

1820

01:45:01.135 --> 01:45:03.935

to the total traffic on the surrounding road network,

1821

01:45:05.135 --> 01:45:08.935

a major cumulative effect is identified on driver delay at

1822

01:45:08.935 --> 01:45:12.535
the Hoing C road, a 14 on slip junction,

1823

01:45:13.185 --> 01:45:14.975
southbound on Horing zero road,

1824

01:45:15.385 --> 01:45:20.295
right turn in right hand turn into the on slip in the AM

1825

01:45:20.555 --> 01:45:23.335
and pm peak period, which is sign significant.

1826

01:45:24.115 --> 01:45:27.095
Now in the ES you've looked at individual parts

1827

01:45:27.095 --> 01:45:29.015
that junction rather the whole junction.

1828

01:45:29.235 --> 01:45:32.375
So can we just go back to that question please?

1829

01:45:32.845 --> 01:45:36.855
That I posed earlier about whether the difference

1830

01:45:36.855 --> 01:45:38.855
of 1% positive

1831

01:45:38.915 --> 01:45:42.695
or 6% negative, whether that's significant or not.

1832

01:45:51.605 --> 01:45:55.225
Uh, Gavin Wix for the applicant, as I still think this, I,

1833

01:45:55.225 --> 01:45:59.065
yeah, I still think what previously said holds true, uh,

1834

01:45:59.165 --> 01:46:03.025
and that we've identified a potential

1835

01:46:04.305 --> 01:46:07.535

major effect on the, on the junction from the,

1836

01:46:07.655 --> 01:46:12.415

I guess from the traffic from driver delay due to, um,

1837

01:46:13.275 --> 01:46:16.295

due to the impacts on those, on those particular arms.

1838

01:46:16.475 --> 01:46:18.815

But I thi I think the mitigation still applies

1839

01:46:18.815 --> 01:46:20.575

for the junction as a whole. So I, I

1840

01:46:20.575 --> 01:46:21.895

Understand that, but could you just

1841

01:46:21.895 --> 01:46:22.975

answer my question please?

1842

01:46:26.005 --> 01:46:27.315

Sorry, could you repeat the question?

1843

01:46:27.315 --> 01:46:32.075

Yeah, the question was whether a difference of, um, 1%,

1844

01:46:32.555 --> 01:46:37.395

a positive 1% or negative 6% between the peak

1845

01:46:37.575 --> 01:46:39.355

and the pre peak is significant.

1846

01:46:49.185 --> 01:46:53.315

I sorry, Gavin Wicks for the applicant? Um, yeah.

1847

01:46:53.895 --> 01:46:56.515

Yes, I still think they are well taken in the round.

1848

01:46:56.635 --> 01:46:58.475

I think, I think they are significant with the,

1849
01:46:58.475 --> 01:47:01.635
with the junction results, so yes, I think

1850
01:47:01.735 --> 01:47:02.735
So. So when

1851
01:47:02.735 --> 01:47:04.355
we see on that particular arm,

1852
01:47:04.355 --> 01:47:07.715
there'll be 1% more traffic in the pre peak

1853
01:47:08.625 --> 01:47:10.165
that's significantly less,

1854
01:47:10.185 --> 01:47:11.885
as you say in the transport assessment.

1855
01:47:20.615 --> 01:47:22.555
Um, Gavin makes the applicant apologies.

1856
01:47:22.585 --> 01:47:26.115
Yeah, maybe I'm not, I'm not properly communic,

1857
01:47:26.115 --> 01:47:27.235
um, understanding the question.

1858
01:47:27.235 --> 01:47:28.235
Maybe I still,

1859
01:47:29.585 --> 01:47:31.755
Well, let's just go back to the, let's go back

1860
01:47:31.755 --> 01:47:33.315
to the transport assessment where

1861
01:47:34.395 --> 01:47:36.075
I originally raised this point.

1862
01:47:36.225 --> 01:47:39.315

It's, it's paragraph and we will break for lunch.

1863

01:47:39.335 --> 01:47:41.875

And I realize it's been a long morning, um,

1864

01:47:42.165 --> 01:47:44.035

after this question, we'll break for lunch.

1865

01:47:44.695 --> 01:47:48.795

Um, paragraph 9.5 0.54

1866

01:47:55.255 --> 01:47:56.925

where it says that the,

1867

01:47:57.225 --> 01:48:00.645

in effect the pre peak hours have significantly lower

1868

01:48:00.645 --> 01:48:03.245

traffic volumes compared to the peak hours.

1869

01:48:03.945 --> 01:48:07.365

The point I'm asking you about is whether that holds good

1870

01:48:07.365 --> 01:48:10.885

or not for the junction as a whole is not the point.

1871

01:48:11.885 --> 01:48:15.785

The point relates to these various parts of the junction

1872

01:48:16.645 --> 01:48:19.825

and for example, the a 14 off slip

1873

01:48:20.755 --> 01:48:25.225

where the pre peak traffic is higher than the peak traffic.

1874

01:48:27.775 --> 01:48:31.695

So if we break down the conclusion, would

1875

01:48:31.695 --> 01:48:36.535

that apply the significantly lower, would that apply to all

1876

01:48:36.535 --> 01:48:37.935
of the components of the junction

1877

01:48:40.825 --> 01:48:41.855
Again, makes for the applicant?

1878

01:48:41.855 --> 01:48:44.975
Apologies. Yes. Apologies. Apologies. My misunderstanding.

1879

01:48:45.015 --> 01:48:46.415
I follow the question through now, I suppose.

1880

01:48:46.415 --> 01:48:49.775
Yes, you're right on the arm by arm is not, yes,

1881

01:48:49.795 --> 01:48:52.935
it wouldn't be significantly lower for the 1% and the 6%.

1882

01:48:53.305 --> 01:48:55.895
Thank you. Okay, well, we'll take that point

1883

01:48:56.035 --> 01:48:58.015
to, to break for lunch.

1884

01:48:58.395 --> 01:49:01.815
Um, can we take 45 minutes? Is that okay?

1885

01:49:03.355 --> 01:49:08.045
Yeah. Okay. So we'll adjourn until 1350.

1886

01:49:08.735 --> 01:49:09.525
Thank you very much.