

WEBVTT – This file was automatically generated by event.video

0

00:00:00.305 --> 00:00:00.525

Yes.

1

00:00:03.995 --> 00:00:05.325

Welcome back everybody.

2

00:00:05.555 --> 00:00:10.005

It's now 1:50 PM and the hearing is resumed.

3

00:00:11.625 --> 00:00:15.665

I promise to keep you all up to date on timings.

4

00:00:15.905 --> 00:00:19.545

I am probably about 60% of the way through

5

00:00:20.295 --> 00:00:21.705

traffic and transport.

6

00:00:21.885 --> 00:00:25.785

So for those waiting for the subsequent topics, um,

7

00:00:26.505 --> 00:00:28.505

I would imagine that will take us through to

8

00:00:29.205 --> 00:00:31.705

at least the afternoon break, which we are hoping

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00:00:31.765 --> 00:00:33.465

to take at 3:30 PM

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00:00:35.825 --> 00:00:37.135

Thank you very much, sir.

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00:00:37.255 --> 00:00:39.335

I, I wonder whether you or,

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00:00:40.315 --> 00:00:43.615

or your colleagues, it's just able to help us

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00:00:43.755 --> 00:00:48.095

to realistically, which topics we're hoping to cover today.

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00:00:48.515 --> 00:00:50.455

Um, so that

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00:00:51.095 --> 00:00:53.255

I, I think if transport goes through to the next break,

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00:00:53.705 --> 00:00:56.215

it'll probably just be the next item on the agenda

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00:00:56.215 --> 00:00:57.375

after that, which would be carbon.

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00:00:58.755 --> 00:00:59.775

Yes. Um,

19

00:01:00.895 --> 00:01:01.895

Thank you. That's, that's

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00:01:01.895 --> 00:01:02.485

a helpful,

21

00:01:02.885 --> 00:01:06.145

Although obviously if we do have time, we would seek

22

00:01:06.145 --> 00:01:07.465

to go onto the next topic as well.

23

00:01:07.465 --> 00:01:08.505

Yes. Which is ecology. I,

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00:01:08.685 --> 00:01:12.025

As you may know, um, our lead ecologist unfortunately,

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00:01:12.165 --> 00:01:14.945

has been, um, badly struck down with Covid.

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00:01:15.245 --> 00:01:17.945

Yes, we Understand. And she's not at all well, um,

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00:01:18.525 --> 00:01:23.345

we have team members who can deal with, um, some

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00:01:23.345 --> 00:01:26.265

of the questions and who can assist, I'm sure,

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00:01:26.535 --> 00:01:29.825

depending upon the level of detail that, um, that,

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00:01:29.825 --> 00:01:31.025

that the panel require.

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00:01:31.455 --> 00:01:33.225

Okay. I mean, it may also be we look

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00:01:33.225 --> 00:01:34.785

to rearrange the ordering,

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00:01:34.965 --> 00:01:38.025

but we'll, we'll obviously all push it forward

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00:01:38.025 --> 00:01:39.545

to we certainly subsequent hearings.

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00:01:39.855 --> 00:01:43.185

Yeah. We can certainly get going on ecology if we, um,

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00:01:43.395 --> 00:01:44.865

reach that point today.

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00:01:45.405 --> 00:01:48.545

But if, if, please you could bear in mind that, that

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00:01:48.545 --> 00:01:49.545

of course, there're a woman down.

39

00:01:50.175 --> 00:01:51.185

Okay. Thank you. Okay.

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00:01:51.185 --> 00:01:55.545

Thank you, Sir. Might I, excuse me.

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00:01:56.545 --> 00:01:58.585

Selena Kaho for, for Cambridge County Council,

42

00:01:58.795 --> 00:02:01.265

might I just raise a, a, a quick matter, um,

43

00:02:01.445 --> 00:02:02.905

for the last series of questions?

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00:02:02.905 --> 00:02:06.825

Mm-Hmm. Um, sir, we listened very carefully, obviously to,

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00:02:06.825 --> 00:02:08.945

to your questions and, and the answers to them.

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00:02:09.445 --> 00:02:11.065

Um, and it may be that you were going to,

47

00:02:11.125 --> 00:02:13.345

to ask the county's view in any event,

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00:02:16.975 --> 00:02:20.605

sorry, I'm just taking instruction on this, but the, um, uh,

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00:02:21.265 --> 00:02:22.405

but obviously the,

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00:02:22.405 --> 00:02:26.045

the county council hasn't raised any issues about, um,

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00:02:26.195 --> 00:02:30.605

this junction and in particular we're involved in, um,

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00:02:31.345 --> 00:02:33.805

in agreeing the methodology and the,

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00:02:33.825 --> 00:02:36.445

and the relevant, relevant parameters to the ta.

54

00:02:37.425 --> 00:02:40.645

So, um, it, it may be of assistance to you

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00:02:40.705 --> 00:02:44.765

to hear from either hear from, from the council themselves,

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00:02:44.765 --> 00:02:47.365

and we have a, an officer in waiting who may be able

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00:02:47.365 --> 00:02:48.845

to speak to this

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00:02:49.665 --> 00:02:53.725

or which may be a little bit more helpful, is to,

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00:02:54.225 --> 00:02:58.405

or in parallel is to have something set out in the statement

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00:02:58.405 --> 00:02:59.700

of common ground that's being agreed

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00:02:59.700 --> 00:03:01.285

between the county council and,

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00:03:01.345 --> 00:03:03.485

and the appellant that, that, that deals

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00:03:03.555 --> 00:03:04.925

with this particular issue.

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00:03:05.855 --> 00:03:09.205

Thank you. The, um, the points I was raising

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00:03:09.305 --> 00:03:11.605

before lunch, I will be picking up

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00:03:11.665 --> 00:03:14.605

for some subsequent questions, which then I was planning

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00:03:14.605 --> 00:03:16.605
to bring county in on.

68

00:03:16.735 --> 00:03:21.085
Right. Um, it relates to the extent of

69

00:03:21.895 --> 00:03:22.925
mitigation really.

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00:03:24.065 --> 00:03:27.645
Um, so they were basically setting the scene for

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00:03:28.685 --> 00:03:31.665
the questions that were be coming very, very shortly.

72

00:03:31.955 --> 00:03:35.905
Right. Um, and it would be helpful to have some input

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00:03:36.045 --> 00:03:37.705
as you've suggested from county,

74

00:03:38.285 --> 00:03:40.065
So, we'll, I, I we're doing it online,

75

00:03:40.165 --> 00:03:41.225
but, but We'll, that's fine.

76

00:03:41.225 --> 00:03:42.905
We'll try and make sure that we can be as much help as

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00:03:43.065 --> 00:03:44.065
Possible. Thank you.

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00:03:44.065 --> 00:03:47.225
It may be, as you suggest that it is taken away

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00:03:47.225 --> 00:03:51.385
and agreed if there are further mitigation measures,

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00:03:51.385 --> 00:03:52.705

for example, are necessary.

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00:03:53.365 --> 00:03:56.225

Um, but we can see where we get with these questions

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00:03:56.405 --> 00:03:58.665

and then perhaps you could take stock

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00:03:58.725 --> 00:04:00.305

and decide how you'd like to

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00:04:00.975 --> 00:04:03.185

respond if indeed you do want to respond.

85

00:04:03.485 --> 00:04:04.745

Yes, sir. Thank you very much, sir.

86

00:04:04.915 --> 00:04:06.425

Thank you. Thank you, sir.

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00:04:06.685 --> 00:04:10.425

And, um, as the witnesses said, and particularly Mr.

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00:04:10.745 --> 00:04:14.545

Wick said before, um, the adjournment, um,

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00:04:15.025 --> 00:04:17.425

o obviously we would like

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00:04:17.445 --> 00:04:21.265

to respond in writing on various of these points

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00:04:22.085 --> 00:04:25.585

and, um, I, I make no criticism at all.

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00:04:26.245 --> 00:04:30.305

Um, but clearly the, the agenda was general Yes.

93

00:04:30.325 --> 00:04:31.825

Uh, in, in terms

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00:04:32.565 --> 00:04:37.065

and when one is thinking about traffic modeling, um,

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00:04:37.365 --> 00:04:39.665

it, it is, uh, a, a complex

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00:04:39.765 --> 00:04:43.585

and sometimes can be quirky, um, exercise.

97

00:04:44.165 --> 00:04:46.345

Uh, and, and obviously Mr.

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00:04:46.985 --> 00:04:51.265

Wicks, um, alluded to a highly technical appendix,

99

00:04:51.715 --> 00:04:54.225

which I don't for a moment think or expect

100

00:04:54.225 --> 00:04:56.465

or want us to be going into today.

101

00:04:57.165 --> 00:05:01.585

Um, but, but which clearly does need, um, properly

102

00:05:02.105 --> 00:05:05.105

considering in, in the light of, of, uh,

103

00:05:05.175 --> 00:05:09.825

your questions which have, um, clearly drilled down into a,

104

00:05:09.895 --> 00:05:11.625

into a level of detail.

105

00:05:11.915 --> 00:05:14.265

Thank you. Um, we understand that

106

00:05:14.605 --> 00:05:17.905

and we will, um, be expecting a deadline

107

00:05:18.005 --> 00:05:20.825

for the updated documents that cover all of these points.

108

00:05:20.965 --> 00:05:22.265

Yes. Um, and

109

00:05:24.975 --> 00:05:28.995

of course we will have an opportunity in X XQ two to,

110

00:05:29.215 --> 00:05:30.515

to follow up on anything.

111

00:05:30.535 --> 00:05:34.795

Yes. Um, but we would be taking those submitted documents

112

00:05:34.935 --> 00:05:38.155

as the definitive position as it were, which is why

113

00:05:38.865 --> 00:05:40.715

I've emphasized the need for Yes.

114

00:05:40.745 --> 00:05:43.155

Clarity and accuracy in those documents. Yes,

115

00:05:43.485 --> 00:05:45.795

We've, that point has been heard loud

116

00:05:45.795 --> 00:05:46.955

and clear. Thank you. Thank

117

00:05:46.955 --> 00:05:47.955

You.

118

00:05:49.695 --> 00:05:53.565

Could we turn then please to document

119

00:05:54.885 --> 00:05:56.765

a PP dash 1 41

120

00:06:00.955 --> 00:06:05.615

and in particular page, and it's PDF page 2, 2 8 of that.

121

00:06:10.715 --> 00:06:15.415

Just while we're turning that up, um, we've noticed online

122

00:06:15.445 --> 00:06:17.735

that people are putting their hands up and taking them down.

123

00:06:17.755 --> 00:06:21.895

If you'd like to make a point, please leave the hand up

124

00:06:21.895 --> 00:06:24.655

because we don't always immediately see that.

125

00:06:25.075 --> 00:06:27.495

And similarly, please, um,

126

00:06:27.825 --> 00:06:31.735

don't use any reaction function such as a thumbs up on

127

00:06:32.495 --> 00:06:35.815

Microsoft teams, um, as it can cause issues

128

00:06:35.885 --> 00:06:37.455

with the live streaming.

129

00:06:37.665 --> 00:06:38.095

Thank you.

130

00:06:43.765 --> 00:06:47.175

Okay. Have we got, I think we're still working our way to

131

00:06:47.995 --> 00:06:49.935

app 1 4 1

132

00:06:52.535 --> 00:06:54.195

and page 2 2 8.

133

00:07:21.455 --> 00:07:23.885

Thank you. And could we just scroll down

134

00:07:23.985 --> 00:07:25.765

so the graph is visible?

135

00:07:25.825 --> 00:07:30.805

That's really helpful. Thank you. That's it. Thank you.

136

00:07:31.675 --> 00:07:34.285

This follows on from the point we were discussing

137

00:07:35.025 --> 00:07:39.445

before lunch, looking at the individual arms of

138

00:07:40.205 --> 00:07:44.485

junction 34, and we can see here

139

00:07:45.345 --> 00:07:49.605

the, the junction flow profiles, um, which I'm sure the

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00:07:50.985 --> 00:07:52.985

transport experts are, are very familiar with.

141

00:07:54.605 --> 00:07:56.625

The, the question

142

00:07:56.655 --> 00:07:59.345

that was raised in our minds when we reviewed this

143

00:08:00.015 --> 00:08:03.465

does relate to those pre peak periods

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00:08:03.485 --> 00:08:08.305

and Cambridge county council's, um, note in XQ one

145

00:08:08.375 --> 00:08:12.225

that Cambridge doesn't have a single hour peak period.

146

00:08:14.545 --> 00:08:19.325

And looking at these, for example, if we look at the, um,

147

00:08:20.915 --> 00:08:25.035

the total, which is the black line, um,

148

00:08:25.175 --> 00:08:29.515

on the right hand side, which is for the 4:00 PM until

149

00:08:30.415 --> 00:08:34.435

the 7:00 PM window, we can see that

150

00:08:35.455 --> 00:08:39.965

at about four 30 the amount of traffic

151

00:08:41.495 --> 00:08:45.565

is more or less the same as during the evening traffic peak.

152

00:08:50.825 --> 00:08:53.575

Going back to the question we originally asked about whether

153

00:08:53.585 --> 00:08:57.955

about modeling these, these periods,

154

00:08:58.635 --> 00:09:02.555

I think the, the question probably needs to be refocused on

155

00:09:03.305 --> 00:09:06.515

what are the consequences of the flows

156

00:09:08.265 --> 00:09:10.935

in these pre peak periods

157

00:09:11.355 --> 00:09:13.935

or indeed as Cambridge, sorry,

158

00:09:13.935 --> 00:09:16.655

Cambridge Shire County Council is suggesting

159

00:09:17.425 --> 00:09:21.855

after the, the morning peak, they, they noted till nine 30,

160

00:09:22.135 --> 00:09:23.375

I believe from recollection.

161

00:09:24.275 --> 00:09:27.135

So again, I think this is the point that needs

162

00:09:27.135 --> 00:09:30.535

to be taken away for consideration and a response.

163

00:09:30.665 --> 00:09:35.295

Could we have a response please, on whether

164

00:09:36.235 --> 00:09:39.215

for the individual arms, bearing in mind as we looked at

165

00:09:39.235 --> 00:09:43.935

before lunch, the impact has been identified just on an

166

00:09:43.935 --> 00:09:48.895

individual arm and that impact has given rise to, um,

167

00:09:49.455 --> 00:09:53.695

proposed mitigation, whether the mitigation needs to

168

00:09:54.465 --> 00:09:58.995

cover a broader period, broader period than

169

00:09:58.995 --> 00:10:01.995

that assessed in the application submission.

170

00:10:02.655 --> 00:10:06.595

So it goes back to the, the time periods that we

171

00:10:07.165 --> 00:10:08.755

posed in the original question.

172

00:10:09.035 --> 00:10:10.475

I dunno whether we need to review those

173

00:10:10.575 --> 00:10:12.635

or you can, you've got them to hand.

174

00:10:14.015 --> 00:10:17.575

Um, would you like me to, to just call those up?

175

00:10:20.935 --> 00:10:22.075

Uh, yes, please. Yep.

176

00:10:27.985 --> 00:10:30.085

So we asked for, um,

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00:10:32.115 --> 00:10:34.545

seven till 8:00 AM and nine till 10:00 AM

178

00:10:35.895 --> 00:10:38.675

and the period between the school peak

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00:10:38.675 --> 00:10:41.835

and the evening peak, which is four to 5:00 PM

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00:10:45.025 --> 00:10:46.925

And I recognize that the,

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00:10:49.625 --> 00:10:53.205

the junction flow profile is, is in sort of chunks

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00:10:53.205 --> 00:10:54.445

of half an hour really, isn't it?

183

00:10:54.475 --> 00:10:58.485

It's, it takes the, the measurements every quarter hour

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00:10:58.665 --> 00:11:01.605

and presents them in squares of half an hour.

185

00:11:01.665 --> 00:11:02.845

So it may be that you'd like

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00:11:02.845 --> 00:11:05.445

to break it down into half an hour periods,

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00:11:06.105 --> 00:11:10.285

but to identify whether within those periods in our

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00:11:11.755 --> 00:11:15.255

question, which was, beg your pardon.

189

00:11:15.325 --> 00:11:19.655

I'll go back and give you the question reference question.

190

00:11:20.075 --> 00:11:23.335

Ex Q1 2081,

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00:11:26.205 --> 00:11:29.095

whether during those time periods there would be a need

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00:11:29.095 --> 00:11:33.255

for any mitigation on any of the arms

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00:11:33.275 --> 00:11:36.455

of junction 34 as is proposed for

194

00:11:37.575 --> 00:11:38.915

the studied periods.

195

00:11:39.655 --> 00:11:42.395

Is that clear or would you like me to, to rephrase it?

196

00:11:53.425 --> 00:11:55.135

Sorry, could you speak into the microphone please?

197

00:11:55.135 --> 00:11:56.135

Thank you.

198

00:11:57.805 --> 00:11:59.895

Turn it on. Gavin Wick for the applicant?

199

00:12:00.355 --> 00:12:02.655

Uh, no, I believe the, the question's clear

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00:12:02.795 --> 00:12:06.135

so we can look at, yeah, we look at, um, uh,

201

00:12:06.135 --> 00:12:07.215

the mitigation proposed,

202

00:12:07.215 --> 00:12:09.015

which is the moving the traffic outta the P hours

203

00:12:09.475 --> 00:12:12.415

and if there's any, anything additional we'd need

204

00:12:12.415 --> 00:12:14.935

to do other than that for those particular arms in those,

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00:12:14.955 --> 00:12:16.775

in those, those other peaks,

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00:12:17.005 --> 00:12:20.415

What we'd like to see is you've obviously analyzed the

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00:12:20.415 --> 00:12:23.015

peak periods and identified

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00:12:23.085 --> 00:12:25.855

that over a certain threshold the mitigation is needed

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00:12:25.855 --> 00:12:29.335

because of the effect on that single arm of the junction.

210

00:12:29.875 --> 00:12:33.655

Mm-Hmm. Whether during any of those other periods,

211

00:12:33.655 --> 00:12:35.775

whether it be by half hour

212

00:12:36.075 --> 00:12:40.025

or hourly period, that same threshold

213

00:12:40.595 --> 00:12:43.185

would be crossed where some type

214

00:12:43.185 --> 00:12:45.145

of mitigation may need to be considered.

215

00:12:47.555 --> 00:12:48.775

Is that okay? Uh, yes.

216

00:12:48.775 --> 00:12:49.935

That's good. Thank you.

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00:12:50.115 --> 00:12:53.495

And I think at this point it's probably worth going over

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00:12:53.635 --> 00:12:55.535

to Cambridge County Council

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00:12:55.535 --> 00:12:58.015

and hopefully the line of questioning early is now clear

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00:12:58.715 --> 00:13:01.055

why we've, um, drilled down into that.

221

00:13:03.365 --> 00:13:05.385

So I, I believe I understand it.

222

00:13:05.485 --> 00:13:08.345

I'm, I'm, I'm just checking line with, with, um, Mr.

223

00:13:08.565 --> 00:13:11.225

Tattle who is, um, the officer who may well be able

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00:13:11.225 --> 00:13:13.585

to assist, but I I'm not proposing him

225

00:13:13.585 --> 00:13:14.945

to give you an answer at the moment.

226

00:13:15.925 --> 00:13:17.745

Im just, thank you. I'm peering over Mr.

227

00:13:17.795 --> 00:13:22.785

Hartford's, so he's one, so that's, that's fine.

228

00:13:22.805 --> 00:13:24.385

We can, we can deal with that, but we'll deal with it in

229

00:13:24.385 --> 00:13:25.385

Run. Thank you. Are

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00:13:25.385 --> 00:13:27.305

there any other points you'd like to make,

231

00:13:28.045 --> 00:13:30.505

um, from the, you, you know,

232

00:13:30.505 --> 00:13:32.145

you picked up the period before lunch.

233

00:13:32.445 --> 00:13:34.145

Is there anything else you'd like to come back on?

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00:13:35.485 --> 00:13:37.385

Not that I have been instructed to and,

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00:13:37.385 --> 00:13:38.425

and not that I'm aware of,

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00:13:38.425 --> 00:13:41.505

but that I, I think that the principle point I wanted

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00:13:41.505 --> 00:13:42.985

to make was that these are matters

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00:13:42.985 --> 00:13:46.905

that had been already considered by the county council.

239

00:13:47.245 --> 00:13:49.985

So it's more an assurance that, that it's not

240

00:13:49.985 --> 00:13:51.625

that we have not had been,

241

00:13:51.845 --> 00:13:53.745

not been involved in the process at all and,

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00:13:53.745 --> 00:13:54.945

and that there has been Thank

243

00:13:54.945 --> 00:13:55.945

You. We understand that

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00:13:55.945 --> 00:13:59.705

and it's, um, it's to identify whether,

245

00:14:00.165 --> 00:14:01.625

um, mitigation is appropriate.

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00:14:02.975 --> 00:14:04.285

Thank you, sir. We understand. Thank you.

247

00:14:06.205 --> 00:14:09.945

So may I, if you are about to move on to another topic,

248

00:14:10.565 --> 00:14:14.145

um, may I just allude to a context point

249

00:14:14.525 --> 00:14:16.425

and it, it may be that, uh,

250

00:14:16.735 --> 00:14:18.665

it's better if you hear it directly

251

00:14:19.205 --> 00:14:20.865

or in a little more detail from Mr.

252

00:14:21.295 --> 00:14:23.105

Rulings or Mr. Wicks, but,

253

00:14:23.325 --> 00:14:28.185

but it is, uh, just respectfully to remind everybody

254

00:14:28.925 --> 00:14:33.785

of, um, in a sense all the, the caveats

255

00:14:33.785 --> 00:14:37.545

and worst cases and so forth, which, uh, need to be

256

00:14:37.645 --> 00:14:42.585

or are built into all of this, um, in terms of,

257

00:14:43.405 --> 00:14:45.905

uh, the wider policy aspirations

258

00:14:45.925 --> 00:14:49.305

of the county council in particular, uh,

259

00:14:49.525 --> 00:14:51.965

to reduce traffic on the, the road

260

00:14:52.305 --> 00:14:55.445

and all these figures build into them, uh,

261

00:14:55.695 --> 00:15:00.565

tempo growth assumptions for a, a long time in the future.

262

00:15:01.465 --> 00:15:05.405

And, um, I've doubt this ex expressed that in a terribly

263

00:15:06.195 --> 00:15:08.205

stumbling lay kind of way.

264

00:15:08.585 --> 00:15:10.605

And if Mr. Rawlings or Mr.

265

00:15:10.845 --> 00:15:15.085

Wicks can put it better than that, um, I I

266

00:15:15.775 --> 00:15:18.085

would hope that you'd be prepared to hear them for a moment

267

00:15:18.145 --> 00:15:19.205

or two on that point.

268

00:15:19.685 --> 00:15:21.765

I would, I do have that point already,

269

00:15:22.345 --> 00:15:23.845

and I would hope that, um,

270

00:15:23.955 --> 00:15:27.765

that would be the basis on which Cambridge County Council

271

00:15:27.895 --> 00:15:30.685

would respond to any additional information

272

00:15:30.715 --> 00:15:32.445

that the applicant prefer prepares.

273

00:15:33.135 --> 00:15:34.645

Would you like to come back on that point,

274

00:15:37.205 --> 00:15:38.505

Uh, Gavin makes for the applicant?

275

00:15:38.605 --> 00:15:40.065

Uh, yeah. Yes. Just briefly.

276

00:15:40.245 --> 00:15:43.185

Um, I suppose with Cambridge here, we'd, uh,

277

00:15:43.185 --> 00:15:45.185

looked at the use of these forecast figures

278

00:15:45.185 --> 00:15:49.445

that the tempo growth figures, uh, as Mogue stated, uh,

279

00:15:49.545 --> 00:15:52.645

and we were, we, we agreed with them that

280

00:15:52.645 --> 00:15:54.845

that was the correct approach to use, uh,

281

00:15:54.945 --> 00:15:57.805

and that they represented, uh, uh, a,

282

00:15:58.045 --> 00:16:01.285

a reasonable look forward for the, for the 2038 period,

283

00:16:01.685 --> 00:16:03.805
a reasonable look at traffic flow, uh,

284

00:16:04.575 --> 00:16:06.365
worse case, uh, for that period.

285

00:16:06.745 --> 00:16:10.045
Uh, and that was what we would base our, our traffic, um,

286

00:16:10.045 --> 00:16:12.005
assessment on that, that growth.

287

00:16:12.665 --> 00:16:14.045
And you'd agree that if

288

00:16:15.025 --> 00:16:17.445
any additional mitigation is needed

289

00:16:17.555 --> 00:16:19.245
that would be appropriate to look at

290

00:16:19.245 --> 00:16:22.045
that worst case scenario to, to identify that?

291

00:16:22.545 --> 00:16:25.365
Uh, we'd, uh, we did look at when we put the, um,

292

00:16:25.865 --> 00:16:28.485
the initial tra the, the traffic flow for the peak hours,

293

00:16:28.705 --> 00:16:31.485
the, uh, the, um, the seven till eight, uh,

294

00:16:31.485 --> 00:16:36.445
and the five till six, um, uh, tests, we did look at, um,

295

00:16:36.665 --> 00:16:38.165
the initial results, which showed

296

00:16:38.165 --> 00:16:41.165

that there were potential issues with junction capacity, uh,

297

00:16:41.185 --> 00:16:43.405

and talked to Cambridge at that point,

298

00:16:43.755 --> 00:16:46.725

said potential CTMP medications to move outside.

299

00:16:46.725 --> 00:16:48.405

And at that point, that's when we looked at the traffic

300

00:16:48.495 --> 00:16:50.045

flows on those outside peaks,

301

00:16:50.045 --> 00:16:52.525

and that's what we'd put forward in the, um, the, uh,

302

00:16:52.525 --> 00:16:54.325

environmental assessment and the transport assessment.

303

00:16:54.625 --> 00:16:56.685

And again, that was something we'd talked to Cambridge

304

00:16:56.685 --> 00:17:00.285

and we'd reviewed with them and, um, we were brought, well,

305

00:17:00.285 --> 00:17:02.205

we were in agreement with that was the right approach.

306

00:17:03.165 --> 00:17:06.085

I suppose the, the step we've covered today then is a,

307

00:17:06.405 --> 00:17:07.605

a step further than that

308

00:17:07.605 --> 00:17:11.205

because you've disaggregated the impact by arm

309

00:17:11.225 --> 00:17:15.565

of the junction looking at that, um, that same,

310

00:17:16.065 --> 00:17:19.925

um, affected part of the network, um, outside

311

00:17:19.925 --> 00:17:22.125

of peak hours rather than the junction as a whole.

312

00:17:23.785 --> 00:17:25.045

The conclusion we have

313

00:17:25.145 --> 00:17:28.445

before us is just for the con sorry for the, the junction

314

00:17:28.465 --> 00:17:31.845

as a whole, I believe in terms of the impact

315

00:17:31.845 --> 00:17:32.965

outside of the peak hours,

316

00:17:34.955 --> 00:17:36.855

Yes, I suppose that looks at the junction as a whole,

317

00:17:36.855 --> 00:17:38.975

but the, yes, I guess the mitigation is to,

318

00:17:39.155 --> 00:17:42.095

to move traffic away, so that affects each arm individually,

319

00:17:42.095 --> 00:17:43.455

but yes, it's the junction as a whole.

320

00:17:43.745 --> 00:17:47.935

Thank you. Let's move on to mitigation proposals then.

321

00:17:48.315 --> 00:17:49.565

So my, I'm so sorry.

322

00:17:49.765 --> 00:17:52.965

I know that you are poised, um, but I, I, Mr.

323

00:17:53.245 --> 00:17:56.365

Tuttle can actually help, um, o on on, on this now and is

324

00:17:56.365 --> 00:17:58.485

and his, and I think it would be helpful given

325

00:17:58.485 --> 00:18:00.485

that we've been discussing it to, to hear from him.

326

00:18:00.665 --> 00:18:02.805

Of course, yes. Thank you very much, sir. Mr.

327

00:18:03.005 --> 00:18:06.725

Tuttle is the, um, the council's, the county council's, uh,

328

00:18:07.085 --> 00:18:08.765

transport assessment manager. Thank

329

00:18:08.765 --> 00:18:09.765

You Mr. tl.

330

00:18:09.765 --> 00:18:10.425

331

00:18:11.165 --> 00:18:12.905

Um, good afternoon, sir.

332

00:18:13.085 --> 00:18:15.585

Uh, my name's Jess TTL from the county council.

333

00:18:16.485 --> 00:18:18.745

Um, we have worked with the applicant

334

00:18:19.285 --> 00:18:21.745

in quite considerable detail about looking at the,

335

00:18:22.325 --> 00:18:24.985

the mitigation that might be required at the junction.

336

00:18:25.805 --> 00:18:30.065

Um, they proposed a set of signals, which we then sent

337

00:18:30.065 --> 00:18:33.505

through the modeling to our signals experts,

338

00:18:34.125 --> 00:18:35.385

who then looked at it

339

00:18:35.525 --> 00:18:39.025

and decided that the model was well constructed, um,

340

00:18:39.445 --> 00:18:42.585

and didn't see any problems with the modeling from that.

341

00:18:42.765 --> 00:18:46.185

We concluded that the signals, whilst

342

00:18:47.115 --> 00:18:51.205

there are some areas where the

343

00:18:51.715 --> 00:18:56.005

arms might be close capacity in certain circumstances, was a

344

00:18:56.795 --> 00:19:00.445

good mitigation package, um,

345

00:19:00.625 --> 00:19:02.405

to mitigate the impacts the traffic.

346

00:19:02.905 --> 00:19:06.205

One of the things about signals modeling is, um,

347

00:19:06.255 --> 00:19:09.125

apart from the intricacies that have been discussed

348

00:19:09.125 --> 00:19:13.485

and alluded to, um, by the applicant's consultant, is that

349

00:19:14.395 --> 00:19:19.165

when modeling signals you put in fixed times for green times

350

00:19:19.545 --> 00:19:22.125

and into greens, et cetera, um,

351

00:19:22.305 --> 00:19:26.965

but in reality we run all signals on a system called mover

352

00:19:27.345 --> 00:19:30.885

now or another equivalent system.

353

00:19:31.035 --> 00:19:36.005

What that can do or does is it learns traffic patterns

354

00:19:36.505 --> 00:19:40.525

and it can actually then take spare capacity from one arm

355

00:19:41.065 --> 00:19:42.325

and give it to another one.

356

00:19:42.945 --> 00:19:46.565

So therefore it can actually adapt to the traffic situation.

357

00:19:46.705 --> 00:19:51.325

So if there are significantly lower flows on any

358

00:19:51.325 --> 00:19:53.525

of the arms, it can then say, well,

359

00:19:53.725 --> 00:19:55.845

actually I think I'll give that green time to another arm.

360

00:19:56.425 --> 00:20:00.565

So it actually balances out the, the junction operation

361

00:20:01.165 --> 00:20:03.405

a lot better than the signals used to.

362

00:20:05.505 --> 00:20:06.815

Sorry, can I just interrupt?

363

00:20:06.915 --> 00:20:09.215

Um, nothing in response to what you just said.

364

00:20:09.225 --> 00:20:11.575

We've just seen a thumbs down appear on the screen.

365

00:20:12.135 --> 00:20:13.975

I dunno how this is happening,

366

00:20:14.035 --> 00:20:16.415

but if everybody participating

367

00:20:17.105 --> 00:20:19.575

could refrain from using the function on teams,

368

00:20:19.575 --> 00:20:20.575

that would be really helpful.

369

00:20:20.745 --> 00:20:23.495

Thank you. Um, thank you Mr. Tuttle.

370

00:20:23.675 --> 00:20:26.135

Um, I'm sure that wasn't a, a,

371

00:20:26.815 --> 00:20:30.135

a reflection on yourself there, that, um, the,

372

00:20:30.565 --> 00:20:34.455

hopefully you understand that we, we do need to just verify

373

00:20:34.645 --> 00:20:38.335

that, um, the mitigation being proposed

374

00:20:39.155 --> 00:20:40.295

is satisfactory.

375

00:20:41.275 --> 00:20:42.615

Um, not least

376

00:20:42.615 --> 00:20:45.135

because this junction has been the focus

377

00:20:45.195 --> 00:20:48.270

of many representations that have, have been submitted to

378

00:20:48.785 --> 00:20:49.925

the examining authority

379

00:20:50.625 --> 00:20:52.725

and hopefully given the amount of work

380

00:20:52.795 --> 00:20:54.365

that you've just explained,

381

00:20:54.475 --> 00:20:58.845

that should be a relatively straightforward task to, um,

382

00:20:59.185 --> 00:21:02.085

to prepare those additional conclusions that we look for.

383

00:21:03.285 --> 00:21:06.245

I, I, I think that apologies for stepping in.

384

00:21:06.345 --> 00:21:10.045

So, um, I think that if we were to submit something at um,

385

00:21:10.535 --> 00:21:13.645

stage, uh, stage four, um, four, um,

386

00:21:14.115 --> 00:21:15.965

then we could clarify a lot of the points

387

00:21:15.965 --> 00:21:16.925

that I've just gone through

388

00:21:16.925 --> 00:21:18.045

and the applicant's gone through.

389

00:21:18.045 --> 00:21:20.045

Thank you. The satisfaction of the, uh,

390

00:21:21.455 --> 00:21:22.455

Thank you.

391

00:21:25.155 --> 00:21:28.735

Is there anything else on that point then before I move on?

392

00:21:30.265 --> 00:21:33.765

No, thank you. Mitigation proposals

393

00:21:33.985 --> 00:21:38.165

and, uh, this is, um, Cambridge County Council's response,

394

00:21:38.165 --> 00:21:42.925

which we'll find at rep one dash 1 3 4.

395

00:21:53.125 --> 00:21:56.945

The Cambridge County Council says that in the view

396

00:21:56.945 --> 00:21:58.785

of the transport assessment team

397

00:22:00.265 --> 00:22:03.785

restricting peak hour movement over any peak period, this is

398

00:22:03.785 --> 00:22:07.505

for the operational period would not achieve any great

399

00:22:07.825 --> 00:22:10.305

reduction in traffic, given the commentary above

400

00:22:11.765 --> 00:22:13.065

it would not be possible

401

00:22:13.165 --> 00:22:16.545

or legal to prevent all vehicles traveling through Hoing Sea

402

00:22:17.085 --> 00:22:19.625

as there may be employees for which this is the fastest

403

00:22:19.885 --> 00:22:23.825

or most convenient routes their workplace as alluded to

404

00:22:23.875 --> 00:22:25.905

above enforcement of a peak hour

405

00:22:26.405 --> 00:22:28.785

or peak period ban would be very difficult.

406

00:22:29.525 --> 00:22:31.625

For this reason, the local highway authority

407

00:22:32.325 --> 00:22:34.065

do not currently have any schemes

408

00:22:34.065 --> 00:22:36.945

or instances where all vehicles with a specific origin

409

00:22:37.445 --> 00:22:39.665

or destination and monitored for the purposes

410

00:22:39.665 --> 00:22:42.585

of restricting route choice in the view

411

00:22:42.585 --> 00:22:46.545

of the local highway authority, that secondary mitigation

412

00:22:46.545 --> 00:22:49.465

as proposed would not achieve its aims due

413

00:22:49.465 --> 00:22:52.305

to aforementioned enforcement and legal issues.

414

00:22:53.375 --> 00:22:54.425

Safe Honey Hill,

415

00:22:55.165 --> 00:22:57.345

and this is, um, document

416

00:22:57.885 --> 00:23:00.505

rep two dash 0 6 3

417

00:23:01.805 --> 00:23:04.995

and in response to XQ one,

418

00:23:05.275 --> 00:23:10.095
question 2079 has also raised concerns

419

00:23:10.095 --> 00:23:13.095
about enforceability, um,

420

00:23:13.475 --> 00:23:17.695
and the point that was made earlier about, um, how the,

421

00:23:18.715 --> 00:23:21.295
um, monitoring through A NPR would work.

422

00:23:21.475 --> 00:23:26.055
So could I come back first to the applicant please

423

00:23:26.995 --> 00:23:29.535
and to respond to Cambridge County Council's

424

00:23:30.225 --> 00:23:31.615
views on effectiveness

425

00:23:31.635 --> 00:23:34.255
and enforceability of the proposed mitigation?

426

00:23:40.545 --> 00:23:44.645
Andrew rulings, uh, Mark McDonald, um, in terms of, of,

427

00:23:45.025 --> 00:23:46.985
um, my comments are not

428

00:23:46.985 --> 00:23:49.025
around restricting the peak hour movements,

429

00:23:49.085 --> 00:23:51.865
but around the movements at the junction itself.

430

00:23:52.125 --> 00:23:54.745
So the forearm junction that is being formed

431

00:23:54.845 --> 00:23:57.745

to provide the new access into the site is

432

00:23:57.745 --> 00:24:00.985

that within the DC0, we have drafted

433

00:24:02.185 --> 00:24:04.985

proposals in for, in, in the form

434

00:24:04.985 --> 00:24:07.625

of TR0s traffic regulation orders that

435

00:24:08.345 --> 00:24:10.625

prohibit certain movements at that junction.

436

00:24:11.445 --> 00:24:15.385

And so the left turn in from Hoing Sea into

437

00:24:15.385 --> 00:24:16.505

the site is prohibited.

438

00:24:17.485 --> 00:24:19.145

The right turn, uh,

439

00:24:19.315 --> 00:24:23.265

northbound on Hoing Sea Road into the site is prohibited,

440

00:24:24.085 --> 00:24:26.625

and the right turn outta the site

441

00:24:27.495 --> 00:24:29.185

into Horing Sea is prohibited.

442

00:24:29.845 --> 00:24:32.545

And the, the junction itself has been designed

443

00:24:33.715 --> 00:24:36.895

in order physically in terms of the, the, uh,

444

00:24:37.955 --> 00:24:40.255

The, The traffic islands

445
00:24:40.795 --> 00:24:42.815
to make those turns difficult as well.

446
00:24:42.915 --> 00:24:46.735
So there's the proposals for enforcement in terms of

447
00:24:48.085 --> 00:24:49.455
traffic regulation orders

448
00:24:49.955 --> 00:24:51.215
and the design of the junction

449
00:24:51.395 --> 00:24:53.455
to make those maneuver movements

450
00:24:54.915 --> 00:24:58.655
Well, Contrary to a traffic regulation order

451
00:24:58.655 --> 00:25:00.175
and difficult to do in reality.

452
00:25:00.955 --> 00:25:04.015
And that means that you are then left with, in terms

453
00:25:04.015 --> 00:25:08.855
of accessing the site, um, coming off the a 14 off slip

454
00:25:09.075 --> 00:25:11.295
and going straight over to get into the site

455
00:25:11.915 --> 00:25:14.665
and then, um, coming out the site,

456
00:25:15.005 --> 00:25:18.185
making a legal left turn across the over bridge

457
00:25:18.245 --> 00:25:19.905
and then back onto the A 14.

458
00:25:22.205 --> 00:25:26.915

So can we, can I just clarify

459

00:25:27.065 --> 00:25:30.875
with you the, so the access into the

460

00:25:31.905 --> 00:25:33.595
site, if you were coming from Hoing

461

00:25:33.595 --> 00:25:35.235
so you wouldn't be able to turn left into it,

462

00:25:36.905 --> 00:25:37.905
That's correct. In terms of

463

00:25:37.905 --> 00:25:39.805
being banned as a,

464

00:25:40.105 --> 00:25:41.765
as a traffic regulation order? Yes.

465

00:25:42.345 --> 00:25:43.765
And how would that be enforced?

466

00:25:45.665 --> 00:25:49.355
Well, it would, it would be if a, if a vehicle made

467

00:25:49.355 --> 00:25:52.315
that turn, then it would be enforced through, you know,

468

00:25:52.375 --> 00:25:56.415
any other, um, contravention to, um,

469

00:25:57.295 --> 00:25:58.495
a traffic regulation order.

470

00:25:59.315 --> 00:26:02.975
And can, sorry to ask you to repeat,

471

00:26:03.155 --> 00:26:06.455
can you turn right if going north along ing Sea Road

472

00:26:06.455 --> 00:26:08.535

Into No, that's prohibited as well.

473

00:26:09.505 --> 00:26:12.405

So that means that, you know, you basically, you,

474

00:26:12.625 --> 00:26:14.805

if you're coming from ING Sea,

475

00:26:15.065 --> 00:26:16.325

you can't make the left turn in

476

00:26:16.345 --> 00:26:17.885

and if you're coming from Fendi

477

00:26:17.885 --> 00:26:20.485

and you can't make the right turn into the site,

478

00:26:20.485 --> 00:26:24.525

and that was one of, in, um, one of the early consultations

479

00:26:24.555 --> 00:26:26.925

with local residents, that was a, a key point

480

00:26:26.925 --> 00:26:31.605

that they wanted, um, that enforcement in place in order to,

481

00:26:31.985 --> 00:26:35.535

to help with the, um, the management

482

00:26:35.535 --> 00:26:37.535

of routing in and outta the site.

483

00:26:39.215 --> 00:26:42.275

But couldn't somebody from Horing CC come south,

484

00:26:42.655 --> 00:26:46.685

go off onto the A 14 at junction 34 round the Milton

485

00:26:46.685 --> 00:26:47.725

interchanging back again?

486

00:26:48.345 --> 00:26:49.405

Yes. That's, that's,

487

00:26:49.435 --> 00:26:51.365

that is still possible they could do that maneuver.

488

00:26:51.505 --> 00:26:52.505

Yes.

489

00:26:52.745 --> 00:26:55.325

How does this balance, in terms of the

490

00:26:55.945 --> 00:27:00.475

general policy desirability of reducing travel by

491

00:27:01.635 --> 00:27:04.835

motorized vehicles, doesn't it simply add a lot

492

00:27:04.835 --> 00:27:06.435

of additional mileage to the network?

493

00:27:07.275 --> 00:27:10.035

I think it means, you know, it means that we,

494

00:27:10.345 --> 00:27:12.995

that makes it impractical or, or,

495

00:27:13.055 --> 00:27:16.395

or not a very good choice as a, as a route option than, so

496

00:27:16.395 --> 00:27:18.715

therefore people are unlikely to do it.

497

00:27:20.135 --> 00:27:21.235

Is it better to,

498

00:27:24.295 --> 00:27:27.555

to physically design out, as I think you were suggesting,

499

00:27:27.555 --> 00:27:31.875

those movements, um, to mitigate the impacts that

500

00:27:31.875 --> 00:27:35.275

that is seeking to mitigate as oppo well

501

00:27:35.615 --> 00:27:38.395

and have the consequence of increasing,

502

00:27:38.985 --> 00:27:40.995

potentially increasing mileage on the network?

503

00:27:41.265 --> 00:27:42.635

Yeah, sorry to interrupt. Yeah. Yes.

504

00:27:42.635 --> 00:27:45.275

With, with there, there's both the measures in terms

505

00:27:45.335 --> 00:27:46.995

of the traffic regulation order

506

00:27:47.015 --> 00:27:49.115

and the appropriate signage at the junction

507

00:27:49.615 --> 00:27:51.435

and on the traffic signal heads themselves,

508

00:27:51.495 --> 00:27:54.355

but also where we've, where we've been able to do it

509

00:27:54.355 --> 00:27:58.395

to design in the traffic islands to make it

510

00:27:58.775 --> 00:28:02.355

to physically to make it difficult to make those

511

00:28:03.145 --> 00:28:04.635

illegal move maneuvers.

512

00:28:06.965 --> 00:28:09.545

But as we've seen, the, the big issue seems

513

00:28:09.545 --> 00:28:12.305

to be the one slip in peak hours, is that correct?

514

00:28:12.805 --> 00:28:14.745

The junction 34 on slip

515

00:28:16.785 --> 00:28:18.965

In terms of modeling? Yes. Yes.

516

00:28:19.585 --> 00:28:21.605

Are you risking exacerbating that?

517

00:28:21.745 --> 00:28:24.725

If you, if I say as I described somebody

518

00:28:25.515 --> 00:28:28.925

goes south from Hoey, goes onto the A 14

519

00:28:29.025 --> 00:28:32.165

and in effect as a big U-turn via the junction,

520

00:28:32.275 --> 00:28:33.365

then that's an interchange.

521

00:28:34.525 --> 00:28:36.205

I, I would, I'd be surprised

522

00:28:36.205 --> 00:28:37.845

that many people would do that maneuver.

523

00:28:38.325 --> 00:28:41.525

I think that the main issue would be people coming down from

524

00:28:41.525 --> 00:28:44.565

the north down the A 10 going through Water Beach

525

00:28:44.565 --> 00:28:49.045

and Horing Sea is a, a rat run by having

526

00:28:49.105 --> 00:28:51.525
to make them do that additional maneuver

527

00:28:51.705 --> 00:28:53.485
to go back onto the Ahor 10

528

00:28:53.485 --> 00:28:55.125
and then up to the a 10 junction.

529

00:28:55.805 --> 00:28:58.605
I think that will stop the vast majority of people

530

00:28:58.605 --> 00:29:03.445
that would be tempted to, to, to use Water Beach

531

00:29:03.665 --> 00:29:06.805
and Horing Sea to get to the site, to

532

00:29:07.905 --> 00:29:09.005
to, to route that way.

533

00:29:09.385 --> 00:29:12.565
Of course, there still is people that may work and live in

534

00:29:13.545 --> 00:29:17.255
and, you know, they, they could be tempted to make

535

00:29:17.255 --> 00:29:19.205
that left turn, um,

536

00:29:19.665 --> 00:29:22.845
or, you know, the, the, um, the maneuver

537

00:29:22.845 --> 00:29:25.045
that you suggested in terms of the A 14.

538

00:29:25.065 --> 00:29:26.485
But I think, you know, that's gonna be very,

539

00:29:26.485 --> 00:29:28.245

very small numbers of people.

540

00:29:28.935 --> 00:29:32.285

Thank you. Um, just one final point on this

541

00:29:32.285 --> 00:29:33.445

before I go to the county.

542

00:29:34.145 --> 00:29:38.885

Um, what's the point of the measures described

543

00:29:38.905 --> 00:29:43.565

for the OLTP if you've physically designed out

544

00:29:44.025 --> 00:29:47.525

or tried to physically mitigate, um,

545

00:29:47.525 --> 00:29:49.085

various routes from being taken?

546

00:29:50.285 --> 00:29:51.465

Um, can you give some more

547

00:29:51.465 --> 00:29:52.905

detail in terms of what happened? Yes, of course.

548

00:29:52.965 --> 00:29:56.785

So the, the OLTP, um, would

549

00:29:57.875 --> 00:29:59.665

inclu include A NPR

550

00:29:59.925 --> 00:30:02.945

and monitoring measures, for example, um,

551

00:30:03.485 --> 00:30:06.905

and specify where people couldn't, couldn't go,

552

00:30:06.965 --> 00:30:08.025

as I understand it.

553

00:30:08.845 --> 00:30:12.575

Um, is that an, an unnecessary

554

00:30:14.095 --> 00:30:16.935

document that doesn't need to be certified,

555

00:30:17.295 --> 00:30:18.415

I suppose is the point

556

00:30:18.415 --> 00:30:21.375

that I'm asking if you've already designed these things out?

557

00:30:22.945 --> 00:30:24.385

I think, I think they go hand in hand.

558

00:30:24.425 --> 00:30:27.105

I think that, that the, the designing out

559

00:30:27.125 --> 00:30:29.225

and the enforcement side of that is strong,

560

00:30:29.605 --> 00:30:33.745

but having a NPR cameras at the, um, in a sense,

561

00:30:33.765 --> 00:30:38.025

the private access to the site, um, gives another level

562

00:30:38.045 --> 00:30:42.345

of monitoring to see if there is actually any, you know, um,

563

00:30:43.175 --> 00:30:46.185

enforcement issues because particularly the left turn

564

00:30:46.695 --> 00:30:50.425

into the site from Horing Sea, it's very difficult to design

565

00:30:50.425 --> 00:30:54.145

that out in terms of a, a private car or van maneuver.

566

00:30:54.995 --> 00:30:57.545

Thank you. Cambridge County Council,

567

00:30:58.005 --> 00:30:59.425

do you have any comments on that

568

00:30:59.525 --> 00:31:00.865

as local highways authority?

569

00:31:01.585 --> 00:31:05.105

I, I understand Mr. Tuttle is, is in the wings, um,

570

00:31:05.205 --> 00:31:06.425

and able to make some comment.

571

00:31:06.595 --> 00:31:07.865

Thank you Mr. Tuttle.

572

00:31:09.245 --> 00:31:11.465

Um, thank you and good afternoon again, sir.

573

00:31:11.965 --> 00:31:16.545

Um, the design of the junction is obviously the best way

574

00:31:16.545 --> 00:31:20.175

of trying to stop people doing certain maneuvers,

575

00:31:20.415 --> 00:31:22.695

although you're never gonna stop everyone doing it

576

00:31:22.695 --> 00:31:25.175

because of various movements

577

00:31:25.195 --> 00:31:28.655

and traction for large vehicles that needs to,

578

00:31:29.155 --> 00:31:30.175

um, to be done.

579

00:31:31.895 --> 00:31:34.855

A MPR can be useful for tracking vehicles.

580

00:31:35.875 --> 00:31:39.335

Um, you know, the cameras are quite small these days.

581

00:31:39.335 --> 00:31:41.815

They're quite inexpensive. They can be very useful.

582

00:31:42.625 --> 00:31:44.215

Using that information

583

00:31:44.275 --> 00:31:46.815

to actually enforce is a bit more difficult

584

00:31:47.245 --> 00:31:51.135

because under the GDPR regulations, all we can do

585

00:31:51.755 --> 00:31:56.695

is use anonymized strings of traffic, as it were,

586

00:31:57.015 --> 00:32:01.375

IEA vehicle that passed through one

587

00:32:01.375 --> 00:32:04.695

or more cameras to say that that vehicle took that route.

588

00:32:04.925 --> 00:32:08.935

What we can't necessarily do is identify who owns

589

00:32:08.935 --> 00:32:11.015

that vehicle, what that vehicle was.

590

00:32:15.035 --> 00:32:19.455

Um, so whilst we can, we could say,

591

00:32:19.805 --> 00:32:22.855

okay, over a period maybe x amount

592

00:32:22.855 --> 00:32:25.895

of vehicles did go into the site from Horton.

593

00:32:25.895 --> 00:32:28.015

See, we would not actually be able

594

00:32:28.355 --> 00:32:31.335

to find out from a county council perspective anyway,

595

00:32:32.035 --> 00:32:34.455

who they were and, and what they were.

596

00:32:35.195 --> 00:32:40.095

And this does sort of negate the, kind of

597

00:32:40.875 --> 00:32:43.255

the impact of having the A NPR if we,

598

00:32:43.475 --> 00:32:45.335

we can't do a lot with the data.

599

00:32:47.145 --> 00:32:51.485

Thank you. Thank you. Hopefully the

600

00:32:51.855 --> 00:32:54.165

sound team issue in here,

601

00:32:54.445 --> 00:32:56.965

I think some turned on.

602

00:32:58.265 --> 00:33:00.365

Is that okay? That's better. Thank you.

603

00:33:00.655 --> 00:33:01.725

Sorry about that everybody.

604

00:33:02.145 --> 00:33:05.245

Um, well can I set an action then?

605

00:33:05.385 --> 00:33:09.845

The county and the applicant come back to the XA on whether,

606

00:33:10.825 --> 00:33:15.005

um, the suite of proposed mitigation is necessary.

607

00:33:15.945 --> 00:33:18.215

Thank you, Mr. Gilda.

608

00:33:20.345 --> 00:33:24.015

Thank you, sir. I'm trying to not extend the,

609

00:33:24.195 --> 00:33:25.855

the conversation about the operation in

610

00:33:25.855 --> 00:33:26.895

this junction much further.

611

00:33:27.675 --> 00:33:29.895

Can I raise one other point, which I know

612

00:33:29.895 --> 00:33:32.975

that Save Honey Hill have already raised, which is

613

00:33:32.975 --> 00:33:37.775

that in schedule nine of the draft DCO, um, part two,

614

00:33:38.555 --> 00:33:40.135

it specifies three kinds

615

00:33:40.135 --> 00:33:42.615

of prohibited movements at that junction.

616

00:33:44.275 --> 00:33:47.135

And we have already said,

617

00:33:47.155 --> 00:33:50.975

and I'm going to repeat here sir, that the third of one

618

00:33:50.975 --> 00:33:54.735

of those, which is, and I'll read it to you no right,

619

00:33:54.805 --> 00:33:57.295

turn into the proposed wastewater treatment plant

620

00:33:57.955 --> 00:34:00.255

access from the B 1 0 4 7

621

00:34:00.395 --> 00:34:04.835

and Horing Sea Road southbound at the point shown

622

00:34:04.835 --> 00:34:06.075

with a pink circle.

623

00:34:07.575 --> 00:34:12.555

Now that I think I'm correct in saying so,

624

00:34:12.855 --> 00:34:15.275

um, can I please ask the applicants

625

00:34:15.275 --> 00:34:17.355

to look at those three specifications?

626

00:34:17.715 --> 00:34:19.115

'cause I believe that the third one

627

00:34:19.115 --> 00:34:21.395

of those should say northbound and not southbound.

628

00:34:22.145 --> 00:34:24.055

Thank you for pointing that out, applicant.

629

00:34:26.705 --> 00:34:29.325

Yes, if that's the drafting it should say northbound. Yeah.

630

00:34:30.585 --> 00:34:31.725

Thanks. Thank you. We'll,

631

00:34:31.725 --> 00:34:32.885

we'll add that to the action point.

632

00:34:34.675 --> 00:34:38.725

Yeah. Okay. I believe my colleagues telling me you've

633

00:34:38.725 --> 00:34:40.085

already picked up this issue

634

00:34:40.625 --> 00:34:42.245
and you've said it would be changed

635

00:34:43.145 --> 00:34:45.045
in a previous submission to the xa.

636

00:34:46.505 --> 00:34:49.215
Thank you. Let's move on then

637

00:34:49.315 --> 00:34:52.015
to, sorry, Ms. Cotton.

638

00:34:52.745 --> 00:34:53.975
Sorry, just very quickly

639

00:34:54.295 --> 00:34:56.975
'cause it does affect, uh, um, access

640

00:34:56.975 --> 00:34:58.095
to the transfer tunnel,

641

00:34:58.425 --> 00:35:00.775
which is just a little bit further on from that junction.

642

00:35:01.195 --> 00:35:03.655
And forgive me for not looking at this in great detail,

643

00:35:03.875 --> 00:35:06.935
as in coming to knowing whether you've answered it or not.

644

00:35:07.115 --> 00:35:10.695
Um, angling water, just my concern, uh, about, uh,

645

00:35:10.885 --> 00:35:12.495
traffic, uh, backing up.

646

00:35:12.875 --> 00:35:16.015
Um, if you are sitting at that junction just beyond

647

00:35:16.015 --> 00:35:19.415

that junction, you're waiting to turn right in order to uh,

648

00:35:19.595 --> 00:35:22.255

uh, get to the transfer tunnel, that, that is then going

649

00:35:22.255 --> 00:35:24.575

to back up over, over the junction.

650

00:35:24.635 --> 00:35:26.415

Do you appreciate? I do. 'cause you're waiting for,

651

00:35:26.595 --> 00:35:29.535

for traffic coming up from F ton in order to be able

652

00:35:29.535 --> 00:35:32.655

to turn in and the consequences behind you, uh,

653

00:35:32.995 --> 00:35:34.495

um, yeah, it can really

654

00:35:34.495 --> 00:35:35.495

Build up. We, we haven't

655

00:35:35.495 --> 00:35:36.255

discussed that today.

656

00:35:36.375 --> 00:35:38.965

I was, I was purely focusing on the operational phase.

657

00:35:39.635 --> 00:35:43.445

That point has been covered in previous, um, X Qs.

658

00:35:43.545 --> 00:35:47.645

So we, at XQ one, we did look at construction phase traffic.

659

00:35:47.835 --> 00:35:49.605

Okay. Apologies for That's fine, thank you.

660

00:35:49.845 --> 00:35:51.365

Suddenly popped into my mind and I thought I mentioned it.

661

00:35:51.365 --> 00:35:52.565

Thank you. Thank you Mr. Gilda.

662

00:35:54.455 --> 00:35:56.875

Yes, thank you Sarah. I should perhaps have said

663

00:35:56.935 --> 00:35:59.755

before going onto that very detailed point about, um,

664

00:36:00.445 --> 00:36:03.185

about Schedule nine that I, um,

665

00:36:03.655 --> 00:36:06.745

clearly there's been a discussion about the adequacy

666

00:36:06.745 --> 00:36:09.425

of A NPR and whether it could be enforced.

667

00:36:09.765 --> 00:36:14.455

Um, and I am happy to concur, I think with Ms.

668

00:36:14.615 --> 00:36:17.095

Tuttle's view that using A NPR

669

00:36:17.115 --> 00:36:20.215

to manage private car movements isn't likely

670

00:36:20.315 --> 00:36:23.735

to be a practical, um, proposition for a number of reasons.

671

00:36:23.915 --> 00:36:26.695

Not only the GDPR um, issue,

672

00:36:26.715 --> 00:36:28.735

but also clearly the whole question of

673

00:36:29.255 --> 00:36:32.215

identifying which vehicles they are and who, who

674

00:36:32.435 --> 00:36:33.655

and what status there.

675

00:36:33.845 --> 00:36:36.535

They have probably, almost certainly means that you have

676

00:36:36.535 --> 00:36:40.335

to look at every, every, um, event that happens

677

00:36:40.365 --> 00:36:41.495

that shouldn't have happened,

678

00:36:41.835 --> 00:36:43.855

and then track down the drivers and the owners

679

00:36:43.915 --> 00:36:45.135

and find out what's going on.

680

00:36:45.635 --> 00:36:48.055

Um, I think it is critical for the,

681

00:36:48.615 --> 00:36:51.815

I think the position from Horing SEA residents point of view

682

00:36:52.595 --> 00:36:56.175

is that the small number of private cars that might come

683

00:36:56.175 --> 00:36:59.295

through hoing seat in contravention of the, um,

684

00:37:00.145 --> 00:37:03.865

applicant's policy and in contravention

685

00:37:03.885 --> 00:37:05.785

of the physical measures as far as they go

686

00:37:05.885 --> 00:37:09.345

to prevent left turn and right turn movements, um, isn't,

687

00:37:09.555 --> 00:37:10.985

isn't a significant issue.

688

00:37:11.305 --> 00:37:15.225

I, I think we would suggest that whilst it's desirable,

689

00:37:15.445 --> 00:37:18.305

the employees use the roots that are being proposed,

690

00:37:18.455 --> 00:37:20.465

it's not a substantial issue in terms

691

00:37:20.485 --> 00:37:22.625

of potential impacts in the village

692

00:37:22.655 --> 00:37:24.705

because we are looking at a handful of cars.

693

00:37:25.455 --> 00:37:28.685

Thank you. Okay,

694

00:37:28.755 --> 00:37:32.365

just a few more questions on, um, different areas

695

00:37:32.425 --> 00:37:33.565

of mitigation here.

696

00:37:34.445 --> 00:37:39.045

Question for the applicant in, um, response to XQ one

697

00:37:39.565 --> 00:37:41.125

question 4.5,

698

00:37:42.145 --> 00:37:46.165

and this is in document rep one dash 1 3 4.

699

00:37:48.815 --> 00:37:51.875

The county council is, um, put a request,

700

00:37:52.155 --> 00:37:53.435

I don't think it's a requirement,

701

00:37:53.455 --> 00:37:56.995

but a request for Euro six vehicles

702

00:37:57.135 --> 00:37:58.395
to assist with air quality.

703

00:37:59.455 --> 00:38:03.555
Um, there isn't any corresponding issue rela, um,

704

00:38:03.695 --> 00:38:06.755
raised in relation to air quality issues

705

00:38:07.265 --> 00:38:08.795
arising from the development.

706

00:38:09.195 --> 00:38:12.835
I wonder if you could give us your position on whether

707

00:38:14.705 --> 00:38:16.795
this request should be adhere to or not.

708

00:38:20.225 --> 00:38:23.405
Sir, I'll start with an answer on this and if Mr.

709

00:38:23.625 --> 00:38:27.365
Dexter needs to come in to assist you further, um,

710

00:38:27.545 --> 00:38:29.925
he can do, um, so

711

00:38:31.005 --> 00:38:34.725
angling water can't make a commitment to this.

712

00:38:35.665 --> 00:38:37.765
Um, essentially

713

00:38:38.075 --> 00:38:42.765
because of the complexities of trying to deal with it, uh,

714

00:38:42.905 --> 00:38:47.405
across a supply chain, um, including a supply chain

715

00:38:47.405 --> 00:38:50.925

of quite specialized materials, uh, in respect

716

00:38:50.925 --> 00:38:54.885

of which there may be, um, actually no choice of supplier.

717

00:38:55.825 --> 00:38:59.325

Um, Anglican water themselves, uh,

718

00:38:59.745 --> 00:39:03.325

now have a blended, um, fleet.

719

00:39:04.665 --> 00:39:07.485

Of course, um, measures

720

00:39:07.795 --> 00:39:12.285

that central government will be taking over over the next

721

00:39:12.345 --> 00:39:16.285

few years on this, um, are likely to bite on everybody,

722

00:39:16.285 --> 00:39:19.685

including that complex, uh, supply chain.

723

00:39:20.425 --> 00:39:25.165

And the, the, um, CMRP, um, sorry,

724

00:39:25.705 --> 00:39:27.205

oh, I've got the mnemonic wrong.

725

00:39:27.905 --> 00:39:31.125

The, um, management plan,

726

00:39:31.765 --> 00:39:36.085

construction management plan secured by requirement 19, um,

727

00:39:36.395 --> 00:39:39.005

will be phrased as a living document.

728

00:39:39.705 --> 00:39:44.565

And so it can keep pace, uh, with improving standards.

729

00:39:45.985 --> 00:39:50.845

Uh, so, so that, that is the, um,

730

00:39:51.885 --> 00:39:52.965

angling water position on

731

00:39:52.965 --> 00:39:57.085

that CTMP was the monic I'm trying to think of. Thank you.

732

00:39:57.175 --> 00:39:58.405

Thank you. County

733

00:40:03.845 --> 00:40:04.985

CAR can deal with this.

734

00:40:05.115 --> 00:40:06.115

Thank you.

735

00:40:09.485 --> 00:40:11.705

Um, yes, David Crawford, chemistry County Council.

736

00:40:12.005 --> 00:40:14.705

Um, yeah, it's, it, it, it's the point we normally raise.

737

00:40:15.205 --> 00:40:19.925

We do encourage, um, applicants for major developments

738

00:40:19.985 --> 00:40:22.925

to, um, reach as high standards

739

00:40:22.925 --> 00:40:24.285

as possible with their vehicles.

740

00:40:24.545 --> 00:40:26.925

Um, and there's benefits, uh, obviously

741

00:40:26.925 --> 00:40:28.205

with pollution, et cetera.

742

00:40:28.265 --> 00:40:31.805

So, so we, we encourage it and promote it as much as we can.

743

00:40:32.395 --> 00:40:35.085

Does encourage mean that the XA should recommend

744

00:40:35.595 --> 00:40:37.485

something in the, the report

745

00:40:37.665 --> 00:40:39.765

or in the DCO to the Secretary of State?

746

00:40:44.565 --> 00:40:45.625

Or is it sufficient

747

00:40:45.625 --> 00:40:49.505

that ang in water know the county's position on it?

748

00:40:51.185 --> 00:40:53.835

Yeah, I, I think I'll test that a little bit further,

749

00:40:53.935 --> 00:40:56.875

but for now I'm satisfied with the applicant's response.

750

00:40:57.385 --> 00:40:58.555

Okay, thank you.

751

00:40:58.615 --> 00:41:01.395

So again, I guess you'll be coming back

752

00:41:01.395 --> 00:41:03.195

to us a deadline for on that screen.

753

00:41:03.195 --> 00:41:03.955

Yes, we can be, yes.

754

00:41:08.225 --> 00:41:13.055

Thank you. In terms of,

755

00:41:13.235 --> 00:41:17.675

um, wider mitigation relevant representation,

756

00:41:18.135 --> 00:41:21.735

200 suggested a range of

757

00:41:22.915 --> 00:41:25.835

measures such as improved buses to mitigate

758

00:41:26.915 --> 00:41:30.325

against the Northeast Cambridge development impacts

759

00:41:31.265 --> 00:41:32.525

the applicant's response.

760

00:41:32.635 --> 00:41:37.475

This was, um, question 2091 of

761

00:41:38.015 --> 00:41:41.195

ex Q1 was that that's outside

762

00:41:41.215 --> 00:41:43.515

of the applicant's jurisdiction.

763

00:41:44.545 --> 00:41:49.015

Could you just explain a little bit more about why it's

764

00:41:49.015 --> 00:41:51.375

outside of the, the applicant's jurisdiction?

765

00:41:51.435 --> 00:41:52.435

Please?

766

00:41:57.365 --> 00:41:59.145

Yes, sir. I'll start,

767

00:41:59.725 --> 00:42:02.715

and if I'm not hitting the point,

768

00:42:02.865 --> 00:42:05.475

then I'll pass it on to somebody else.

769

00:42:06.415 --> 00:42:08.955

But, so in short,

770

00:42:08.955 --> 00:42:12.475

because the development of the vacated site is not part

771

00:42:12.495 --> 00:42:15.995

of the DC0 in a nutshell is the point,

772

00:42:27.835 --> 00:42:31.635

So that's an impact arising from

773

00:42:31.635 --> 00:42:34.835

that development down the line that's not connected to this.

774

00:42:34.935 --> 00:42:38.995

Yes. So are you asking us to disregard impact such as that?

775

00:42:43.185 --> 00:42:46.525

Yes, sir. And they will be taken into account

776

00:42:47.985 --> 00:42:50.205

in the broadest, uh, procedural

777

00:42:50.205 --> 00:42:54.645

and substantive sense of that phrase, uh, through the,

778

00:42:55.265 --> 00:42:59.005

uh, 1990, uh, planning Act process.

779

00:42:59.535 --> 00:43:02.405

Thank you. And if we disregard impact,

780

00:43:02.505 --> 00:43:03.845

do we disregard benefits?

781

00:43:05.505 --> 00:43:08.525

So, no, because the, um,

782

00:43:09.565 --> 00:43:13.415

what is within the scope of the DCO is the creation

783

00:43:13.475 --> 00:43:18.215

of the opportunity, uh, the opportunity of the,

784

00:43:18.595 --> 00:43:23.025

uh, cleared site, uh, which, uh, can then,

785

00:43:23.965 --> 00:43:28.785

uh, fulfill the long identified planning

786

00:43:29.325 --> 00:43:33.185

desire, uh, for it to contribute

787

00:43:33.485 --> 00:43:37.585

to Cambridge's needs, uh, in terms

788

00:43:37.605 --> 00:43:41.025

of both housing and, uh, employment,

789

00:43:41.025 --> 00:43:43.785

including the highly specialized Cambridge employment.

790

00:43:44.725 --> 00:43:47.865

Uh, and it, it, it is, um,

791

00:43:48.175 --> 00:43:49.865

fundamental to the DCO.

792

00:43:50.325 --> 00:43:54.265

We say, uh, that that opportunity is, uh,

793

00:43:54.355 --> 00:43:56.345

taken fully into account. Thank

794

00:43:56.345 --> 00:43:57.345

You.

795

00:44:09.525 --> 00:44:12.775

Next on the, the mitigation is a suggestion, um,

796

00:44:15.165 --> 00:44:16.745
by Cambridge County Council

797

00:44:16.845 --> 00:44:19.425
and it's local impact report, which is document

798

00:44:20.125 --> 00:44:22.265
rep one dash 1 33.

799

00:44:28.425 --> 00:44:33.415
This comes in, in

800

00:44:33.655 --> 00:44:38.215
relation to operational traffic, paragraph 13.37 of the LIR,

801

00:44:39.595 --> 00:44:44.455
and the, the local Highway Authority is referring to, um,

802

00:44:46.595 --> 00:44:48.335
the ability to recover expenses

803

00:44:48.595 --> 00:44:51.415
for repairing excess damage caused to the highway

804

00:44:52.715 --> 00:44:54.535
by extraordinary levels of traffic.

805

00:44:56.615 --> 00:45:00.175
Now, I suppose the first question there is, does the

806

00:45:01.035 --> 00:45:04.925
Highway Authority already recover any money from Anglia

807

00:45:04.925 --> 00:45:08.725
Water as a consequence of the operation of the

808

00:45:09.805 --> 00:45:12.245
existing wastewater treatment plant on Cowley Road?

809

00:45:23.575 --> 00:45:24.995

Should we go to county first?

810

00:45:28.365 --> 00:45:30.195

David Canford came to County Council.

811

00:45:30.495 --> 00:45:32.595

Um, I'm just trying to, uh, consult

812

00:45:32.595 --> 00:45:34.515

with my colleagues at the moment on, on that one,

813

00:45:34.515 --> 00:45:35.755

and guess an answer to you on that?

814

00:45:36.175 --> 00:45:37.175

Um,

815

00:45:38.655 --> 00:45:40.585

Well, what, I don't need an answer right now.

816

00:45:40.795 --> 00:45:42.145

Again, a deadline for, yeah,

817

00:45:42.145 --> 00:45:44.225

It might be take it away, I Think just to confirm.

818

00:45:44.245 --> 00:45:47.345

Um, but the, the next question I would like a response

819

00:45:47.455 --> 00:45:52.365

alongside it is if you aren't already asking

820

00:45:52.505 --> 00:45:55.285

for money from Ang and Water for road damage,

821

00:45:56.585 --> 00:46:01.035

and as it as it suggests in the application document

822

00:46:02.835 --> 00:46:04.035

documentation, I beg your pardon.

823

00:46:04.465 --> 00:46:06.755

This is merely a redistribution of traffic.

824

00:46:08.795 --> 00:46:12.415

Why should Anglia Water be paying the county

825

00:46:12.555 --> 00:46:16.175

for road damage, um, in association

826

00:46:16.175 --> 00:46:17.415

with this new development?

827

00:46:21.065 --> 00:46:22.205

The third point,

828

00:46:22.205 --> 00:46:25.805

and this is where National Highways comes in, um,

829

00:46:25.985 --> 00:46:30.505

as I understand it, there'll be very little traffic to the,

830

00:46:31.395 --> 00:46:34.095

um, wastewater treatment plant on the

831

00:46:34.845 --> 00:46:36.295

Cambridge County network

832

00:46:37.265 --> 00:46:38.995

because we've been told

833

00:46:38.995 --> 00:46:41.795

that the majority would come off the strategic network

834

00:46:42.055 --> 00:46:43.755

at Junction 34.

835

00:46:44.815 --> 00:46:48.395

Um, so I'd invite comments from National Highways

836

00:46:49.255 --> 00:46:50.355

on this point as well

837

00:46:50.415 --> 00:46:54.555

and whether this is a, um, a justifiable request.

838

00:47:01.215 --> 00:47:03.435

So thank you Sarah Marshall Natural Highways,

839

00:47:03.775 --> 00:47:05.595

we will provide a detailed response to that

840

00:47:05.595 --> 00:47:06.795

for deadline for thank you.

841

00:47:06.795 --> 00:47:08.195

That is okay with the panel. Thank you.

842

00:47:08.655 --> 00:47:10.355

Is there anything the applicant would like

843

00:47:10.355 --> 00:47:12.155

to come back on on that point,

844

00:47:17.925 --> 00:47:18.925

Sir? I, I,

845

00:47:18.925 --> 00:47:22.625

I did my very unsophisticated looking round,

846

00:47:23.325 --> 00:47:25.785

um, in answer to your first question,

847

00:47:25.885 --> 00:47:28.585

and I was getting some shakes of the head.

848

00:47:29.185 --> 00:47:32.805

Uh, we will, um, formally check that, but,

849

00:47:33.105 --> 00:47:36.125

but, um, it, it looks as though, uh,

850

00:47:36.345 --> 00:47:38.165

no charges are made at the moment.

851

00:47:38.625 --> 00:47:42.965

And, um, in short, sir, uh, I, I think we endorse,

852

00:47:43.585 --> 00:47:47.205

uh, the, the line of thought that you were setting out in

853

00:47:47.405 --> 00:47:48.685

that little series of questions.

854

00:47:49.795 --> 00:47:51.185

Thank you. Well, we'll wait to see

855

00:47:51.185 --> 00:47:53.345

what the highway's authorities come back with.

856

00:47:54.725 --> 00:47:59.665

Moving on now, um, I'd like to explore parking provision

857

00:47:59.665 --> 00:48:02.545

that includes for vehicles, bicycles,

858

00:48:02.545 --> 00:48:03.865

and also for electric vehicles.

859

00:48:07.865 --> 00:48:10.525

I'd just like to be clear, first of all, what

860

00:48:11.105 --> 00:48:12.165

is being applied for?

861

00:48:13.055 --> 00:48:14.595

So can we turn up document

862

00:48:14.615 --> 00:48:18.345

to rep 1 0 7 9 please?

863

00:48:26.105 --> 00:48:28.655

And if we look at the response

864

00:48:28.755 --> 00:48:32.215
to question 20.89,

865

00:49:13.675 --> 00:49:14.095
are we there?

866

00:49:18.675 --> 00:49:21.785
Thank you. It's a response to Part F, so you might need

867

00:49:21.785 --> 00:49:23.545
to, there we go.

868

00:49:23.915 --> 00:49:28.065
Thank you. And it says that the, the applicant confirms

869

00:49:28.735 --> 00:49:31.665
that 71 parking spaces for the gateway

870

00:49:32.485 --> 00:49:34.305
and workshop buildings will be

871

00:49:34.545 --> 00:49:38.855
provided, doesn't make any distinction of

872

00:49:41.045 --> 00:49:45.365
what the, um, the type of space is, whether it's for cars

873

00:49:45.505 --> 00:49:47.365
or vans or whatever.

874

00:49:48.465 --> 00:49:50.485
And then it explains that the provision

875

00:49:50.485 --> 00:49:53.845
of 71 spaces is also designed to prevent staff

876

00:49:54.305 --> 00:49:56.605
and visitors from parking on surrounding roads.

877

00:49:59.225 --> 00:50:00.875

Next, could we turn up

878

00:50:02.195 --> 00:50:05.115

document rep 3 0 0 3 please?

879

00:50:10.235 --> 00:50:14.615

And this is the draft DC0. And if we go to page 108,

880

00:51:02.285 --> 00:51:02.755

thank you.

881

00:51:05.305 --> 00:51:10.005

So that should tell us, um, the number

882

00:51:10.005 --> 00:51:13.865

of parking spaces if we, are we, there we go.

883

00:51:13.915 --> 00:51:18.745

Thank you. And that tells us that there would be 71 spaces

884

00:51:18.925 --> 00:51:20.105

for operational staff

885

00:51:20.925 --> 00:51:24.705

and then 10 visitor vehicle spaces on excluding the

886

00:51:26.205 --> 00:51:29.025

LS trailers, coach parking, and so on.

887

00:51:29.325 --> 00:51:33.305

So I make that 81 spaces in the the draft DC0.

888

00:51:37.745 --> 00:51:41.925

And then could we turn up, please document as 1, 1 1,

889

00:51:48.595 --> 00:51:50.495

and this is the OLTP.

890

00:51:52.315 --> 00:51:56.935

And please go to paragraph 4.1. Point nine.

891

00:52:31.815 --> 00:52:35.285

Thank you. And that tells us we've got, um, 10 spaces

892

00:52:35.425 --> 00:52:39.165

for cars used by angling water services staff

893

00:52:39.745 --> 00:52:40.765

or visitor park,

894

00:52:40.785 --> 00:52:43.205

and for visitor parking rather, 10 spaces

895

00:52:43.385 --> 00:52:48.125

for Anglia water services vans, 51 spaces for cars, um,

896

00:52:48.185 --> 00:52:49.365

for RES staff

897

00:52:50.105 --> 00:52:53.645

and, um, 20 visitor center car parking spaces.

898

00:52:54.245 --> 00:52:55.845

I make that a total of 91,

899

00:52:55.865 --> 00:52:59.765

and that's not including the 10 in the following paragraph,

900

00:52:59.765 --> 00:53:02.885

which we've got 10 spaces for Ang

901

00:53:03.775 --> 00:53:05.845

Water Services vans.

902

00:53:06.385 --> 00:53:08.645

So we've got 71, 81

903

00:53:08.645 --> 00:53:12.145

and 91 in the application documentation.

904

00:53:12.405 --> 00:53:17.345

And, um, ES chapter two, which is a description

905

00:53:17.385 --> 00:53:21.005

of the development sets up, we don't need to turn it up,

906

00:53:21.025 --> 00:53:24.925

but it's table 1.2 3 81 spaces.

907

00:53:26.315 --> 00:53:30.895

So could somebody, um, clarify please the, the number

908

00:53:30.895 --> 00:53:32.615

of spaces that's being applied for?

909

00:53:38.835 --> 00:53:41.425

Sorry, so which table in the project description?

910

00:53:41.725 --> 00:53:46.705

It is table 1, 2, 3 on page 40 of document

911

00:53:47.365 --> 00:53:50.225

rep three dash seven.

912

00:53:50.395 --> 00:53:50.865

Thank you.

913

00:54:08.845 --> 00:54:10.225

Uh, Gary makes for the applicant.

914

00:54:10.605 --> 00:54:12.745

Um, yeah, just to, I think confirming

915

00:54:12.745 --> 00:54:16.065

that we've based the parking calculator, we're based the,

916

00:54:16.065 --> 00:54:18.465

the maximum parking standards on, uh, on,

917

00:54:18.465 --> 00:54:21.905

on South Cambridge's, um, standard on that building, which,

918

00:54:21.905 --> 00:54:24.105

which means that we, we wouldn't need,

919

00:54:24.205 --> 00:54:25.585

we would want 71 spaces.

920

00:54:25.885 --> 00:54:28.545

Uh, so 71 is the correct number on that one.

921

00:54:29.825 --> 00:54:32.525

So why does the draft DCOC 81,

922

00:54:33.435 --> 00:54:35.615

Um, I'm gonna, I'll have to take that away and check that,

923

00:54:35.815 --> 00:54:38.255

'cause that 71 is the, the number of spaces we should be.

924

00:54:39.395 --> 00:54:41.655

I'm, I'm just curious why we've got to this stage

925

00:54:41.655 --> 00:54:44.135

and we've got three different numbers

926

00:54:44.135 --> 00:54:46.215

through the application documentation

927

00:54:46.555 --> 00:54:50.735

and, um, I would've thought that, um,

928

00:54:50.965 --> 00:54:54.015

it's a pretty fundamental part of the development

929

00:54:54.075 --> 00:54:55.775

to have clarity on at this stage.

930

00:54:58.625 --> 00:55:00.325

Uh, and the point notice, um,

931

00:55:00.585 --> 00:55:03.125

and, uh, I'll, we'll take that one away and answer,

932

00:55:03.345 --> 00:55:05.405

but I think the key point on the, the number

933

00:55:05.405 --> 00:55:08.965

of parking spaces was that the total number

934

00:55:08.965 --> 00:55:11.085

of parking spaces was meant to represent a,

935

00:55:11.205 --> 00:55:13.005

a reasonable worst case, uh,

936

00:55:13.005 --> 00:55:14.285

and that the actual use

937

00:55:14.285 --> 00:55:16.845

of those parking spaces will be dictated by the travel plan.

938

00:55:16.905 --> 00:55:18.245

And those, um,

939

00:55:18.405 --> 00:55:21.885

measures indicated the pgan travel plan can reduce those

940

00:55:21.885 --> 00:55:25.325

numbers down to a, um, to a, to a required level.

941

00:55:25.505 --> 00:55:27.165

So I think, um,

942

00:55:27.305 --> 00:55:28.885

noting the differences in numbers set out in

943

00:55:28.885 --> 00:55:30.005

the document, I appreciate that.

944

00:55:30.105 --> 00:55:33.405

Um, but, uh, in terms of the actual number of spaces,

945

00:55:33.405 --> 00:55:35.765

like I said, that will be managed through our, um, our

946

00:55:36.315 --> 00:55:37.765

operational workers travel plan.

947

00:55:37.785 --> 00:55:39.125

And so the, the required number

948

00:55:39.125 --> 00:55:41.085

of spaces can be finalized with that process.

949

00:55:41.455 --> 00:55:42.885

Thank you. I've got those points.

950

00:55:43.265 --> 00:55:48.035

Um, and of course, um, we need to be clear whether,

951

00:55:48.935 --> 00:55:51.555

if there is an error somewhere in the documentation

952

00:55:51.555 --> 00:55:53.435

of change request needs to be made.

953

00:55:55.775 --> 00:55:59.875

Um, sir, this is

954

00:56:00.535 --> 00:56:04.995

not something which, um, those of us sitting here can, um,

955

00:56:05.145 --> 00:56:07.875

respond to you immediately on without taking instructions.

956

00:56:07.935 --> 00:56:12.555

It clearly requires, um, careful thought across the team

957

00:56:12.855 --> 00:56:14.195

and with client input.

958

00:56:14.815 --> 00:56:16.475

Uh, but we will respond

959

00:56:16.695 --> 00:56:20.155

and we will deal with, uh, any change requests

960

00:56:20.655 --> 00:56:22.595

and consequential amendments of

961

00:56:23.005 --> 00:56:24.685

Documents at stage four submission.

962

00:56:24.975 --> 00:56:26.005

Thank you. Thank you.

963

00:56:26.665 --> 00:56:28.845

And would that take account of any changes

964

00:56:28.945 --> 00:56:30.565

to assessments as well, presumably?

965

00:56:31.095 --> 00:56:35.045

Thank you. Well, I'll proceed on the basis

966

00:56:35.115 --> 00:56:38.165

that we've got a minimum of, of 71.

967

00:56:38.985 --> 00:56:40.085

Uh, Mr. Gilda,

968

00:56:44.175 --> 00:56:46.135

Ian Gilford, save Honey Hill.

969

00:56:46.515 --> 00:56:49.015

Um, I'm worried slightly, sir, that

970

00:56:49.895 --> 00:56:53.495

a point is being missed here, that the provision

971

00:56:53.495 --> 00:56:55.575

of parking has been made against the South

972

00:56:55.575 --> 00:56:57.095

Cambridge District Council standards.

973

00:56:57.095 --> 00:57:00.815

You've also asked and had delivered to you a lot

974

00:57:00.815 --> 00:57:02.695

of detail about the working arrangements

975

00:57:02.835 --> 00:57:05.295

and numbers of staff that are going

976

00:57:05.295 --> 00:57:07.535

to actually be deployed to this site. Oh,

977

00:57:07.535 --> 00:57:10.535

Look, my subsequent questions, you haven't heard them yet,

978

00:57:10.675 --> 00:57:12.335

so perhaps could you wait

979

00:57:12.425 --> 00:57:14.375

until I've gone through those questions? Of

980

00:57:14.375 --> 00:57:15.375

Course I can, sir. Um,

981

00:57:15.375 --> 00:57:17.295

we'll see where we get to. Thank you.

982

00:57:21.745 --> 00:57:23.325

So the next point is I would like

983

00:57:23.325 --> 00:57:25.485

to establish staff numbers at the site

984

00:57:26.075 --> 00:57:29.525

because of course there's a, a relationship between the need

985

00:57:29.545 --> 00:57:32.085

for car parking and staff numbers.

986

00:57:34.685 --> 00:57:38.665

If we look at document rep 1 0 7 9,

987

00:57:40.335 --> 00:57:43.475

and this is the applicant's response to

988

00:57:44.115 --> 00:57:46.875

XQ one 20.89,

989

00:57:50.025 --> 00:57:52.285

the applicant's told us that the,

990

00:57:52.345 --> 00:57:56.045

the 46 vehicles do not represent 55%

991

00:57:56.045 --> 00:57:57.405

of the tox number of stuff on site.

992

00:57:58.175 --> 00:58:01.885

These 46 vehicles would represent a hundred percent

993

00:58:02.305 --> 00:58:05.245

of the total staff on site plus visitors,

994

00:58:06.425 --> 00:58:10.045

as per the worst case scenario set out in table

995

00:58:10.985 --> 00:58:13.685

6.1 of the operational workers' travel plan.

996

00:58:16.215 --> 00:58:19.145

Then the response to

997

00:58:21.955 --> 00:58:24.835

question ex Q1

998

00:58:25.695 --> 00:58:30.355

2087 tells us that it should be noted

999

00:58:30.355 --> 00:58:34.155

that 30 office workers stated in table 5.1

1000

00:58:34.155 --> 00:58:37.835

of the environmental statement is the expected maximum

1001

00:58:37.855 --> 00:58:40.235

number of office workers using the facility.

1002

00:58:40.975 --> 00:58:43.555

So I presume that there may be a pool

1003

00:58:43.575 --> 00:58:44.995

of more than 30 workers,

1004

00:58:45.255 --> 00:58:48.435

but only 30 will be on site at any one time.

1005

00:58:48.535 --> 00:58:53.065

Is that correct? Uh,

1006

00:58:53.065 --> 00:58:54.505

Gavin next to applicant? Yes, that's correct.

1007

00:58:54.835 --> 00:58:56.345

Thank you. Okay.

1008

00:58:56.405 --> 00:59:00.745

Can we turn up, and this is um, rep 1 0 7 9.

1009

00:59:00.745 --> 00:59:05.305

Again, it's the response applicant's responses to EX Q1,

1010

00:59:06.445 --> 00:59:10.005

the response to question

1011

00:59:10.505 --> 00:59:11.885

20.87.

1012

00:59:28.605 --> 00:59:31.585

I'm so sorry, sir. Um, could you just give me a moment?

1013

00:59:31.725 --> 00:59:33.785

Um, of course, I think I'm being told

1014

00:59:33.815 --> 00:59:38.185

that the last answer you were given, uh, may need amending.

1015

00:59:38.235 --> 00:59:39.185

Thank you. I just,

1016

00:59:51.925 --> 00:59:52.505

so Mr.

1017

00:59:52.845 --> 00:59:56.025

Dexter just wishes to, um, add a,

1018

00:59:57.385 --> 00:59:58.945

a supplemental qualification

1019

00:59:59.005 --> 01:00:01.905

to the last answer for completeness.

1020

01:00:03.655 --> 01:00:05.515

Um, my Dexter for the applicant, um,

1021

01:00:05.515 --> 01:00:08.115

just minor clarification on a confirmation,

1022

01:00:08.115 --> 01:00:09.635

just there's 30 office workers,

1023

01:00:09.735 --> 01:00:12.955

but we need to add the other, um, workers to the site,

1024

01:00:13.375 --> 01:00:14.675

uh, to that number as well.

1025

01:00:14.855 --> 01:00:15.915

Of course, yes, which are

1026

01:00:15.915 --> 01:00:16.915

In there. So, uh, mine,

1027

01:00:16.915 --> 01:00:18.675

we, we may be a quick hasty to,

1028

01:00:18.975 --> 01:00:20.395

to confirm the 30 office workers,

1029

01:00:20.455 --> 01:00:22.435

but actually the amounts of staff in there, yeah,

1030

01:00:22.435 --> 01:00:24.555

the offices is, is greater than that. Sorry,

1031

01:00:24.555 --> 01:00:26.915

Just to give you comfort, I was just looking at

1032

01:00:26.915 --> 01:00:29.275

that single line for the office workers,

1033

01:00:29.415 --> 01:00:32.115

but thank you for the clarification there.

1034

01:00:32.855 --> 01:00:36.715

So I, we've got some screen now, the response to question

1035

01:00:37.535 --> 01:00:42.235

2087 in EX Q1, which tells us that

1036

01:00:43.055 --> 01:00:45.475

we see that figure of 30 again there,

1037

01:00:45.655 --> 01:00:47.835

and that's just that line I was referring to.

1038

01:00:48.155 --> 01:00:49.915

I don't think the screen had caught up when the,

1039

01:00:49.915 --> 01:00:50.915
the last answer was given.

1040

01:00:51.975 --> 01:00:56.475
Um, and we've also got the existing breakdown of stuff

1041

01:00:56.735 --> 01:00:59.235
and it tells us that the

1042

01:00:59.935 --> 01:01:02.915
is eight operation, daytime stuff,

1043

01:01:03.975 --> 01:01:07.675
two operations process controllers, four shift technicians,

1044

01:01:08.465 --> 01:01:11.195
four mechanical and electrical specialists,

1045

01:01:11.695 --> 01:01:13.075
and eight office staff.

1046

01:01:14.955 --> 01:01:19.535
Now, when I read that, I recalled our discussion at,

1047

01:01:19.755 --> 01:01:23.255
um, issue specific hearing too, where Mr.

1048

01:01:23.475 --> 01:01:26.815
Cormey told me that 30 staff would be transferred from

1049

01:01:27.355 --> 01:01:31.535
the 30 number would be transferred from the

1050

01:01:32.095 --> 01:01:33.575
existing wastewater treatment plant.

1051

01:01:34.755 --> 01:01:37.295
Now, I'm finding that difficult to reconcile

1052

01:01:37.295 --> 01:01:38.655

with the numbers presented here.

1053

01:01:39.795 --> 01:01:43.895

Um, that there, as I understood it,

1054

01:01:43.895 --> 01:01:47.095

there would be no change in the staffing numbers

1055

01:01:47.125 --> 01:01:51.535

because if we're comparing apples with apples

1056

01:01:51.535 --> 01:01:53.935

and pears with pears, then I would expect

1057

01:01:53.935 --> 01:01:55.935

that we can compare eight with 30 here.

1058

01:01:57.525 --> 01:02:00.465

So could you give me an explanation of

1059

01:02:00.715 --> 01:02:03.025

where the 30 staff are coming from

1060

01:02:03.045 --> 01:02:04.945

or the, the 22 staff please?

1061

01:02:08.085 --> 01:02:09.295

Mike Dexter for the applicant.

1062

01:02:09.675 --> 01:02:13.655

Um, we have got two types

1063

01:02:13.675 --> 01:02:17.095

of staff working at the current Milton works that'll be pros

1064

01:02:17.095 --> 01:02:18.695

to be relocated to the,

1065

01:02:18.945 --> 01:02:20.405

the proposed wastewater treatment plant.

1066

01:02:20.835 --> 01:02:22.885

They are the staff operating

1067

01:02:23.105 --> 01:02:24.525

and maintaining the treatment

1068

01:02:24.525 --> 01:02:25.565

works, which are the lower numbers.

1069

01:02:26.265 --> 01:02:29.245

And we have the, what was then the RES staff.

1070

01:02:29.275 --> 01:02:31.365

They've got a new, a new title, which I've,

1071

01:02:31.415 --> 01:02:32.885

we've described in the project description.

1072

01:02:33.545 --> 01:02:36.525

Um, and, uh, other, um,

1073

01:02:38.545 --> 01:02:40.345

employees of Anglia water that have, uh,

1074

01:02:40.345 --> 01:02:41.505

related occupations,

1075

01:02:41.565 --> 01:02:45.145

but the, that are not, uh, operating the,

1076

01:02:45.165 --> 01:02:46.265

the treatment works itself.

1077

01:02:46.605 --> 01:02:51.185

So the, the, um, as I understand it, the 30

1078

01:02:51.365 --> 01:02:53.585

for the proposed includes some

1079

01:02:53.585 --> 01:02:56.155

of those staff, is that right?

1080

01:02:56.575 --> 01:03:00.035

The, the, the 30 is identified within the table here are,

1081

01:03:00.255 --> 01:03:02.475

uh, extra to the, uh,

1082

01:03:03.295 --> 01:03:05.315

the employees operating the, the treatment

1083

01:03:05.315 --> 01:03:06.315

Works. Okay. And what

1084

01:03:06.315 --> 01:03:09.555

about the eight on the first part, first part

1085

01:03:09.555 --> 01:03:11.795

of the table, the existing wastewater treatment plant?

1086

01:03:16.595 --> 01:03:19.205

I'll need to respond back on that point.

1087

01:03:19.465 --> 01:03:20.725

Um, I think we may,

1088

01:03:20.745 --> 01:03:23.045

we may have mixed two of our numbers together.

1089

01:03:23.515 --> 01:03:26.005

It's, it's becoming increasingly frustrating this

1090

01:03:26.005 --> 01:03:27.125

point on staff numbers.

1091

01:03:27.685 --> 01:03:32.045

I asked in ex Q1 why we couldn't have,

1092

01:03:32.585 --> 01:03:36.245

for example, a, um, a survey

1093

01:03:36.545 --> 01:03:38.485
of stuff travel patterns

1094

01:03:38.985 --> 01:03:40.765
and given the relatively small numbers,

1095

01:03:40.945 --> 01:03:42.765
we didn't see why that should be an issue.

1096

01:03:43.465 --> 01:03:46.565
And, um, we were told that I believe that was not possible.

1097

01:03:47.505 --> 01:03:52.365
Um, we've also specifically asked this point in

1098

01:03:53.125 --> 01:03:55.645
previous hearings and been given an answer,

1099

01:03:55.645 --> 01:03:57.805
which doesn't apparently tie up with

1100

01:03:58.945 --> 01:04:01.485
what's submitted in EX Q1.

1101

01:04:01.745 --> 01:04:04.525
And can I just go on, on this similar vein

1102

01:04:04.625 --> 01:04:08.365
to document rep 2 0 2 2 please,

1103

01:04:18.285 --> 01:04:22.905
and we'll look at paragraph 2.9 0.1 in this document.

1104

01:04:41.785 --> 01:04:42.205
Thanks.

1105

01:04:50.335 --> 01:04:52.835
And here it tells us operational staff and hours.

1106

01:04:52.845 --> 01:04:57.475

Thank you. It says the proposed waste water treatment plant

1107

01:04:57.485 --> 01:04:59.675

would be operated by the following staff

1108

01:05:00.145 --> 01:05:01.795

with the following operational hours.

1109

01:05:01.895 --> 01:05:04.035

And it says eight office staff, not 30.

1110

01:05:06.765 --> 01:05:09.415

That, that's correct. Um, that's to operate,

1111

01:05:10.135 --> 01:05:12.255

maintain the wastewater treatment plant.

1112

01:05:12.635 --> 01:05:15.815

The thirties identified in the table are for RES

1113

01:05:16.165 --> 01:05:20.645

that run our regional tanker fleet, uh, and septic tanker

1114

01:05:20.665 --> 01:05:21.885

and, and farm services.

1115

01:05:22.055 --> 01:05:24.965

Thank you. So, so they aren't related

1116

01:05:25.025 --> 01:05:26.525

to the operation of the site.

1117

01:05:27.275 --> 01:05:28.275

Okay.

1118

01:05:29.465 --> 01:05:30.935

Other than the tankers

1119

01:05:31.355 --> 01:05:34.775

and septic supplies that come to, um,

1120

01:05:35.205 --> 01:05:39.255

Cambridge wastewater treatment plant, they, it's a holistic

1121

01:05:40.065 --> 01:05:42.535

piece of work that's ran from our Cambridge work. Where

1122

01:05:42.535 --> 01:05:43.535

Are they now? If you've

1123

01:05:43.535 --> 01:05:45.655

only got eight people on the existing site?

1124

01:05:45.655 --> 01:05:46.655

Eight office workers,

1125

01:05:48.305 --> 01:05:51.835

They're, they are, uh, a blended work at the,

1126

01:05:51.855 --> 01:05:53.115

the wastewater treatment plant today.

1127

01:05:53.215 --> 01:05:57.235

We have Milton house, um, that they are, they all work from.

1128

01:05:57.615 --> 01:06:01.035

Um, we have a number, another, a number of other parts

1129

01:06:01.035 --> 01:06:04.315

of the business that, that also, um, work, uh,

1130

01:06:04.725 --> 01:06:06.635

relatively dynamically from Milton.

1131

01:06:07.135 --> 01:06:10.675

Um, the, the workforce isn't necessarily a static number

1132

01:06:10.815 --> 01:06:12.995

as you rightly identified early.

1133

01:06:13.255 --> 01:06:16.875

We do have a larger number of work of, of employees

1134

01:06:16.875 --> 01:06:21.555

that are registered to work from, um, Cambridge, um,

1135

01:06:21.605 --> 01:06:22.835

wastewater treatment plant.

1136

01:06:23.335 --> 01:06:25.755

Um, and they're not all there at the same time.

1137

01:06:26.295 --> 01:06:31.155

Um, but they work dynamically, um, in a more agile way as

1138

01:06:31.155 --> 01:06:33.035

as modern office practices dictate.

1139

01:06:33.605 --> 01:06:35.755

Thank you. So they could,

1140

01:06:36.655 --> 01:06:38.865

they could work from any Anglia water property,

1141

01:06:38.865 --> 01:06:41.865

could they any business property, let's say

1142

01:06:41.865 --> 01:06:43.825

that's got suitable office floor space,

1143

01:06:48.495 --> 01:06:51.225

Mike Dexter for applicant an an element may do so?

1144

01:06:51.285 --> 01:06:56.165

Yes. Um, keeping all of the, um, uh,

1145

01:06:56.425 --> 01:06:59.045

all logistics management in one place, uh,

1146

01:06:59.275 --> 01:07:01.245

does give benefits from to the business.

1147
01:07:01.865 --> 01:07:02.965
Uh, yeah.

1148
01:07:05.435 --> 01:07:10.045
Okay. Thank you. So let's

1149
01:07:10.425 --> 01:07:12.925
go back to, to car parking then.

1150
01:07:13.145 --> 01:07:17.965
And in response to ex Q1 2089,

1151
01:07:19.925 --> 01:07:22.025
the applicant said that, um,

1152
01:07:22.485 --> 01:07:27.345
and I'm working now on about 71 spaces,

1153
01:07:27.475 --> 01:07:29.385
we're obviously waiting for confirmation on that.

1154
01:07:30.365 --> 01:07:34.985
Um, and about 38 staff with,

1155
01:07:35.755 --> 01:07:40.265
which would go up to 46, obviously, again waiting

1156
01:07:40.365 --> 01:07:42.585
for confirmation on that, um,

1157
01:07:44.015 --> 01:07:46.105
that there'd be two spaces per staff member

1158
01:07:46.645 --> 01:07:48.265
and the difference there is

1159
01:07:48.265 --> 01:07:50.665
because some of the spaces are, some

1160
01:07:50.665 --> 01:07:52.625

of the numbers would be visitors and so on.

1161

01:07:53.265 --> 01:07:54.265

Yeah.

1162

01:07:55.105 --> 01:07:57.405

Um, my Dexter applicant, that's correct, sir. Thank you.

1163

01:07:57.555 --> 01:08:00.645

Also, uh, just draw your attention to the, the tankers

1164

01:08:00.675 --> 01:08:04.525

that we run, um, from, uh, the Milton wastewater tree plant

1165

01:08:04.525 --> 01:08:06.845

that need car parking spaces to arrive to site

1166

01:08:06.845 --> 01:08:09.845

to then take the, the tankers to and from the works. Thank

1167

01:08:09.845 --> 01:08:10.845

You. So they account for, I

1168

01:08:10.845 --> 01:08:12.125

believe, six to seven a day.

1169

01:08:12.225 --> 01:08:15.885

Thanks. I think that might have been included in

1170

01:08:15.885 --> 01:08:17.165

that number already.

1171

01:08:17.365 --> 01:08:21.165

I, I, I recall seeing, um, something in relation to that.

1172

01:08:21.305 --> 01:08:22.405

So we are there,

1173

01:08:22.425 --> 01:08:26.275

or thereabouts at two spaces per staff member.

1174

01:08:28.295 --> 01:08:32.795

Now, if we can, we call it please document app one four nine

1175

01:08:34.545 --> 01:08:37.365

and go to table 8.2 on that.

1176

01:09:47.755 --> 01:09:49.005

I'll do it as quickly as I can.

1177

01:09:54.395 --> 01:09:56.215

If you're having difficulty calling

1178

01:09:56.215 --> 01:09:57.695

that up, I can tell you what it is.

1179

01:09:57.755 --> 01:10:01.745

If, if that helps. So Mike diff happening.

1180

01:10:01.745 --> 01:10:04.505

Could you just confirm the table number again? It's 8.2.

1181

01:10:04.615 --> 01:10:07.345

It's the staff modal split targets. Thank, thank you.

1182

01:10:07.605 --> 01:10:12.225

Thanks. And that tells us by 2020, sorry, 2033, even

1183

01:10:12.655 --> 01:10:17.065

that ENT water is aiming, the 55% of staff

1184

01:10:18.205 --> 01:10:19.505

use a car or a van,

1185

01:10:27.035 --> 01:10:28.655

Uh, Gavin makes for the applicant? Yes, that's correct.

1186

01:10:28.945 --> 01:10:32.895

Thank you. So if this 38 staff, again,

1187

01:10:32.995 --> 01:10:36.615

the 46 comes with the visitors and so on, um,

1188

01:10:38.205 --> 01:10:41.595

and let's have a look.

1189

01:10:41.595 --> 01:10:43.795

25% would be on foot

1190

01:10:43.815 --> 01:10:47.115

or cycling according to those splits,

1191

01:10:47.115 --> 01:10:48.435

which would be about nine spaces.

1192

01:10:49.605 --> 01:10:54.405

Shouldn't there be say 29 spaces at the outset

1193

01:10:54.405 --> 01:10:58.465

with 21 staff spaces in

1194

01:10:58.465 --> 01:11:01.225

2033 with eight visitor spaces?

1195

01:11:04.125 --> 01:11:05.505

Uh, Gavin mix for the applicant?

1196

01:11:05.645 --> 01:11:09.575

Uh, I think, I think like I said, for what we tested

1197

01:11:09.715 --> 01:11:12.215

for the transport assessment was very much the worst case.

1198

01:11:12.395 --> 01:11:14.525

So by the, the size of the building

1199

01:11:14.905 --> 01:11:16.485

and the parking standards, we wanted

1200

01:11:16.745 --> 01:11:18.485

to ensure we had enough space provision.

1201

01:11:19.025 --> 01:11:21.045

So that's the total number of spaces we've tested,

1202

01:11:21.045 --> 01:11:22.725

which is the 71 we've stated.

1203

01:11:23.305 --> 01:11:25.115

Um, and then we've noted

1204

01:11:25.185 --> 01:11:29.195

that we have got an ambitious target to to, to move the, the

1205

01:11:30.195 --> 01:11:33.305

staff away from single car use to shared car use, walking,

1206

01:11:33.375 --> 01:11:34.625

cycling, and that's

1207

01:11:34.625 --> 01:11:37.225

what set out in the staff travel plan. Um, is

1208

01:11:37.225 --> 01:11:41.305

That normally, um, in your experience facilitated

1209

01:11:41.485 --> 01:11:43.065

by overprovision of car parking?

1210

01:11:46.455 --> 01:11:48.715

Uh, like I say, all we've, what we want to do

1211

01:11:48.715 --> 01:11:50.275

for this is test that reasonable worst case.

1212

01:11:50.275 --> 01:11:51.275

That's what the focus on.

1213

01:11:51.275 --> 01:11:52.795

Well, no, this is what you've applied for.

1214

01:11:52.795 --> 01:11:54.515

Yeah. And it's not what You've tested.

1215

01:11:55.615 --> 01:11:56.795

And then this is the,

1216

01:11:56.855 --> 01:11:59.795

the measures in the transport plan would move those, um,

1217

01:11:59.985 --> 01:12:01.355

move those number of spaces down.

1218

01:12:01.405 --> 01:12:04.995

Again, that's the, the applicant has agreed to, um, uh,

1219

01:12:05.295 --> 01:12:07.155

agreed to, to have that transport plan in place,

1220

01:12:07.155 --> 01:12:09.395

which would be agreed with Cambridge County Council

1221

01:12:09.415 --> 01:12:12.475

and the number of spaces that will be utilized and,

1222

01:12:12.475 --> 01:12:16.035

and how that's moved, uh, down to, uh, to,

1223

01:12:16.535 --> 01:12:20.075

to represent the change in the shift in car, um, car usage,

1224

01:12:20.255 --> 01:12:22.515

uh, would be agreed through that mechanism. Is

1225

01:12:22.515 --> 01:12:23.515

A travel plan binding?

1226

01:12:24.645 --> 01:12:27.705

Uh, yes. It's a, it's a DC0. It's a DC0 document.

1227

01:12:27.705 --> 01:12:29.945

It's in, uh, requirement, um, 12.

1228

01:12:30.815 --> 01:12:33.185

Even if you did achieve that shift

1229

01:12:34.045 --> 01:12:38.745

and you had 40, 50 spare car parking spaces,

1230

01:12:39.395 --> 01:12:41.425

would there be anything in the DC0

1231

01:12:42.045 --> 01:12:43.945

to stop those spaces being used

1232

01:12:44.085 --> 01:12:46.585

by say more office stuff being moved

1233

01:12:46.585 --> 01:12:47.945

into the gateway building?

1234

01:13:04.045 --> 01:13:05.425

Uh, Gavin wait for the applicant.

1235

01:13:05.485 --> 01:13:09.895

Uh, I once, once we've agreed those car sharing,

1236

01:13:09.965 --> 01:13:11.975

once the targets were agreed in the travel plan

1237

01:13:11.995 --> 01:13:15.015

and the car, the agreed, um, number of spaces

1238

01:13:15.085 --> 01:13:18.055

that we'd have on the site, I believe that that's, um,

1239

01:13:19.495 --> 01:13:21.145

secured by the, uh, the DC0.

1240

01:13:21.325 --> 01:13:25.745

So, so if, if that target's 55%, let's turn this

1241

01:13:25.745 --> 01:13:30.225

around another way and you've got, I dunno, 60 say,

1242

01:13:30.225 --> 01:13:32.425

let's say 60 staff car parking spaces.

1243

01:13:32.615 --> 01:13:36.985

Does that mean that provided that 55% of,

1244

01:13:37.925 --> 01:13:40.705

um, 120 staff arrive by car,

1245

01:13:41.655 --> 01:13:43.185

then that would be fine.

1246

01:13:46.055 --> 01:13:50.065

What I'm concerned about here is that, um, the provision

1247

01:13:50.065 --> 01:13:54.635

of car parking would facilitate the occupation

1248

01:13:54.655 --> 01:13:58.195

of the gateway building by a much greater number

1249

01:13:58.215 --> 01:14:01.675

of people than has been modeled in the transport work.

1250

01:14:03.325 --> 01:14:04.585

Now, if it has,

1251

01:14:05.285 --> 01:14:09.665

and it could be more than double based on the parking, um,

1252

01:14:09.965 --> 01:14:13.645

ratios that, um, you've set out here, then

1253

01:14:14.115 --> 01:14:16.645

that could potentially result in an impact

1254

01:14:16.795 --> 01:14:19.125

that on the highway network that hasn't been tested.

1255

01:14:30.135 --> 01:14:31.555

Um, Gavin makes for the applicant.

1256

01:14:31.845 --> 01:14:32.995

Gavin makes for the applicant.

1257

01:14:33.055 --> 01:14:35.475

Uh, we believe we've tested the higher number.

1258

01:14:35.475 --> 01:14:38.475

That's the, the, the 92 movements that we've set out in the,

1259

01:14:39.095 --> 01:14:41.795

The 92, sorry, the 92 vehicles. The,

1260

01:14:42.015 --> 01:14:44.355

The 40 to say it's the, the 92 movements.

1261

01:14:44.355 --> 01:14:47.355

So that's the, um, the operational workers plus the

1262

01:14:47.355 --> 01:14:49.905

additional, um, HT V vehicles.

1263

01:14:49.905 --> 01:14:51.905

That's all been tested in the reasonable worst case

1264

01:14:51.905 --> 01:14:52.945

in the transport assessment.

1265

01:14:53.495 --> 01:14:55.545

Okay. Well perhaps as part of the

1266

01:14:56.135 --> 01:14:59.385

clarification on parking, we can also have clarification on,

1267

01:15:00.165 --> 01:15:02.625

um, why that number is needed.

1268

01:15:04.535 --> 01:15:05.695

I understand what you've said.

1269

01:15:05.695 --> 01:15:10.075

You've designed it to maximum standards in the,

1270

01:15:10.295 --> 01:15:13.675

the local planning policy, but why in practices it needed

1271

01:15:15.215 --> 01:15:19.955

and how can we be certain that that would not facilitate

1272

01:15:21.145 --> 01:15:24.005

an intensification of the number of people using

1273

01:15:25.365 --> 01:15:26.825

the, the gateway building?

1274

01:15:29.645 --> 01:15:32.435

Thank you. There's just, I'm looking to,

1275

01:15:32.935 --> 01:15:34.875

to move towards a break pretty soon

1276

01:15:34.875 --> 01:15:39.055

and there's just one further point that I'd like to discuss,

1277

01:15:39.065 --> 01:15:41.175

which is, um, site access.

1278

01:15:43.295 --> 01:15:44.715

And there's been,

1279

01:15:44.915 --> 01:15:47.155

I think everybody's probably aware who's read the,

1280

01:15:47.155 --> 01:15:49.555

the documentation, some concerns expressed

1281

01:15:50.125 --> 01:15:51.395

about the access points

1282

01:15:51.415 --> 01:15:54.995

and that, um, three access points were tested

1283

01:15:56.335 --> 01:15:59.195

or were proposed in the, the consultation period.

1284

01:16:00.135 --> 01:16:03.155

And, um, the applicant chose one of those,

1285

01:16:03.245 --> 01:16:05.155

which wasn't the favored one.

1286

01:16:05.335 --> 01:16:08.795

The applicant chose an access from Hoing Sea Road when

1287

01:16:10.575 --> 01:16:13.455

I think the majority, the vast majority actually preferred

1288

01:16:13.455 --> 01:16:16.215

an access directly from the A 14.

1289

01:16:19.925 --> 01:16:23.385

Now, just on the, the access point itself,

1290

01:16:23.505 --> 01:16:27.785

I was quite surprised when I read the draft statements

1291

01:16:27.785 --> 01:16:30.425

of common ground and the pads that

1292

01:16:30.935 --> 01:16:32.825

both Cambridge city council

1293

01:16:32.885 --> 01:16:36.025

and South Cambridge District Council, um,

1294

01:16:36.655 --> 01:16:39.785

were concerned about the, the access points.

1295

01:16:40.845 --> 01:16:42.345

That's the first point I've,

1296

01:16:42.345 --> 01:16:43.665
that's the first time I've seen that,

1297

01:16:44.325 --> 01:16:45.325
So it's not true.

1298

01:16:45.955 --> 01:16:47.265
Right. Okay. I think

1299

01:16:47.295 --> 01:16:49.025
that underlines the point we were making about a

1300

01:16:49.025 --> 01:16:50.825
statement to common ground in draft. Yes.

1301

01:16:51.215 --> 01:16:54.345
Yeah, that, so there, there is, uh, the,

1302

01:16:54.765 --> 01:16:56.905
the district council and the city council defer

1303

01:16:56.905 --> 01:16:58.305
to the county council on these matters.

1304

01:16:58.405 --> 01:17:00.505
And, and it was, it was reflected in the draft,

1305

01:17:00.525 --> 01:17:01.545
but that is not the case.

1306

01:17:01.875 --> 01:17:06.565
Thank you. Now

1307

01:17:07.825 --> 01:17:12.215
the applicant suggested in its

1308

01:17:12.415 --> 01:17:14.895
documentation that option three,

1309

01:17:14.955 --> 01:17:19.615

the direct access from the A 14 was ruled out,

1310

01:17:20.595 --> 01:17:23.895

um, in response to National Highway's policy.

1311

01:17:25.205 --> 01:17:28.785

And we've got two references here that I refer to.

1312

01:17:29.155 --> 01:17:32.265

First one is document rep 1 0 7 8

1313

01:17:34.165 --> 01:17:38.305

where the applicant says

1314

01:17:39.015 --> 01:17:41.825

this is on page 138 of that document.

1315

01:17:42.775 --> 01:17:46.425

This option was not acceptable to National Highways due

1316

01:17:46.565 --> 01:17:50.465

to safety concerns and non policy compliance.

1317

01:17:51.005 --> 01:17:52.745

So this option was not pursued.

1318

01:17:54.635 --> 01:17:57.095

Do you need that reference again? Yes.

1319

01:17:57.405 --> 01:18:00.895

It's document rep 1 0 7 8

1320

01:18:02.535 --> 01:18:05.435

and that reference is on page 1, 3 8 of that document.

1321

01:18:11.645 --> 01:18:14.655

It's the applicant's response to relevant representations.

1322

01:18:18.385 --> 01:18:19.675

Just in the interest of time,

1323

01:18:19.675 --> 01:18:20.915
you don't need to look it up now.

1324

01:18:20.915 --> 01:18:24.035
I've just told you what the general, um, gist of it is,

1325

01:18:24.535 --> 01:18:27.315
and then in, um, I'll give you the reference again

1326

01:18:27.335 --> 01:18:28.835
so you can look it up later.

1327

01:18:29.785 --> 01:18:32.755
It's rep 1 0 7 9,

1328

01:18:34.025 --> 01:18:38.005
and it's the applicant's response to question 20.22.

1329

01:18:41.725 --> 01:18:44.365
And it says that in effect,

1330

01:18:44.505 --> 01:18:48.485
it option three would only be acceptable where there

1331

01:18:49.335 --> 01:18:51.785
were no, where there were no viable alternatives,

1332

01:18:52.125 --> 01:18:55.265
and the need for a new junction off the strategic road

1333

01:18:55.265 --> 01:18:56.625
network could be evidenced.

1334

01:18:58.225 --> 01:19:01.585
Could you just give me a little bit more clarity?

1335

01:19:01.635 --> 01:19:04.825
There seems to be those, those two statements don't

1336

01:19:05.935 --> 01:19:07.435

wholly reconcile in my mind.

1337

01:19:07.535 --> 01:19:09.435

One suggests that it's ruled out

1338

01:19:09.535 --> 01:19:13.955

and one suggests that it could be possible subject

1339

01:19:14.055 --> 01:19:16.515

to an, to the caveats I've just read out.

1340

01:19:28.595 --> 01:19:32.545

Thank you, sir. Um, Alice Norman, uh, national Highways,

1341

01:19:33.125 --> 01:19:37.425

um, I suppose the, the comments made, um, um,

1342

01:19:37.485 --> 01:19:40.625

at the sort of early stages in a consultation, um,

1343

01:19:41.255 --> 01:19:44.465

they reflect our policy stance set out in circular

1344

01:19:45.215 --> 01:19:50.185

0 1, 2 2, um, due to the sort of longevity

1345

01:19:50.245 --> 01:19:53.505

of the project that may have moved on from our,

1346

01:19:53.805 --> 01:19:55.945

the previous, um, iteration.

1347

01:19:56.765 --> 01:20:01.105

Um, I think the, the stance is broadly to look for,

1348

01:20:01.925 --> 01:20:06.475

um, the, yeah, new junctions are sort of not necess,

1349

01:20:06.735 --> 01:20:08.445

not sort of the first,

1350

01:20:09.385 --> 01:20:13.425

but, um, sort of, yeah, we tried to look

1351

01:20:13.485 --> 01:20:15.105

for other alternatives.

1352

01:20:15.765 --> 01:20:16.765

Um,

1353

01:20:17.245 --> 01:20:19.025

And if it could, if it was demonstrated

1354

01:20:19.095 --> 01:20:21.825

that there weren't any other acceptable alternatives,

1355

01:20:22.355 --> 01:20:24.305

would you then move on to the stage

1356

01:20:24.305 --> 01:20:27.345

of looking at whether a direct access was possible?

1357

01:20:28.005 --> 01:20:29.425

Uh, it would, yeah.

1358

01:20:29.475 --> 01:20:32.425

There, there is a process to, to follow.

1359

01:20:32.605 --> 01:20:37.225

And, um, looking at, um, yeah, the DMRB,

1360

01:20:37.525 --> 01:20:42.185

um, compliance, um, whether there's departures required,

1361

01:20:42.405 --> 01:20:45.905

um, road safety audits, um, uh, yeah,

1362

01:20:46.105 --> 01:20:48.465

I believe this was, has been set out.

1363
01:20:49.085 --> 01:20:51.145
Um, but yes, our preference would be

1364
01:20:51.675 --> 01:20:52.675
Thank you.

1365
01:20:52.845 --> 01:20:55.705
Uh, again, deadline for if you'd like to come back

1366
01:20:55.705 --> 01:20:57.505
and set that out to us, that would be helpful.

1367
01:20:58.715 --> 01:21:02.145
Thank you, sir. Yes. Um, I've just also got a response,

1368
01:21:02.565 --> 01:21:07.295
um, from clients who have confirmed

1369
01:21:07.325 --> 01:21:12.155
that if we, the,

1370
01:21:12.255 --> 01:21:16.515
the issue for, for nh, um, on one

1371
01:21:16.515 --> 01:21:19.195
of the big safety issues with the SSRN is I think

1372
01:21:19.195 --> 01:21:20.395
what's known as weaving.

1373
01:21:20.735 --> 01:21:23.915
Um, so that, that is a big safety issue. Yeah.

1374
01:21:25.455 --> 01:21:28.955
Um, we say if there's a departure from standards,

1375
01:21:28.955 --> 01:21:32.395
the standards, we have to follow safety at dmm DMRB,

1376
01:21:32.395 --> 01:21:35.035

which is, um, I keep using the words DM Rrb,

1377

01:21:35.135 --> 01:21:36.435

I'm assuming everyone knows it's I, yes.

1378

01:21:36.435 --> 01:21:37.835

It's not manual for Roads and Bridges. Okay.

1379

01:21:38.175 --> 01:21:41.595

Um, if there's a departure from standards,

1380

01:21:41.595 --> 01:21:42.995

there's a, a safety issue.

1381

01:21:42.995 --> 01:21:45.275

There are whole processes that have to be followed,

1382

01:21:45.275 --> 01:21:48.115

including road safety audits and all the rest of it.

1383

01:21:48.495 --> 01:21:51.075

In short, we will deal with a deadline for

1384

01:21:51.445 --> 01:21:52.445

Thank you.

1385

01:21:53.095 --> 01:21:56.235

And, um, one final question on this point over

1386

01:21:56.235 --> 01:21:57.395

to the applicant's side.

1387

01:21:58.335 --> 01:22:02.395

Um, again, it's document rep one

1388

01:22:03.105 --> 01:22:04.675

dash 0 7 9,

1389

01:22:05.995 --> 01:22:10.165

and you told us at point C of

1390

01:22:11.005 --> 01:22:12.845
question 20.22,

1391

01:22:15.585 --> 01:22:17.965
the option to create a new junction off the A 14.

1392

01:22:17.965 --> 01:22:22.045
Option three was discounted based on feedback raised

1393

01:22:22.105 --> 01:22:23.325
by National Highways

1394

01:22:24.105 --> 01:22:27.805
and Cambridge County Council at the second, second stage

1395

01:22:27.805 --> 01:22:30.705
of consultation, and then

1396

01:22:31.525 --> 01:22:34.105
in the previous response.

1397

01:22:34.205 --> 01:22:36.945
So that's question 20.21.

1398

01:22:38.515 --> 01:22:41.935
You've told us that no traffic surveys were undertaken

1399

01:22:42.035 --> 01:22:46.535
before December, 2021 to support the choice of site access

1400

01:22:47.355 --> 01:22:48.855
and a desk-based study

1401

01:22:48.855 --> 01:22:51.215
of transport impact was carried out at the

1402

01:22:51.215 --> 01:22:52.255
site selection stage.

1403

01:22:54.075 --> 01:22:57.255

How could National Highways have ruled out

1404

01:22:59.355 --> 01:23:01.655

or ruled in option three

1405

01:23:03.195 --> 01:23:05.605

if there wasn't any evidence to base on?

1406

01:23:10.035 --> 01:23:14.735

Uh, so Mr. Pryor on who's on screen, uh, can

1407

01:23:15.335 --> 01:23:17.175

I think, answer these questions best?

1408

01:23:17.175 --> 01:23:18.175

Thank you.

1409

01:23:20.295 --> 01:23:21.645

Thank you. Um, good afternoon,

1410

01:23:21.645 --> 01:23:22.685

Andrew Pryor for the applicant.

1411

01:23:22.865 --> 01:23:25.725

Um, so I think with respect, you are,

1412

01:23:25.785 --> 01:23:28.525

you are seeing a sort partial characterization

1413

01:23:28.545 --> 01:23:30.965

of the site selection process for, um,

1414

01:23:31.745 --> 01:23:33.125

for the access arrangements.

1415

01:23:33.465 --> 01:23:36.445

It was not solely on National Highways issues,

1416

01:23:36.785 --> 01:23:39.445

but also on a balanced scorecard.

1417

01:23:39.995 --> 01:23:42.445

That use of that balanced scorecard against those three

1418

01:23:42.445 --> 01:23:45.365

options showed that there was a viable alternative

1419

01:23:45.365 --> 01:23:49.365

to a new junction on the net strategic network, and

1420

01:23:49.365 --> 01:23:53.525

therefore the, the highways, the National Highways policy,

1421

01:23:54.185 --> 01:23:55.445

uh, failed automatically

1422

01:23:55.445 --> 01:23:58.285

because there was a viable option, namely Junction 34.

1423

01:23:58.785 --> 01:24:03.045

Um, I would, sorry, I I I, I would draw your attention

1424

01:24:03.065 --> 01:24:07.005

to section six, I believe, of the alternatives chapter

1425

01:24:07.745 --> 01:24:09.685

of the, uh, environmental statement.

1426

01:24:09.745 --> 01:24:11.885

I'm sorry, I don't have the document number, but, um,

1427

01:24:12.435 --> 01:24:13.845

I've already reviewed that. Thank you.

1428

01:24:14.065 --> 01:24:16.325

And, and that shows the balance scorecard, one

1429

01:24:16.325 --> 01:24:19.885

of which was alignment with national, um, highways policy,

1430

01:24:19.945 --> 01:24:22.245

but there were a number of other considerations

1431

01:24:22.245 --> 01:24:25.005

that also led us to adopt Junction 34.

1432

01:24:26.025 --> 01:24:30.365

But as I understand it, that was, that was prior to any

1433

01:24:30.955 --> 01:24:33.245

traffic survey work being undertaken.

1434

01:24:33.245 --> 01:24:35.085

It was based on this desktop study

1435

01:24:35.185 --> 01:24:36.605

that's mentioned by the applicant.

1436

01:24:37.325 --> 01:24:38.325

I think that's correct, sir,

1437

01:24:38.345 --> 01:24:42.325

but that doesn't exclude the, um, the, the finding

1438

01:24:42.345 --> 01:24:46.365

of a viable alternative to a direct access off the, off,

1439

01:24:46.505 --> 01:24:48.165

off the, uh, strategic road network.

1440

01:24:48.865 --> 01:24:49.965

But could it be the case

1441

01:24:50.035 --> 01:24:53.685

that subsequent work had was undertaken, uh,

1442

01:24:53.685 --> 01:24:58.245

that demonstrated that the selected option was not the

1443

01:24:58.765 --> 01:25:00.525

optimal option or even not viable?

1444

01:25:01.645 --> 01:25:04.265

Um, well, subsequent we've shown

1445

01:25:04.265 --> 01:25:06.385

that the Junction 34 option is viable.

1446

01:25:06.585 --> 01:25:07.945

I don't think there's anything, and

1447

01:25:07.945 --> 01:25:09.025

I I'll refer you back to Mr.

1448

01:25:09.025 --> 01:25:10.265

Mr. Mr. Wicks maybe,

1449

01:25:10.285 --> 01:25:12.345

but I don't think there's anything to indicate

1450

01:25:12.345 --> 01:25:15.265

that the direct access from Junction 34 is unviable,

1451

01:25:15.265 --> 01:25:16.745

it's a viable access and

1452

01:25:16.745 --> 01:25:19.985

therefore a new access off the Strategic Road

1453

01:25:19.985 --> 01:25:21.105

network would not be viable.

1454

01:25:21.505 --> 01:25:24.465

I, I, I suggest perhaps so that we get our heads together

1455

01:25:24.465 --> 01:25:27.185

with, um, with National Highways to provide you with

1456

01:25:27.185 --> 01:25:29.225

that evidence trail on that decision making.

1457

01:25:29.325 --> 01:25:32.505

But I, I think it's clear to us as the applicant

1458

01:25:32.505 --> 01:25:33.905

that there is a viable alternative and

1459

01:25:33.905 --> 01:25:35.545

therefore, uh, a new,

1460

01:25:36.065 --> 01:25:38.945

a new junction would not be possible under national policy.

1461

01:25:40.215 --> 01:25:42.265

Well, it needs to be via, it needs to be evident

1462

01:25:42.485 --> 01:25:44.065

to the decision maker.

1463

01:25:44.245 --> 01:25:48.665

So if you could provide information to that, um,

1464

01:25:49.965 --> 01:25:52.265

in that, in that regard, I think that would be very helpful.

1465

01:25:54.055 --> 01:25:56.115

Tha Thank you, sir. I mean, it will be largely a

1466

01:25:56.275 --> 01:25:58.795

reiteration of that, of the alternatives chapter,

1467

01:25:58.935 --> 01:26:02.955

but we will provide a timeline, uh, of that, uh, moving

1468

01:26:03.025 --> 01:26:04.165

of viability as it were.

1469

01:26:05.135 --> 01:26:07.205

Thank you. Um, Mr.

1470

01:26:07.305 --> 01:26:09.085

Gilder, you had your hand up during that.

1471

01:26:09.305 --> 01:26:11.165

Um, could you come back please?

1472

01:26:12.265 --> 01:26:13.525

Um, thank you, sir.

1473

01:26:13.755 --> 01:26:16.845

Unfortunately, I'm going to a delay your, um,

1474

01:26:16.895 --> 01:26:18.765

break a little bit and b, take you back

1475

01:26:18.825 --> 01:26:20.045

to the question of parking.

1476

01:26:20.225 --> 01:26:22.565

Sir. Um, as you remember, I,

1477

01:26:22.925 --> 01:26:24.805

I intervened while you were in the middle of your,

1478

01:26:25.035 --> 01:26:27.325

your prolonged careful set

1479

01:26:27.325 --> 01:26:29.085

of questions about the parking provision,

1480

01:26:29.185 --> 01:26:31.925

and I think probably it's time that we sorted

1481

01:26:31.925 --> 01:26:34.405

that out before we break. Um, sir,

1482

01:26:34.945 --> 01:26:36.045

I'm terribly sorry to Mr.

1483

01:26:36.095 --> 01:26:40.325

Gilda to interrupt. I have one point to make on

1484

01:26:41.145 --> 01:26:43.925

the, um, choice of access if I,

1485

01:26:43.945 --> 01:26:45.165

if I could quickly make that. Let,

1486

01:26:45.355 --> 01:26:46.645

Well, what is it?

1487

01:26:46.645 --> 01:26:47.805

Do you need to come back to it now

1488

01:26:47.805 --> 01:26:49.725

or do you want to respond at the same time

1489

01:26:49.785 --> 01:26:51.165

as Ms a response to Mr.

1490

01:26:51.305 --> 01:26:53.765

Gilder? It's up to you.

1491

01:26:53.955 --> 01:26:56.005

Well, it's a discreet point. I please.

1492

01:26:56.235 --> 01:26:58.405

It's more, it's probably better for everyone to Mr. Gilder

1493

01:26:58.405 --> 01:26:59.725

If you It done now, now

1494

01:26:59.865 --> 01:27:01.605

and then we'll revert to parking.

1495

01:27:02.465 --> 01:27:05.645

Um, uh, and it, it's important, uh,

1496

01:27:05.645 --> 01:27:09.565

because, um, it, it is the case that we engaged fully

1497

01:27:09.915 --> 01:27:12.205

with National Highways at this stage

1498

01:27:12.665 --> 01:27:17.165

and the advice was always consistently from them, um,

1499

01:27:18.105 --> 01:27:22.285

not to take the access off the a 14 directly.

1500

01:27:23.025 --> 01:27:24.025

Thank you. Thank You,

1501

01:27:25.195 --> 01:27:26.195

Mr. Gilda.

1502

01:27:26.195 --> 01:27:26.665

1503

01:27:27.425 --> 01:27:29.375

Sorry, sir. I thought we'd got to the end of the,

1504

01:27:29.555 --> 01:27:32.215

the a 14 point Apologies to Ms. Ellis.

1505

01:27:32.595 --> 01:27:36.055

Um, I think you've pursued, sir, the question

1506

01:27:36.055 --> 01:27:38.575

of overprovision of car parking from the point of view of,

1507

01:27:38.915 --> 01:27:43.055

um, adding additional office staff who aren't as far

1508

01:27:43.055 --> 01:27:45.735

as I know, uh, in the applicant's plans at the moment

1509

01:27:45.835 --> 01:27:47.055

to move them to that site.

1510

01:27:47.555 --> 01:27:49.215

Um, I think the fundamental question,

1511

01:27:49.215 --> 01:27:52.495

which I hope you are going to go to as well, Sarah, is, is

1512

01:27:52.495 --> 01:27:55.375

that they are making a massive overprovision

1513

01:27:55.375 --> 01:27:57.335

of car parking on a green belt site.

1514

01:27:57.645 --> 01:28:00.655

They're going to provide something like twice as well,

1515

01:28:00.685 --> 01:28:02.935

depending on which set of numbers you want to take.

1516

01:28:02.965 --> 01:28:05.295

71 spaces for 38 staff.

1517

01:28:05.315 --> 01:28:08.375

And if they manage to persuade some of those 38 staff

1518

01:28:08.395 --> 01:28:11.695

to travel by means other than private car, we could get down

1519

01:28:11.695 --> 01:28:16.135

to needing circa 20 spaces, um,

1520

01:28:16.675 --> 01:28:18.295

to support that, that building.

1521

01:28:19.115 --> 01:28:21.455

Surely the, the other factor which you need

1522

01:28:21.455 --> 01:28:23.375

to be taking into account and the applicant needs

1523

01:28:23.375 --> 01:28:24.615

to address is why is

1524

01:28:24.615 --> 01:28:27.415

that over-provision being made on a site in the greenbelt?

1525

01:28:27.905 --> 01:28:30.455

Thank you. That, that is something we do have in mind,

1526

01:28:30.555 --> 01:28:33.415

but this is not a green belt session today, so Well,

1527

01:28:33.415 --> 01:28:34.415

I recognize that's why we haven't discussed that,

1528

01:28:34.795 --> 01:28:36.015

but the two do come together.

1529

01:28:36.015 --> 01:28:37.215

Sorry. Thank you, sir.

1530

01:28:38.395 --> 01:28:41.865

Is there any, anybody else who'd like to say anything

1531

01:28:42.725 --> 01:28:45.665

in relation to the matters we just discussed, Ms. Cotton?

1532

01:28:46.765 --> 01:28:49.825

Uh, just a very quick question about, uh, that, um,

1533

01:28:49.895 --> 01:28:51.745

over provision of, uh, parking spaces

1534

01:28:51.845 --> 01:28:54.545

and potentially facilitating other, um,

1535

01:28:54.825 --> 01:28:57.465

angling water activities that are not at all related

1536

01:28:57.565 --> 01:28:59.305

to the sewage plant, given

1537

01:28:59.305 --> 01:29:01.365

that the whole thing is being financed by the taxpayer

1538

01:29:01.365 --> 01:29:03.765

and it's all about relocating a sewage plant

1539

01:29:03.765 --> 01:29:06.485

and not facilitating angling, mortar, private companies,

1540

01:29:06.495 --> 01:29:09.885

other activities, is that anything that can be managed

1541

01:29:09.905 --> 01:29:12.085

and assured that that won't be the case in the future?

1542

01:29:12.145 --> 01:29:14.925

Or is it sort of once it's there it can be expanded and,

1543

01:29:14.925 --> 01:29:17.525

and used for all sorts of activities? Well,

1544

01:29:17.525 --> 01:29:20.165

I've asked the, uh, the question similar to that,

1545

01:29:20.185 --> 01:29:22.045

to the applicant, so we'll wait to see

1546

01:29:22.345 --> 01:29:24.085

how the applicant responds to that.

1547

01:29:24.225 --> 01:29:25.325

Um, a deadline for

1548

01:29:25.665 --> 01:29:26.665

Thanks. Thank you.

1549

01:29:26.665 --> 01:29:28.405

Apologies for repeating your question.

1550

01:29:28.465 --> 01:29:30.565

That's, that's fine. Um, anybody,

1551

01:29:30.665 --> 01:29:33.085

I'm ing is there anybody online who'd like

1552
01:29:33.085 --> 01:29:33.805
to make any points,

1553
01:29:37.565 --> 01:29:38.175
applicant?

1554
01:29:38.195 --> 01:29:40.815
Is there anything final that you'd like to come back on?

1555
01:29:41.475 --> 01:29:42.735
No, thank you and thank you sir

1556
01:29:42.735 --> 01:29:44.495
for taking my National Highways point.

1557
01:29:44.495 --> 01:29:45.975
That's fine. Thank that stage. Thank

1558
01:29:45.975 --> 01:29:46.975
You. In that case,

1559
01:29:46.975 --> 01:29:49.135
it's um, 20 past three.

1560
01:29:49.595 --> 01:29:53.895
Um, and I'll adjourn for a short break of 15 minutes,

1561
01:29:53.995 --> 01:29:58.935
so if everybody could return at 1535, we'd be most grateful.

1562
01:29:59.385 --> 01:29:59.815
Thank you.