

WEBVTT – This file was automatically generated by VIMEO

0

00:00:02.475 --> 00:00:03.005

Good morning.

1

00:00:04.035 --> 00:00:06.325

It's 9:30 AM and the hearing is resumed.

2

00:00:06.985 --> 00:00:08.485

Um, could you please ensure all phones

3

00:00:08.505 --> 00:00:09.845

and devices are turned silent?

4

00:00:13.385 --> 00:00:15.925

Uh, we're not expecting a, oh, can I just check with Zalin

5

00:00:15.925 --> 00:00:17.045

that the live stream has started?

6

00:00:19.985 --> 00:00:21.205

Yes. Thank you.

7

00:00:21.625 --> 00:00:23.365

Um, we're not expecting a fire alarm today,

8

00:00:23.365 --> 00:00:25.605

so if one does go off, please leave the building, uh,

9

00:00:25.605 --> 00:00:27.845

the room at the rear through the fire exit.

10

00:00:27.845 --> 00:00:29.485

It's exit through the main entrance

11

00:00:29.485 --> 00:00:32.325

and assemble it in the front of the building in the space.

12

00:00:32.325 --> 00:00:35.045

Just over there. Um, we intend to take a break at

13

00:00:35.045 --> 00:00:37.005

around 11:00 AM and then a break for lunch at

14

00:00:37.005 --> 00:00:39.125

around 1:00 PM if necessary.

15

00:00:41.355 --> 00:00:42.765

I'll now, now hand over to Mr.

16

00:00:42.785 --> 00:00:45.525

Burley for agenda item nine, which is traffic and transport.

17

00:00:45.615 --> 00:00:46.615

Thank you.

18

00:00:49.285 --> 00:00:50.755

Thank you. Good morning, everybody.

19

00:00:52.615 --> 00:00:55.235

The first item on the agenda, I believe,

20

00:00:55.495 --> 00:00:58.995

has been largely dealt with by a, a submission,

21

00:00:58.995 --> 00:01:01.755

which was made, um, this week, in fact.

22

00:01:02.775 --> 00:01:06.635

Yes, sir. We made that submission in, in writing to try

23

00:01:06.635 --> 00:01:08.315

and speed things on this morning.

24

00:01:09.095 --> 00:01:13.355

Um, in double, triple checking all of that.

25

00:01:13.875 --> 00:01:16.035

A couple more. Um, problems

26

00:01:16.235 --> 00:01:18.755

of misaligned tables have come to light.

27

00:01:19.255 --> 00:01:22.555

Um, do you wish, um, the witnesses to go through those now

28

00:01:22.735 --> 00:01:25.955

or to put in a revised version of the note?

29

00:01:26.975 --> 00:01:30.755

Um, well, in addition to misaligned tables, the,

30

00:01:30.895 --> 00:01:34.595

the references we gave were meant to be an example of

31

00:01:35.135 --> 00:01:36.315

the issues we'd found.

32

00:01:36.495 --> 00:01:39.595

Yes. Um, and there's also issues with, um,

33

00:01:39.595 --> 00:01:44.445

which have been corrected here for 4.4 point 11 and 12,

34

00:01:45.385 --> 00:01:49.605

but this issue occurs right through the document, um,

35

00:01:49.605 --> 00:01:51.925

and it makes it very hard to, to read it.

36

00:01:52.105 --> 00:01:54.925

So I leave it with you to decide

37

00:01:54.945 --> 00:01:56.205

how you'd like to deal with it.

38

00:01:56.465 --> 00:02:01.045

Yes. Um, the, you know, maybe

39

00:02:01.045 --> 00:02:04.325

that you want to issue a, an updated version for, to go over

40

00:02:04.325 --> 00:02:07.725

to the Secretary of State because we did find it quite

41

00:02:07.725 --> 00:02:10.005

difficult to read with all this additional text in it.

42

00:02:12.575 --> 00:02:17.525

Thank you very much. Um, so we'll, um, reflect on

43

00:02:17.525 --> 00:02:20.125

that, uh, before the next deadline. Thank

44

00:02:20.125 --> 00:02:20.605

You. Thank

45

00:02:20.605 --> 00:02:21.605

You.

46

00:02:26.875 --> 00:02:29.685

Next point. I think this has also been dealt with by

47

00:02:30.505 --> 00:02:34.165

an updated submission, which was made last Friday.

48

00:02:35.155 --> 00:02:38.525

It's the point from, um, the Save Honey Hill Group raised

49

00:02:39.415 --> 00:02:41.325

about, um, the labeling

50

00:02:41.325 --> 00:02:45.205

of construction action access points on the, um,

51

00:02:46.225 --> 00:02:47.605

the construction route diagram.

52

00:02:51.465 --> 00:02:55.805

So if we look at, um, as 180 2 additional submission, 180 2

53

00:02:56.395 --> 00:02:57.325

Book of Figures

54

00:03:01.755 --> 00:03:06.125

that appears to deal with this issue, is that correct?

55

00:03:11.445 --> 00:03:13.785

Uh, Gavin Wicks, Mark McDonald for the applicant, uh, yes,

56

00:03:13.785 --> 00:03:14.945

we believe that deals with that issue.

57

00:03:15.115 --> 00:03:16.385

Thank you. And Mr.

58

00:03:16.615 --> 00:03:19.985

Gild, did you have any observations on that?

59

00:03:22.125 --> 00:03:24.385

No, I, I believe so that they've corrected

60

00:03:24.385 --> 00:03:25.705

what I wanted to see corrected.

61

00:03:25.875 --> 00:03:30.705

Thank you. Now the next

62

00:03:30.705 --> 00:03:34.185

point on the agenda is also a point from Safe Honey Hill

63

00:03:34.925 --> 00:03:38.745

and, um, it's a point I'd like to ask Safe Honey Hill about,

64

00:03:39.005 --> 00:03:41.785

um, you in your representation,

65

00:03:42.675 --> 00:03:45.505

which is rep 5 1 3 5

66

00:03:49.605 --> 00:03:53.705

talked about, um, the construction traffic management in

67

00:03:54.315 --> 00:03:56.665

Water, beach, and Clay High.

68

00:03:56.735 --> 00:03:58.665

It's 0.5 of your representation.

69

00:04:02.335 --> 00:04:06.195

Now, can you, um, talk about the justification

70

00:04:06.255 --> 00:04:07.315

for that request please?

71

00:04:07.495 --> 00:04:08.995

You might want to outline the request

72

00:04:09.005 --> 00:04:10.315

first for everybody's benefit.

73

00:04:14.095 --> 00:04:17.155

Yes, thank you, sir. Yes, we've, we've referred

74

00:04:17.355 --> 00:04:18.635

to it I believe twice Sarah,

75

00:04:18.635 --> 00:04:21.075

and I think you'll have seen where it's, it's carried

76

00:04:21.075 --> 00:04:23.795

through from, from document to document.

77

00:04:23.975 --> 00:04:28.275

Um, it is paragraph five of what was our, um,

78

00:04:28.635 --> 00:04:33.385

SHH 58, which was sort of really repeating

79

00:04:33.885 --> 00:04:38.505

or amplifying, um, an oral submission

80

00:04:38.505 --> 00:04:42.105

that we made at IH three in relation to, um,

81

00:04:42.745 --> 00:04:44.185
construction traffic in Water Beach.

82

00:04:45.125 --> 00:04:49.105
Um, the, the issue is, we see it sir,

83

00:04:49.125 --> 00:04:50.945
in Water Beach is twofold.

84

00:04:51.045 --> 00:04:55.625
One is that there are Two intended accesses

85

00:04:55.765 --> 00:04:59.665
to provide for construction traffic heavy goods vehicles

86

00:04:59.765 --> 00:05:01.225
to access the works.

87

00:05:01.445 --> 00:05:04.145
One is essentially a northern route that takes you on

88

00:05:04.145 --> 00:05:07.025
to ban Old Road and across the railway to serve

89

00:05:07.765 --> 00:05:12.065
the first northern section of the, um, pipeline that's

90

00:05:12.065 --> 00:05:13.105
to the west of the river.

91

00:05:13.885 --> 00:05:15.465
And then there's the other route,

92

00:05:15.995 --> 00:05:17.465
which I think is the more important

93

00:05:17.525 --> 00:05:20.945
or it certainly serves the larger part of the scheme, um,

94

00:05:21.355 --> 00:05:23.665

which uses Station Road, um,

95

00:05:24.255 --> 00:05:27.465

crosses the railway at the station level crossing,

96

00:05:27.775 --> 00:05:29.105

goes onto Clay High Road

97

00:05:29.165 --> 00:05:30.305

and then serves the whole

98

00:05:30.305 --> 00:05:32.905

of the works from the river crossing.

99

00:05:33.165 --> 00:05:35.585

As far as Horing Sea Village, um,

100

00:05:37.485 --> 00:05:40.935

And we had two, we had two concerns really.

101

00:05:40.955 --> 00:05:45.095

So one was effectively that the station road is,

102

00:05:45.395 --> 00:05:49.015

is very narrow, um, has very narrow footways, um,

103

00:05:49.555 --> 00:05:51.175

is quite heavily trafficked

104

00:05:51.675 --> 00:05:53.735

and of course serves as the main pedestrian

105

00:05:53.875 --> 00:05:55.095

access to the railway station.

106

00:05:55.715 --> 00:05:59.085

Um, and some effort has been made

107

00:05:59.085 --> 00:06:01.885

by the applicants in conjunction with the county council to

108

00:06:02.985 --> 00:06:06.485

do the question of the potential risk

109

00:06:06.545 --> 00:06:07.845

to school children going to

110

00:06:07.845 --> 00:06:10.165

and from school, from the primary school,

111

00:06:10.165 --> 00:06:13.045

which is actually not on either of the construction routes,

112

00:06:13.045 --> 00:06:14.685

but is in the northern part of the village.

113

00:06:15.425 --> 00:06:19.695

Um, but the arrangements to ensure

114

00:06:19.695 --> 00:06:21.775

that things are reasonably well as safe

115

00:06:21.775 --> 00:06:26.215

and as convenient as possible, um, on Station Road,

116

00:06:26.315 --> 00:06:27.535

we think could be improved.

117

00:06:28.395 --> 00:06:29.655

Um, and there are two issues.

118

00:06:30.275 --> 00:06:33.775

One is the question of what as you could operate HTVs,

119

00:06:34.515 --> 00:06:39.355

and the second is, um, the total volumes

120

00:06:39.375 --> 00:06:42.875

of, um, HDV traffic that may need to use the

121

00:06:43.465 --> 00:06:44.475

used station road.

122

00:06:44.505 --> 00:06:47.315

Clearly the transport assessment is always based on a series

123

00:06:47.335 --> 00:06:51.515

of assumptions about typical days and um,

124

00:06:53.705 --> 00:06:55.765

and maximum days.

125

00:06:56.305 --> 00:07:00.205

Um, what we would like to see, sir, is slight change

126

00:07:00.205 --> 00:07:03.285

to the hours on which you operate

127

00:07:04.275 --> 00:07:07.085

HTVs along Station Road to avoid the periods

128

00:07:07.085 --> 00:07:09.885

of the day when there's a predominance of, um,

129

00:07:10.015 --> 00:07:11.525

pedestrian traffic there.

130

00:07:12.105 --> 00:07:15.485

Um, but also to put a daily limit on the total number

131

00:07:15.485 --> 00:07:18.405

of HTVs that use US Station Road.

132

00:07:18.865 --> 00:07:21.005

Um, clearly, you know,

133

00:07:21.725 --> 00:07:23.485

'cause of the way the construction will be run,

134

00:07:23.895 --> 00:07:25.845

there will be occasions on which, for example,

135

00:07:25.845 --> 00:07:26.885

when your stone holding

136

00:07:27.025 --> 00:07:29.965

or something like that, there may be large volumes

137

00:07:29.965 --> 00:07:32.605

of material to be brought in in a relatively short time,

138

00:07:33.145 --> 00:07:35.725

and that's not effectively covered by, well

139

00:07:36.555 --> 00:07:37.965

it's assessed in generality,

140

00:07:38.065 --> 00:07:40.885

but obviously you will have a period, you,

141

00:07:40.885 --> 00:07:43.005

there are potentially periods when more than

142

00:07:43.595 --> 00:07:48.245

even the a hundred, um, SUVs per day used Station Road and,

143

00:07:48.245 --> 00:07:50.605

and we in, in our written submissions have asked

144

00:07:50.605 --> 00:07:51.765

for that limit.

145

00:07:51.895 --> 00:07:52.965

We've suggested 80,

146

00:07:53.145 --> 00:07:57.405

but, um, we would be happy, sir, to hear from the applicant

147

00:07:57.405 --> 00:07:59.405

as to whether they would set a different limit.

148

00:08:00.745 --> 00:08:03.045

Why would it be reasonable for the X eight

149

00:08:03.045 --> 00:08:04.925

to recommend a limit on traffic?

150

00:08:08.625 --> 00:08:11.645

It would be reasonable sir, to, to do so to

151

00:08:12.475 --> 00:08:15.165

main maintain safety on on Station Road

152

00:08:15.305 --> 00:08:19.445

and also to ensure that, um, there aren't periods of

153

00:08:21.475 --> 00:08:25.445

excessive congestion during, during the, um,

154

00:08:26.545 --> 00:08:30.325

during the trans transport of, of heavy materials.

155

00:08:30.545 --> 00:08:33.045

Um, the problem with Station Road, and you've seen it sir

156

00:08:33.245 --> 00:08:36.605

'cause you've been there, um, is is that it has

157

00:08:37.225 --> 00:08:40.405

parked vehicles along several stretches of it

158

00:08:40.785 --> 00:08:43.565

and it quite routinely blocks up with

159

00:08:44.905 --> 00:08:46.845

the very small amount of heavy goods traffic

160

00:08:46.845 --> 00:08:47.885

that uses that road.

161

00:08:48.345 --> 00:08:51.565

Now clearly temporary traffic management measures can be put

162

00:08:51.565 --> 00:08:54.005

in place through on an occasional basis,

163

00:08:54.145 --> 00:08:55.845

but it will also not be convenient

164

00:08:56.025 --> 00:09:00.285

or satisfactory for all of that parking to be suspended

165

00:09:00.285 --> 00:09:01.645

for considerable periods of time

166

00:09:01.645 --> 00:09:03.565

because essentially it's the only parking

167

00:09:03.715 --> 00:09:06.685

that houses fronting that street have.

168

00:09:07.265 --> 00:09:11.565

Um, so we believe so it is, it would be reasonable to set

169

00:09:12.285 --> 00:09:13.845

a daily limit, um,

170

00:09:14.185 --> 00:09:17.525

and to set hours which are very similar to those being

171

00:09:18.075 --> 00:09:19.165

adopted elsewhere

172

00:09:19.265 --> 00:09:23.365

of effectively concentrating the HGV traffic between the end

173

00:09:23.365 --> 00:09:25.325

of going to school and the time

174

00:09:25.325 --> 00:09:26.885

of leaving school in the afternoon.

175

00:09:27.425 --> 00:09:29.125

Um, so between nine 30

176

00:09:29.425 --> 00:09:34.285

and 1600 we've suggested on, on, on, on Station Road,

177

00:09:34.285 --> 00:09:35.645

which is actually after school.

178

00:09:36.385 --> 00:09:41.165

Um, but it's much more relevant there to, um,

179

00:09:41.315 --> 00:09:43.805

commuters and others who are using the footways.

180

00:09:44.305 --> 00:09:48.925

If we condensed traffic outside

181

00:09:48.925 --> 00:09:52.045

of those hours, wouldn't we have periods

182

00:09:52.045 --> 00:09:54.605

where traffic is much more intense?

183

00:09:56.395 --> 00:09:57.645

Well, on the basis so

184

00:09:57.645 --> 00:10:01.685

that we think an 80 HGV per day limit is a reasonable one,

185

00:10:02.065 --> 00:10:06.645

um, you would effectively be at around the assessed level

186

00:10:06.645 --> 00:10:08.645

of 10 HG vs per hour.

187

00:10:08.775 --> 00:10:12.845

Using that, using that route, um, would actually be 12.

188

00:10:13.005 --> 00:10:15.765

I think if you, if you, if you had a, a closure

189

00:10:15.905 --> 00:10:20.445

for if you had a, an open period from nine 30 to 1600, um,

190

00:10:21.555 --> 00:10:23.215

six and a half hours, 80 vehicles.

191

00:10:23.595 --> 00:10:27.515

Um, so it would be, it would be reasonable.

192

00:10:27.515 --> 00:10:29.635

What what we're looking for Sarah, is, is

193

00:10:29.635 --> 00:10:32.795

that there won't be periods in which they're trying

194

00:10:32.795 --> 00:10:35.915

to move 20 and 30 HTVs per hour through that,

195

00:10:35.985 --> 00:10:37.315

through that corridor.

196

00:10:39.015 --> 00:10:42.795

But, but, and we did Sarah at the previous hearing

197

00:10:42.895 --> 00:10:44.275

and I think you asked me to go away

198

00:10:44.275 --> 00:10:46.515

and think about it, um, suggest

199

00:10:46.515 --> 00:10:49.075

that you could set an hourly limit of, you know,

200

00:10:49.175 --> 00:10:50.555

10 HTVs per hour,

201

00:10:50.575 --> 00:10:52.035

but recognize that that's

202

00:10:52.705 --> 00:10:54.995

impractical terms is very difficult to implement.

203

00:10:55.195 --> 00:10:56.995

'cause you basically need lorry holding areas

204

00:10:57.095 --> 00:10:59.875

and things to be able to do that kind of, um,

205

00:11:00.305 --> 00:11:01.595

that kind of operation.

206

00:11:01.595 --> 00:11:03.755

There aren't off-road lorry holding

207

00:11:03.765 --> 00:11:05.115

areas or anything available.

208

00:11:05.375 --> 00:11:08.955

So a more, a more sensible limit would be

209

00:11:10.095 --> 00:11:11.915

to impose a daily limit.

210

00:11:12.415 --> 00:11:16.515

Um, and that gives the contractor the opportunity just

211

00:11:16.515 --> 00:11:17.515

to plan deliveries.

212

00:11:17.855 --> 00:11:20.075

Um, you know, you just won't instruct

213

00:11:20.075 --> 00:11:21.395

or stone hoppers to bring,

214

00:11:23.455 --> 00:11:25.755

to bring large quantities on the same day,

215

00:11:25.955 --> 00:11:27.395

I mean, over a few days.

216

00:11:28.465 --> 00:11:30.475
This is not, this is not going

217

00:11:30.475 --> 00:11:33.275
to be unduly restrictive if you've set the limit at about

218

00:11:33.275 --> 00:11:34.315
80 vehicles a day.

219

00:11:35.425 --> 00:11:37.155
Okay. Could we go to the applicant please?

220

00:11:37.255 --> 00:11:40.675
And you've heard Mr. Guild's views there, what's your view?

221

00:11:43.975 --> 00:11:47.715
Yes, uh, sir Mr. Wicks will, uh, respond.

222

00:11:50.855 --> 00:11:52.915
Yes. Gavin Wicks, uh, Mark McDonald for the applicant?

223

00:11:53.105 --> 00:11:56.725
Uh, I think in terms of time restrictions, um, we've, uh,

224

00:11:57.165 --> 00:11:59.205
considered, um, save Honey Hill's response

225

00:11:59.205 --> 00:12:01.565
and I think we'd be happy to amend the, uh,

226

00:12:01.705 --> 00:12:03.925
the specific time restriction for Station Road

227

00:12:03.925 --> 00:12:07.845
and Clay High Road to match, um, Theban Road, uh, van Road

228

00:12:07.845 --> 00:12:09.245
and Burgesses road restrictions.

229

00:12:09.245 --> 00:12:12.365

So nine till three, uh, for,

230

00:12:12.465 --> 00:12:14.325

for construction vehicles over three and a half tons.

231

00:12:14.745 --> 00:12:18.125

Uh, and we think that would, uh, give them the comfort to,

232

00:12:18.425 --> 00:12:20.845

to, to be sure that the, the construction vehicles aren't,

233

00:12:20.845 --> 00:12:22.525

you know, going through peak times, uh,

234

00:12:22.525 --> 00:12:25.445

and they can be managed appropriately In terms

235

00:12:25.445 --> 00:12:29.325

of the vehicle daily limit, um, we don't believe that needs

236

00:12:29.325 --> 00:12:32.165

to be set because that will be managed by the construction,

237

00:12:32.385 --> 00:12:33.765

uh, transport management plan

238

00:12:33.945 --> 00:12:36.765

and deliveries will be arranged, uh, in, in conjunction

239

00:12:36.835 --> 00:12:38.445

with, uh, the, the stakeholders,

240

00:12:38.465 --> 00:12:39.765

so the local highway authority

241

00:12:39.825 --> 00:12:41.085

and the developers in that area.

242

00:12:41.665 --> 00:12:43.645

So we won't have a confluence of, of lots

243

00:12:43.645 --> 00:12:45.045
of HVS at any particular time.

244

00:12:45.625 --> 00:12:49.405
Um, and also the, the peak periods assessed

245

00:12:49.405 --> 00:12:52.285
for the construction, uh, of, sorry for the, uh, setup

246

00:12:52.385 --> 00:12:55.485
and take down of the pipeline, uh, for the first eight weeks

247

00:12:55.505 --> 00:12:58.685
and the last eight weeks only the kind of intermediate 35

248

00:12:58.685 --> 00:13:00.325
to 44 weeks we're looking at about,

249

00:13:00.485 --> 00:13:03.045
I think it's just under 50 vehicles, a 50 vehicles a day.

250

00:13:03.065 --> 00:13:04.485
So that vehicle limit, um,

251

00:13:04.975 --> 00:13:06.765
won't be required, we don't believe.

252

00:13:08.445 --> 00:13:11.145
Um, so I think, I think the, we're happy

253

00:13:11.145 --> 00:13:13.065
to accept a restriction on ours, um,

254

00:13:13.245 --> 00:13:14.585
but I think we don't require that,

255

00:13:14.705 --> 00:13:16.945
I don't think we believe we need the, the limit on,

256

00:13:16.965 --> 00:13:18.385
um, on vehicles.

257

00:13:18.525 --> 00:13:21.185
So how would that restriction be, um, captured?

258

00:13:21.325 --> 00:13:24.705
Is that going to be, um, in amended application documents?

259

00:13:25.605 --> 00:13:27.825
Uh, yes. That would be an amendment to the CTMP,

260

00:13:27.825 --> 00:13:29.745
so we'd amend that to, to state clay.

261

00:13:29.765 --> 00:13:30.865
Hi. And Station Road would be,

262

00:13:31.005 --> 00:13:32.465
So we'll take, we'll note that as an action

263

00:13:32.465 --> 00:13:35.705
that you will amend the CTMP for

264

00:13:36.385 --> 00:13:37.905
specifically the station road hours.

265

00:13:38.525 --> 00:13:42.225
Yes. Um, I would like to just invite counties views,

266

00:13:42.325 --> 00:13:46.545
but we've got a problem with seeing, um, our teams feed.

267

00:13:46.665 --> 00:13:47.745
I believe they can see us.

268

00:13:48.885 --> 00:13:51.825
So, um, we'll just move on if you don't mind

269

00:13:51.885 --> 00:13:54.425

and then come back to that in the interests of, um,

270

00:13:54.535 --> 00:13:56.145

time and likewise.

271

00:13:56.325 --> 00:13:59.985

The next point on the agenda is, um, national Highways

272

00:13:59.985 --> 00:14:04.505

who I believe are joining us remotely, so we'll, we'll need

273

00:14:04.505 --> 00:14:06.745

to wait until our gremlins have been fixed there.

274

00:14:08.645 --> 00:14:12.625

Um, so the next point is, um, mitigation schedule.

275

00:14:13.415 --> 00:14:15.905

This was hearing action point 11

276

00:14:17.015 --> 00:14:21.465

from our last set of hearings in January and you

277

00:14:21.825 --> 00:14:23.345

provided information

278

00:14:23.345 --> 00:14:27.945

and document REP four dash 0 8 7.

279

00:14:36.085 --> 00:14:38.385

So good morning, Catherine Taylor for the applicant.

280

00:14:38.715 --> 00:14:41.945

Thank you. We've been working through the table with,

281

00:14:41.945 --> 00:14:43.665

predominantly with county, you

282

00:14:43.665 --> 00:14:46.905

Just come a bit, Um, and making significant progress.

283

00:14:47.885 --> 00:14:51.565

Um, and we are nearly there with agreeing as far

284

00:14:51.565 --> 00:14:54.005

as we can those management plans at this stage.

285

00:14:54.785 --> 00:14:57.205

Um, the suggestion we were gonna put forward was

286

00:14:57.205 --> 00:15:00.205

that we will replicate that table into the statement

287

00:15:00.205 --> 00:15:03.565

of common ground with a column that confirms that status.

288

00:15:03.915 --> 00:15:05.805

That would be really helpful. And are there any other

289

00:15:05.805 --> 00:15:07.485

parties who, um,

290

00:15:07.575 --> 00:15:10.485

would be consulted on these plans? Have you

291

00:15:10.595 --> 00:15:13.285

They have been, but the majority have already confirmed

292

00:15:13.285 --> 00:15:15.285

that they're content with those plans as

293

00:15:15.505 --> 00:15:17.125

So that would be reflected in the state.

294

00:15:17.125 --> 00:15:18.165

That would as well.

295

00:15:18.735 --> 00:15:21.965

Would county like to come on, come back on anything on that?

296

00:15:24.775 --> 00:15:26.445

David Harford came to county council?

297

00:15:26.665 --> 00:15:29.085

Uh, no, we've had, uh, helpful conversations

298

00:15:29.145 --> 00:15:30.725

and we're, we're progressing through that

299

00:15:30.725 --> 00:15:32.565

and see no reason why we can't reach agreement.

300

00:15:33.615 --> 00:15:36.045

Thank you. So the statement of common ground,

301

00:15:36.045 --> 00:15:38.245

when are you planning to submit that

302

00:15:41.075 --> 00:15:42.365

Catherine Taylor for the applicant?

303

00:15:42.365 --> 00:15:44.125

The next update will be at Deadline six.

304

00:15:45.135 --> 00:15:50.005

Thank you. Now it looks like our gremlins have

305

00:15:50.005 --> 00:15:53.165

been sorted out, so should we go back

306

00:15:53.165 --> 00:15:54.525

to the point that we were looking at?

307

00:15:55.225 --> 00:15:57.805

Um, I'll go over to county. Thank you.

308

00:15:58.985 --> 00:16:00.685

So I, I understand, um, Mr.

309

00:16:00.995 --> 00:16:03.245

Ssel who is online is going to deal with this matter.

310

00:16:03.375 --> 00:16:08.085

Thank you. Yeah,

311

00:16:11.165 --> 00:16:13.015

Good morning everyone.

312

00:16:14.035 --> 00:16:18.775

Um, and to the inspector, um, in terms

313

00:16:18.795 --> 00:16:21.975

of the restriction on hours for

314

00:16:22.735 --> 00:16:26.455

construction management plans, that's a typical, um,

315

00:16:28.345 --> 00:16:31.735

thing that we do, um, in construction management plans.

316

00:16:32.555 --> 00:16:37.215

Um, restriction on HGV numbers, um,

317

00:16:37.595 --> 00:16:39.295

is slightly more challenging.

318

00:16:39.875 --> 00:16:43.895

Um, enforcement and monitoring can be an issue.

319

00:16:44.475 --> 00:16:46.415

Um, it's quite easy to see

320

00:16:46.415 --> 00:16:48.255

that construction vehicles are coming

321

00:16:48.255 --> 00:16:49.975

through at certain times,

322

00:16:50.155 --> 00:16:52.855

but actually counting the things through the whole day

323

00:16:53.595 --> 00:16:55.015

is a bit more difficult.

324

00:16:55.595 --> 00:16:58.955

Um, the county's view is that this wouldn't be

325

00:16:59.795 --> 00:17:02.915

a viable option as a way forward, um,

326

00:17:03.055 --> 00:17:05.355

and that the restrictions on timings

327

00:17:05.615 --> 00:17:07.075

should suffice in this case.

328

00:17:08.565 --> 00:17:12.275

Thank you. And are you, um, happy that

329

00:17:13.535 --> 00:17:16.835

the situation as it stands wouldn't result in, um,

330

00:17:17.115 --> 00:17:20.915

a significant number of vehicles all arriving at once?

331

00:17:20.985 --> 00:17:25.155

Have you got sufficient mechanisms in the um,

332

00:17:26.235 --> 00:17:29.715

CTMP to allow you to discuss this with the client,

333

00:17:29.785 --> 00:17:30.875

with the, um, applicant?

334

00:17:32.575 --> 00:17:35.355

Yes, there is sufficient in the CTMP to,

335

00:17:35.695 --> 00:17:37.875

to allow those discussions to take place.

336

00:17:38.575 --> 00:17:42.035

Um, my albeit relatively limited experience

337

00:17:42.035 --> 00:17:45.715

of these things is that the management, the site management

338

00:17:45.895 --> 00:17:47.795

and the uh, management

339

00:17:47.795 --> 00:17:51.725

of deliveries is usually critical in these circumstances.

340

00:17:52.505 --> 00:17:56.205

And, um, you know, any issues can be alleviated generally

341

00:17:56.555 --> 00:17:58.045

through the CTMP.

342

00:17:59.865 --> 00:18:02.445

And if an issue did arise, how would you deal with it?

343

00:18:04.145 --> 00:18:07.845

Um, what we would do is, I mean, it depends on

344

00:18:07.845 --> 00:18:10.885

who reported the issue and how the issue was conveyed to us.

345

00:18:11.585 --> 00:18:16.245

Um, we would obviously contract, uh, contact the contractors

346

00:18:16.945 --> 00:18:19.245

or their, um, you know, their, their laws

347

00:18:19.245 --> 00:18:20.285

and masters as it were.

348

00:18:20.825 --> 00:18:22.605

And we would have discussions with them

349

00:18:23.065 --> 00:18:24.965

and see whether there are any sort of, um,

350

00:18:26.135 --> 00:18:28.925

mitigation measures that would prevent it happening.

351

00:18:28.975 --> 00:18:32.445

Again, the holding of vehicles potentially could be one.

352

00:18:33.065 --> 00:18:35.765

Um, you know, that's something which can be done, uh,

353

00:18:35.825 --> 00:18:38.965

and indeed is done, um, to ensure

354

00:18:38.995 --> 00:18:41.205

that construction vehicles don't all arrive at once,

355

00:18:41.385 --> 00:18:45.845

but in general that doesn't seem to happen most of the time.

356

00:18:46.625 --> 00:18:48.885

And are you speaking there from experience

357

00:18:48.945 --> 00:18:50.365

of other projects

358

00:18:50.365 --> 00:18:52.085

where there's a lot of construction traffic?

359

00:18:53.585 --> 00:18:56.285

Uh, yes, I've, I've dealt with a few projects

360

00:18:56.285 --> 00:18:57.965

that I've had construction traffic

361

00:18:58.065 --> 00:19:00.805

and there have been on occasion, uh,

362

00:19:01.295 --> 00:19:04.845

times when deliveries have all turned up at once, generally

363

00:19:04.845 --> 00:19:07.405

after say a bank holiday or something

364

00:19:07.405 --> 00:19:10.125

or a long weekend, uh, where everyone wants

365

00:19:10.125 --> 00:19:12.405

to get everything on site ready for the new week.

366

00:19:13.025 --> 00:19:15.765

Uh, and we've just had conversations with the contractors,

367

00:19:16.345 --> 00:19:19.405

uh, and the applicants to say, look, you need to ensure

368

00:19:19.405 --> 00:19:22.165

that this is spread out more evenly

369

00:19:22.225 --> 00:19:25.565

or you need to bring in construction traffic, the proceed,

370

00:19:25.565 --> 00:19:28.565

you know, um, in on the proceeding weekend if you can.

371

00:19:30.295 --> 00:19:33.565

Thank you. And are you alerted to issues

372

00:19:33.745 --> 00:19:35.285

by local people generally,

373

00:19:37.895 --> 00:19:41.205

Given That we don't have a lot of resource

374

00:19:41.265 --> 00:19:44.325

to enforce ourselves, that generally is how it happens.

375

00:19:44.545 --> 00:19:45.545

Yes.

376

00:19:46.415 --> 00:19:47.925

Thank you. Thank you. Mr.

377

00:19:48.185 --> 00:19:51.725

Um, Tessel, um, can we move on to

378

00:19:52.565 --> 00:19:53.805

National Highways please?

379

00:19:53.805 --> 00:19:56.405

Have we got National Highways on online?

380

00:20:01.635 --> 00:20:03.605

Good morning, sir. Good morning.

381

00:20:04.585 --> 00:20:06.565

The first point I just, um, wanted

382

00:20:06.625 --> 00:20:10.165

to give everybody an opportunity to give us a general update

383

00:20:10.185 --> 00:20:12.405

as there seem to have been some, um,

384

00:20:12.685 --> 00:20:16.405

I think communication issues last time between the applicant

385

00:20:16.405 --> 00:20:17.525

and National Highways.

386

00:20:17.945 --> 00:20:22.645

So first can I come to the applicant to, um, tell us whether

387

00:20:23.465 --> 00:20:24.805

things have moved smoothly

388

00:20:25.065 --> 00:20:27.325

and whether you are achieving what you were aiming

389

00:20:27.325 --> 00:20:28.885

to achieve with National Highways?

390

00:20:33.985 --> 00:20:37.245

Um, it's, uh, Mrs.

391

00:20:37.745 --> 00:20:39.925

Mrs. Taylor will deal with this one.

392

00:20:39.985 --> 00:20:42.365

So Catherine Taylor on behalf of us.

393

00:20:42.615 --> 00:20:45.005

Thank you. So I think the, um, Catherine Taylor

394

00:20:45.025 --> 00:20:48.525

for the applicant, the discussion has moved on considerably

395

00:20:48.635 --> 00:20:51.445

with National Highways and that engagement, um,

396

00:20:51.905 --> 00:20:54.085

and the issues in terms of technical matters

397

00:20:54.185 --> 00:20:56.565

and discussions have largely been agreed

398

00:20:57.105 --> 00:20:59.365

and we're now at the point I think we discussed yesterday

399

00:20:59.455 --> 00:21:00.845

where the majority

400

00:21:00.905 --> 00:21:04.725

of the protective provisions have now been satisfied.

401

00:21:05.195 --> 00:21:07.125

They've reviewed the management plans

402

00:21:07.465 --> 00:21:09.085

and they're appropriate as far

403

00:21:09.085 --> 00:21:10.325

as they're concerned at this stage.

404

00:21:11.225 --> 00:21:13.805

Um, so the only outstanding matter relates to

405

00:21:14.425 --> 00:21:16.165
the freehold interest of the subsoil.

406

00:21:16.415 --> 00:21:18.405
Thank you. Which we discussed yesterday.

407

00:21:18.465 --> 00:21:20.885
We did, but the engagement has certainly been very

408

00:21:21.245 --> 00:21:22.845
constructive and progressive since the last

409

00:21:22.845 --> 00:21:23.845
Hearing. Well, thank

410

00:21:23.845 --> 00:21:24.725
you everybody for that.

411

00:21:24.945 --> 00:21:28.685
Um, and National Highways, uh, I just wanted

412

00:21:28.825 --> 00:21:32.365
to check your response to ex Q1

413

00:21:32.945 --> 00:21:34.645
2082.

414

00:21:36.325 --> 00:21:37.965
I think there's, um, there's just a couple

415

00:21:37.965 --> 00:21:40.725
of typos in there, but I wanted to be clear on

416

00:21:41.555 --> 00:21:43.205
what exactly you were saying.

417

00:21:45.735 --> 00:21:49.195
Um, good morning. Alice Luman from for National Highways.

418

00:21:49.215 --> 00:21:53.195

Um, apologies, um, if there's a couple of typos got through.

419

00:21:53.735 --> 00:21:57.515

Um, so I believe this one was relating to modeling

420

00:21:57.535 --> 00:21:58.795

of Junction 35.

421

00:21:59.295 --> 00:22:01.435

That's right, yes. Um, yes, yes.

422

00:22:01.455 --> 00:22:04.075

So, um, it's our, um,

423

00:22:04.865 --> 00:22:07.915

understanding assessment that, um, traffic

424

00:22:08.645 --> 00:22:11.275

would be unlikely to route through that junction.

425

00:22:11.655 --> 00:22:12.835

Um, uh,

426

00:22:13.735 --> 00:22:16.155

and through the other mechanisms through the

427

00:22:16.795 --> 00:22:20.275

construction management plan, um, it's unlikely that

428

00:22:20.825 --> 00:22:25.565

that junction would be impacted to, to warrant a, um,

429

00:22:25.565 --> 00:22:26.645

further assessment.

430

00:22:27.955 --> 00:22:30.305

Thank, thank you. And in the response, um,

431

00:22:31.185 --> 00:22:32.465

national Highways has said

432

00:22:32.775 --> 00:22:36.385

therefore no assessment of the junction 34 is not required.

433

00:22:37.325 --> 00:22:42.105

Um, my concern with that is that, um, the Secretary

434

00:22:42.105 --> 00:22:44.425

of State will pick up the documents afresh

435

00:22:45.165 --> 00:22:47.545

and um, may be confused by that.

436

00:22:48.685 --> 00:22:51.625

Yes, understood. And, um, I will rectify that.

437

00:22:51.655 --> 00:22:53.785

Apologies for that, those mistakes.

438

00:22:54.435 --> 00:22:58.785

Thank you. Um, it doesn't need to be a full reissue

439

00:22:58.785 --> 00:23:00.905

of the document if you just write to us perhaps.

440

00:23:02.245 --> 00:23:03.665

Yes. Yeah, will do. Thank you.

441

00:23:03.915 --> 00:23:07.025

Thank you. So we'll just put that as an action point

442

00:23:07.125 --> 00:23:10.465

for you to, um, rectify question

443

00:23:11.125 --> 00:23:12.905

EQ 1 20 82.

444

00:23:14.515 --> 00:23:18.705

Thank You. Thank you. Um, next point was

445

00:23:19.575 --> 00:23:20.745
road damage payments.

446

00:23:20.745 --> 00:23:22.025
We touched on these last time.

447

00:23:22.885 --> 00:23:26.345
Um, and I'd like to get the, um,

448

00:23:27.285 --> 00:23:30.305
the applicant's response to, um,

449

00:23:31.505 --> 00:23:35.345
county's position, which I think was set out in response

450

00:23:35.345 --> 00:23:36.545
to action point 30.

451

00:23:38.725 --> 00:23:42.625
Yes. Uh, Mr. Rawlings can give you our position on

452

00:23:42.625 --> 00:23:43.625
That. Thank you.

453

00:23:43.625 --> 00:23:44.585
Uh, Andrew

454

00:23:44.585 --> 00:23:46.485
Rawlings on uh, behalf of the applicant.

455

00:23:47.225 --> 00:23:50.805
Um, yeah, first noting, um, the clarification that,

456

00:23:50.915 --> 00:23:53.405
that the road damage is, is associated

457

00:23:53.405 --> 00:23:55.805
with construction traffic and not with operation.

458

00:23:55.925 --> 00:23:58.845

I think that the last hearing there was some confusion over

459

00:23:58.845 --> 00:24:00.925

whether it was operational as well as construction.

460

00:24:01.785 --> 00:24:02.885

So that's acknowledged.

461

00:24:03.425 --> 00:24:04.445

We also acknowledged

462

00:24:04.445 --> 00:24:06.845

that the Highway Authority does have powers under the

463

00:24:06.845 --> 00:24:11.165

Highways Act under Section 59 to recover costs for

464

00:24:11.875 --> 00:24:14.165

excessive damage to the highway caused

465

00:24:14.265 --> 00:24:15.485

by construction traffic.

466

00:24:16.625 --> 00:24:20.245

Um, in terms of the DCO, we propose, um,

467

00:24:20.825 --> 00:24:22.125

to carry out pre

468

00:24:22.225 --> 00:24:26.445

and post surveys, um, the scope of those surveys

469

00:24:26.445 --> 00:24:28.525

to be agreed with the highway authority

470

00:24:29.545 --> 00:24:33.565

and then if there is any substantive damage to the highway

471

00:24:33.755 --> 00:24:37.285

that there would be agreement over, um, how to rectify that

472

00:24:37.545 --> 00:24:40.965

and that that would be secured within the CMP.

473

00:24:41.805 --> 00:24:44.965

I think it's worth noting that on Horing Sea Road,

474

00:24:44.965 --> 00:24:46.685

which is the main access to the site

475

00:24:46.685 --> 00:24:47.885

and where the vast majority

476

00:24:47.945 --> 00:24:51.445

of construction traffic is actually going to be routed, is

477

00:24:51.445 --> 00:24:53.765

that the, the improvement works for that section

478

00:24:53.765 --> 00:24:56.965

of road will include a new rearing course on

479

00:24:56.995 --> 00:24:58.005

that carriageway.

480

00:24:58.145 --> 00:25:02.165

So any, um, potential damage that's caused

481

00:25:02.265 --> 00:25:04.045

by construction vehicles on that section

482

00:25:04.045 --> 00:25:06.365

of Horny Sea Road will be dealt with within the,

483

00:25:06.585 --> 00:25:09.365

the overall improvement works on the public highway.

484

00:25:11.065 --> 00:25:13.885

And you said there it would be secure to the CTMP.

485

00:25:13.885 --> 00:25:17.445

Why is that necessary if this powers under the Highways Act?

486

00:25:19.305 --> 00:25:23.565

Um, Are we not duplicating, um, provisions here

487

00:25:26.395 --> 00:25:27.395

Possibly?

488

00:25:27.945 --> 00:25:29.435

Paul, is that something you could,

489

00:25:40.005 --> 00:25:41.005

Thank you, sir. Uh,

490

00:25:41.005 --> 00:25:42.595

Paul, Paul May for the applicant.

491

00:25:42.915 --> 00:25:44.995

I, I, I think where we've seen a a, a sort

492

00:25:44.995 --> 00:25:47.955

of similar request, uh, a, a apply in the past, what,

493

00:25:47.985 --> 00:25:52.555

what the, uh, the CTMP could actually do is effectively put

494

00:25:52.595 --> 00:25:57.115

a, a monitoring process in place through the conduct

495

00:25:57.335 --> 00:26:00.915

of the, uh, the, the, the pre-construction video surveys,

496

00:26:01.375 --> 00:26:02.555

um, uh, that Mr.

497

00:26:02.585 --> 00:26:03.755

Rulings was referring to.

498

00:26:03.755 --> 00:26:08.115

Whereas section section 59 is almost a, a, a retrospective,

499

00:26:08.815 --> 00:26:10.195

uh, uh, uh, measure.

500

00:26:10.335 --> 00:26:13.755

So, uh, putting more detail in the CTMP creates

501

00:26:13.755 --> 00:26:16.235

that evidence base and to ensure that any, uh,

502

00:26:16.315 --> 00:26:18.715

remedial works that might be required, um,

503

00:26:18.815 --> 00:26:21.675

are carried out on a proportionate basis attributable to,

504

00:26:22.175 --> 00:26:24.395

uh, the developments construction traffic rather than

505

00:26:24.395 --> 00:26:26.955

potentially any other construction traffic that might arise,

506

00:26:27.095 --> 00:26:28.555

um, on the network generally.

507

00:26:28.725 --> 00:26:31.755

Thank you. Um, and Mr.

508

00:26:31.955 --> 00:26:33.715

Rawlings, you mentioned the,

509

00:26:33.975 --> 00:26:37.075

the wearing course over Hinge Road.

510

00:26:37.605 --> 00:26:39.795

Isn't that part of the National Highways Network?

511

00:26:41.295 --> 00:26:45.445

No. Um, the B 10 49 is, is part

512

00:26:45.445 --> 00:26:46.805

of the local highway network.

513

00:26:47.265 --> 00:26:49.725

The bridge itself, the bridge structure is,

514

00:26:49.905 --> 00:26:54.725

is National Highways and the road underneath the a 14 and,

515

00:26:54.785 --> 00:26:56.165

and part of the slip roads.

516

00:26:56.185 --> 00:26:58.245

But the, the actual where

517

00:26:58.245 --> 00:27:01.365

and course of the, of the Horing Sea Road is,

518

00:27:01.905 --> 00:27:03.565

is the maintenance responsibility

519

00:27:03.565 --> 00:27:04.765

of the local Highway authority.

520

00:27:04.915 --> 00:27:07.125

Okay, thank you. So County,

521

00:27:07.225 --> 00:27:09.045

do you have any comments on that

522

00:27:12.815 --> 00:27:14.325

David c Chemistry County Council?

523

00:27:14.505 --> 00:27:17.805

Um, I think my colleagues might be able to help, uh,

524

00:27:17.875 --> 00:27:22.025

John Finney, who's online hopefully.

525

00:27:22.315 --> 00:27:26.585

Thank you. Can you

526

00:27:26.585 --> 00:27:27.705

see me there, ladies and gentlemen?

527

00:27:30.155 --> 00:27:31.935

Dr. John Finney, Cambridge County Council

528

00:27:32.065 --> 00:27:33.255

Local Highway Authority.

529

00:27:34.045 --> 00:27:36.215

Just two points, if I may, um, mention

530

00:27:36.235 --> 00:27:38.175

of Section fifth on the highways Act clearly

531

00:27:38.275 --> 00:27:39.535

as the applicant has said,

532

00:27:39.655 --> 00:27:42.575

that is a retrospective, um, position.

533

00:27:42.995 --> 00:27:45.255

We would much prefer to be in a cooperative position

534

00:27:45.325 --> 00:27:47.575

with the applicant to repair any damage

535

00:27:47.575 --> 00:27:49.775

that I have undertaken within the adoptive public highway.

536

00:27:51.415 --> 00:27:53.935

Normally we seek 50 meters either side of access.

537

00:27:54.045 --> 00:27:57.135

This being the primary area where damage is occurring

538

00:27:57.135 --> 00:27:58.455

because of turning vehicles,

539

00:27:58.855 --> 00:28:01.175

vehicles traversing along the straight line tend not

540

00:28:01.175 --> 00:28:02.415

to damage the highway significantly.

541

00:28:04.255 --> 00:28:07.595

In terms of the design of the surface course

542

00:28:07.775 --> 00:28:10.635

for the new section of Ho Sea Road, which as Mr.

543

00:28:10.635 --> 00:28:13.115

Orleans rightly pointed out is adopted public highway local

544

00:28:13.115 --> 00:28:17.035

or adopted public highway within our housing state road

545

00:28:17.235 --> 00:28:19.595

construction specification, which would be the specification

546

00:28:19.895 --> 00:28:24.475

for the works, if over there's over 1 million standard axles

547

00:28:24.535 --> 00:28:25.755

in a 40 year period.

548

00:28:26.625 --> 00:28:28.435

Calculation of that is something which the,

549

00:28:28.455 --> 00:28:30.275

the applicant can do and obviously we can check,

550

00:28:30.815 --> 00:28:33.635

we would require specific design for the surface course

551

00:28:33.635 --> 00:28:36.275

to present, prevent further long-term damage.

552

00:28:37.735 --> 00:28:39.795

Damage. Thank you. Wouldn't that be covered

553

00:28:39.895 --> 00:28:41.635
by protective provisions?

554

00:28:42.935 --> 00:28:45.155
The, the one, the one they designed the surface course

555

00:28:45.155 --> 00:28:46.915
will be part and parcel hopefully of

556

00:28:46.915 --> 00:28:48.915
that sec, that, that process? Yes, sir.

557

00:28:49.675 --> 00:28:51.485
Okay. And can we just take a look

558

00:28:51.485 --> 00:28:52.685
to ensure that that's in there?

559

00:28:54.185 --> 00:28:56.365
Uh, yes, sir. Did you're, you're absolutely right.

560

00:28:56.365 --> 00:28:59.325
Matters of, of detailed design such as that would be covered

561

00:28:59.325 --> 00:29:02.125
through the, uh, detailed design measures, uh, secured

562

00:29:02.125 --> 00:29:03.165
through the protective provisions.

563

00:29:03.295 --> 00:29:07.645
Thank you. Thank you, Mr. Finney. Anything else to add?

564

00:29:08.785 --> 00:29:13.285
Not from my side, sir. No. Okay. Thank you very much.

565

00:29:13.815 --> 00:29:18.085
Thank you. Um, a similar point, um,

566

00:29:18.375 --> 00:29:21.565

south Cambridge District Council's local impact report

567

00:29:22.645 --> 00:29:27.165

referred to the need to agree the actual details

568

00:29:27.185 --> 00:29:28.885

of lighting on Horing Z Road.

569

00:29:30.025 --> 00:29:32.165

Um, looking at that, I assume that

570

00:29:32.165 --> 00:29:35.445

that would also be covered by a protective provision.

571

00:29:36.435 --> 00:29:37.725

Does the applicant agree with that?

572

00:29:38.465 --> 00:29:42.045

Uh, yes sir. And SCDC

573

00:29:42.045 --> 00:29:44.325

and county, do you have anything to come back on that

574

00:29:44.385 --> 00:29:46.845

or are you happy that it's covered

575

00:29:46.905 --> 00:29:48.205

by a protective provision?

576

00:29:49.815 --> 00:29:51.325

We're happy, thank you.

577

00:30:00.745 --> 00:30:05.445

All right. Could we turn to document as 1 79 please?

578

00:30:12.445 --> 00:30:13.745

And page 17,

579

00:30:25.545 --> 00:30:26.285

is everyone there?

580

00:30:32.855 --> 00:30:36.845

Thank you. There's two outstanding points on this schedule,

581

00:30:37.225 --> 00:30:41.165

um, which relates to access points in the, um,

582

00:30:41.185 --> 00:30:42.405

the construction phase

583

00:30:43.345 --> 00:30:48.205

and, um, the text in red is from county where it's,

584

00:30:48.225 --> 00:30:50.125

um, seeking additional information,

585

00:30:52.505 --> 00:30:54.395

perhaps go to the applicant first on this.

586

00:30:56.495 --> 00:30:59.315

Mr. Rawlings will reply. So thank you.

587

00:30:59.655 --> 00:31:01.995

Uh, Andrew Rawlings for the applicant? Yes.

588

00:31:02.135 --> 00:31:03.555

Um, on, on this point

589

00:31:03.735 --> 00:31:07.235

and the other point on, on, on that schedule, um,

590

00:31:07.365 --> 00:31:09.275

we've had a meeting with the county council

591

00:31:09.535 --> 00:31:11.195

to seek the additional, uh, to,

592

00:31:11.375 --> 00:31:13.915

to clarify the additional information that they require

593

00:31:14.575 --> 00:31:16.395

in terms of the site accesses.

594

00:31:16.975 --> 00:31:18.395

Um, that's been agreed.

595

00:31:18.775 --> 00:31:21.675

Um, and we are in the process now of providing

596

00:31:21.675 --> 00:31:24.275

that additional information to the county council

597

00:31:24.375 --> 00:31:26.915

and to John Finney for his review.

598

00:31:28.135 --> 00:31:30.475

Um, so what's the timescales for that coming

599

00:31:30.615 --> 00:31:31.955

to the examination?

600

00:31:32.975 --> 00:31:35.395

And we, we can turn that around now within,

601

00:31:35.615 --> 00:31:36.995

within five working days.

602

00:31:37.305 --> 00:31:38.635

Okay. So we'll put that down

603

00:31:38.635 --> 00:31:40.355

as an action point if that's okay.

604

00:31:40.935 --> 00:31:44.755

Um, and that's to just clarify, oh, well,

605

00:31:44.815 --> 00:31:46.275

to send in agreement really.

606

00:31:46.375 --> 00:31:50.635

Mm-hmm. Of those two points from document as 1 79.

607

00:31:52.325 --> 00:31:52.755

Thank you.

608

00:31:58.215 --> 00:32:01.235

Now moving on, um, to parking

609

00:32:02.055 --> 00:32:06.675

and in rep oh 5 1 1 1,

610

00:32:06.765 --> 00:32:09.995

which is the sets up the applicant's response to

611

00:32:11.475 --> 00:32:16.435

EX Q2 at

612

00:32:16.675 --> 00:32:18.875

question 20 point 11.

613

00:32:25.495 --> 00:32:27.955

You discussed network technician vans.

614

00:32:30.635 --> 00:32:33.155

I just wanted to understand a little bit more about these

615

00:32:33.155 --> 00:32:34.395

because it's the first time

616

00:32:35.025 --> 00:32:38.195

that they've been mentioned in the documentation

617

00:32:39.065 --> 00:32:42.565

and why if they are a field-based role

618

00:32:42.585 --> 00:32:44.645

and people take their vans home

619

00:32:44.705 --> 00:32:48.125

and they're just visiting, why do they need dedicated

620

00:32:48.665 --> 00:32:51.325

car park, sorry, vehicle parking spaces on the site?

621

00:32:54.885 --> 00:32:58.745

Uh, my deck applicant, um, our network technicians, um,

622

00:32:59.805 --> 00:33:02.025

are integral part of the, the Cambridge network

623

00:33:02.485 --> 00:33:05.465

and use the Cambridge works, uh, as their base

624

00:33:05.465 --> 00:33:08.865

of operations, um, for the relatively complex network

625

00:33:08.895 --> 00:33:10.025

that we have, um,

626

00:33:10.245 --> 00:33:11.545

to service the sewage network

627

00:33:11.545 --> 00:33:12.825

within Cambridge in the region.

628

00:33:13.485 --> 00:33:17.665

Um, they use the, the offices for place

629

00:33:17.725 --> 00:33:21.585

for tools, uh, equipment repairs, um,

630

00:33:21.925 --> 00:33:23.465

and as well as gaining information.

631

00:33:23.805 --> 00:33:26.865

Um, we, we work a, a reactive

632

00:33:26.865 --> 00:33:30.985

and a, um, a planned operation within our network teams.

633

00:33:31.605 --> 00:33:34.265

Um, the base of operations is out of the,

634

00:33:34.265 --> 00:33:37.785

the current Milton works, um, information is stored there.

635

00:33:38.125 --> 00:33:41.305

Um, so they come, uh, a number of times throughout the day,

636

00:33:41.925 --> 00:33:46.745

um, and at, at times do have team briefings, um, as, as well

637

00:33:46.745 --> 00:33:49.465

as, uh, other briefings required with the other parts

638

00:33:49.465 --> 00:33:51.345

of the operational team to make sure that, that

639

00:33:52.085 --> 00:33:53.625

as a business we're aligned.

640

00:33:54.005 --> 00:33:56.905

Um, so they may all come at at once or,

641

00:33:57.125 --> 00:33:58.465

or sporadically through the day.

642

00:33:58.805 --> 00:34:00.985

So we, we've, we've assessed the worst case there.

643

00:34:01.485 --> 00:34:03.105

So would they be more associated

644

00:34:03.105 --> 00:34:05.025

with the workshop facilities?

645

00:34:05.445 --> 00:34:06.505

Uh, not necessarily.

646

00:34:06.535 --> 00:34:08.185

They, they have a management function there.

647

00:34:08.285 --> 00:34:11.065

Uh, I think on, on the, when we're on the a SI on Tuesday

648

00:34:11.365 --> 00:34:13.305

or two of the, the network managers

649

00:34:13.305 --> 00:34:16.345

that were at the ground floor, the stables, um, they,

650

00:34:16.345 --> 00:34:18.625

they coordinate the network operations for that, for

651

00:34:18.625 --> 00:34:20.465

that region, uh, from Cambridge.

652

00:34:20.565 --> 00:34:22.865

So they, they will use elements of the workshop,

653

00:34:22.885 --> 00:34:23.985

but they, they have tools.

654

00:34:24.245 --> 00:34:26.265

Uh, we also have specialist fans that are there.

655

00:34:26.855 --> 00:34:29.665

Generally the vans are, are assigned to a technician,

656

00:34:30.045 --> 00:34:32.385

but we do have specialist vans such as camera vans that,

657

00:34:32.385 --> 00:34:34.905

that may need to be deployed, uh, if there's a,

658

00:34:35.525 --> 00:34:38.185

an urgent blockage that's required to be inspected.

659

00:34:38.845 --> 00:34:42.145

So do they do any work on the equipment on the wastewater

660

00:34:42.145 --> 00:34:43.145

treatment plant site?

661

00:34:46.485 --> 00:34:49.465

Not necessarily, but they do work on the network

662

00:34:49.575 --> 00:34:51.825

that feeds the, the treatment work.

663

00:34:51.885 --> 00:34:53.905

So, uh, without the network technicians

664

00:34:53.905 --> 00:34:56.305

or without the network feeding the wastewater treatment

665

00:34:56.305 --> 00:34:58.705

plant, the, uh, wastewater treatment plant would,

666

00:34:58.715 --> 00:35:01.145

would be unable to service the region that it serves.

667

00:35:03.115 --> 00:35:06.505

Thank you. I suppose the point from

668

00:35:06.505 --> 00:35:09.665

that following on is the point we were discussing yesterday

669

00:35:09.665 --> 00:35:11.745

in relation to associated development

670

00:35:12.685 --> 00:35:17.225

and whether that truly falls under the, um, description

671

00:35:17.225 --> 00:35:18.665

of associated development.

672

00:35:18.765 --> 00:35:21.385

Do you have any, as the applicant,

673

00:35:21.405 --> 00:35:22.985

do you have any further comments on that?

674

00:35:24.445 --> 00:35:28.785

Um, so we've started work on a note dealing

675

00:35:28.785 --> 00:35:33.345

with associated development generally, um, taking

676

00:35:33.445 --> 00:35:36.145

as a starting point, uh, the government guidance

677

00:35:36.565 --> 00:35:41.135

and the, um, the four points, um, set out

678

00:35:41.715 --> 00:35:44.695

in there to, um, uh,

679

00:35:44.795 --> 00:35:46.975

to understand whether something is associated,

680

00:35:47.275 --> 00:35:48.455

uh, development or not.

681

00:35:49.275 --> 00:35:52.975

One point that, that we are noting in that shall continue

682

00:35:52.975 --> 00:35:57.255

to note is that absolute necessity is not, uh,

683

00:35:57.495 --> 00:36:00.375

a criterion either in the statute or in the guidance.

684

00:36:01.395 --> 00:36:06.135

Uh, and it's, uh, one is entitled to look, um,

685

00:36:07.285 --> 00:36:09.895

more broadly at, um, functional

686

00:36:09.995 --> 00:36:13.375

and other matters, um, which we shall be doing.

687

00:36:13.955 --> 00:36:14.975

One thing that Mr.

688

00:36:15.235 --> 00:36:18.335

Dexter, I don't think just mentioned, but I think is right,

689

00:36:18.355 --> 00:36:22.415

and he'll correct me if I'm wrong, is that the, that these,

690

00:36:22.715 --> 00:36:27.215

um, workers, uh, need the facility as well

691

00:36:27.595 --> 00:36:29.655

for, um, for their mess facility.

692

00:36:29.765 --> 00:36:31.495

That, that their sort of mess

693

00:36:31.495 --> 00:36:36.295

and, um, uh, uh, the ability to, to eat,

694

00:36:36.515 --> 00:36:40.175

to relax, to interact with colleagues, um,

695

00:36:40.515 --> 00:36:44.775

and, uh, uh, uh, and to wash themselves as as appropriate.

696

00:36:46.995 --> 00:36:49.775

Uh, why must they use the facilities at the

697

00:36:49.775 --> 00:36:51.175

wastewater treatment plant?

698

00:36:51.355 --> 00:36:54.095

If Ang and Water had another facility elsewhere,

699

00:36:54.095 --> 00:36:55.455

couldn't they equally use that?

700

00:36:56.085 --> 00:36:57.615

I'll pass that to Mr. Dexter.

701

00:36:57.615 --> 00:37:00.935

Thank you. Uh, Mike Dexter for the applicant.

702

00:37:00.935 --> 00:37:02.215

We, we do believe that the,

703

00:37:02.355 --> 00:37:04.255

our network operations are integral to the,

704

00:37:04.355 --> 00:37:06.415

to the successful operation, the wastewater treatment plant

705

00:37:06.415 --> 00:37:08.255

and the, and the region that, that it serves.

706

00:37:08.955 --> 00:37:12.455

Um, they are currently based out of the Milton works, um,

707

00:37:12.555 --> 00:37:15.255

to make sure that we have our, have a, an easy

708

00:37:15.255 --> 00:37:17.175

and direct link between the operational team

709

00:37:17.515 --> 00:37:19.095

and the network teams to make sure

710

00:37:19.095 --> 00:37:21.135

that the system is functioning well.

711

00:37:21.615 --> 00:37:23.495

I believe that if we do separate them,

712

00:37:23.675 --> 00:37:26.415

it would become difficult for the, uh, business

713

00:37:26.435 --> 00:37:28.335

to function in the way that it does currently.

714

00:37:28.965 --> 00:37:31.575

Well, could we have a, an explanation on that please?

715

00:37:31.605 --> 00:37:34.415

What the difficulties would be if we set an action point

716

00:37:35.475 --> 00:37:38.255

to include in the note the network technicians?

717

00:37:38.255 --> 00:37:42.575

Because I think the, the interesting point Ms. Ellis, you,

718

00:37:42.635 --> 00:37:47.615

you touched on there, is that there's no absolute, um,

719

00:37:48.205 --> 00:37:51.735

requirement or necessity, but the, so

720

00:37:51.805 --> 00:37:56.575

Just to clarify, what I said was that the guidance,

721

00:37:56.755 --> 00:37:59.535

the government guidance does not set,

722

00:37:59.645 --> 00:38:02.895

that does not set the bar or the test that high.

723

00:38:02.975 --> 00:38:05.455

I was talking about the government guidance,

724

00:38:05.775 --> 00:38:07.695

I wasn't talking about, um,

725

00:38:08.495 --> 00:38:11.215

Anglia Waters operational position. Sorry if I didn't

726

00:38:11.435 --> 00:38:12.435

No, that's fine. I understand that.

727

00:38:12.435 --> 00:38:14.215

It would be interesting

728

00:38:14.235 --> 00:38:17.695

for us if you can help us to understand your interpretation

729

00:38:17.715 --> 00:38:20.095

of where the dividing line actually is.

730

00:38:21.275 --> 00:38:25.095

Um, you know, clearly it's a, if there's no

731

00:38:26.175 --> 00:38:27.855

absolute criteria and in guidance

732

00:38:28.115 --> 00:38:31.535

or policy, then it must be a matter of judgment.

733

00:38:32.675 --> 00:38:35.685

And where in your view is that line

734

00:38:35.875 --> 00:38:38.005

between associated development

735

00:38:38.025 --> 00:38:39.845

and not associated development

736

00:38:40.745 --> 00:38:44.525

and when making a decision, how would the Secretary

737

00:38:44.525 --> 00:38:48.485

of state avoid creating a precedent so that, um,

738

00:38:49.105 --> 00:38:50.845

infrastructure applications

739

00:38:50.985 --> 00:38:55.805

and just not used as a, a means to secure development

740

00:38:55.805 --> 00:38:58.045

that might otherwise not be appropriate?

741

00:39:01.595 --> 00:39:02.595

Thank you.

742

00:39:03.915 --> 00:39:05.105

Thank you very much, sir.

743

00:39:05.245 --> 00:39:06.945

I'm just scribbling this down. That's

744

00:39:06.945 --> 00:39:07.945

Fine. Well, we'll, we'll do it in

745

00:39:07.945 --> 00:39:10.025

the action point as well, um,

746

00:39:10.025 --> 00:39:12.745

to clarify exactly what we're looking for.

747

00:39:13.235 --> 00:39:14.385

Thank you very much, sir.

748

00:39:14.555 --> 00:39:16.865

Thank you. Right.

749

00:39:16.865 --> 00:39:21.065

Could we move on to action point 25 from

750

00:39:22.115 --> 00:39:24.225

issue specific hearing three please.

751

00:39:24.285 --> 00:39:27.265

And that's in document EV oh oh seven V.

752

00:39:45.715 --> 00:39:47.895

So do you wish to hear from the applicant first?

753

00:39:48.355 --> 00:39:49.415

Um, yes. I,

754

00:39:49.575 --> 00:39:51.815

I was just wondering if it was being called up.

755

00:39:52.115 --> 00:39:54.295

That's really, I was pausing on. I'll pause.

756

00:39:55.205 --> 00:39:57.935

It's just on its way I think. There we go. Thank you.

757

00:39:59.835 --> 00:40:04.655

And, um, I was unable to find a response to this in the,

758

00:40:04.955 --> 00:40:07.575

the submissions that were made to the examining authority.

759

00:40:07.675 --> 00:40:10.415

So yes, I'd like to hear from the applicant. Please.

760

00:40:14.815 --> 00:40:16.795

Uh, Gavin Wicks, Mark McDonald for the applicant.

761

00:40:17.015 --> 00:40:20.795

Um, I think from the last, uh, hearing

762

00:40:20.795 --> 00:40:23.955

where you'd asked the questions regarding peak hours, um,

763

00:40:24.145 --> 00:40:25.795

what we'd done is re-looked at the,

764

00:40:25.795 --> 00:40:26.915

the traffic assessment in general,

765

00:40:27.255 --> 00:40:29.715

and that's been, um, reissued for deadline five.

766

00:40:29.975 --> 00:40:33.635

And as part of that traffic assessment, um, we'd, uh,

767

00:40:34.605 --> 00:40:37.355

where we'd, uh, overstated some of the traffic, uh,

768

00:40:37.475 --> 00:40:41.315

particularly at Horing Sea Road, um, the peak hours

769

00:40:41.315 --> 00:40:43.715

that we were showing with issues now don't occur.

770

00:40:44.415 --> 00:40:47.715

Uh, so that the reissued transport assessment shows just the

771

00:40:47.905 --> 00:40:50.355

peak hour assessments, uh, and the, and the, um,

772

00:40:50.655 --> 00:40:52.955

and the traffic, uh, impacts associated with it.

773

00:40:52.955 --> 00:40:56.115

So it doesn't include those, um, shoulder peaks

774

00:40:56.115 --> 00:40:58.155

that we were talking about, uh, in the previous, uh,

775

00:40:58.715 --> 00:41:01.035

previous um, hearings and in, uh, action point 25.

776

00:41:01.655 --> 00:41:05.115

Um, what we've done though is we've reviewed the traffic

777

00:41:05.305 --> 00:41:08.915

flow, uh, in those shoulder peaks, so that whole three hour,

778

00:41:08.965 --> 00:41:10.675

seven till 10 peak, uh,

779

00:41:10.675 --> 00:41:12.435

and we could confirm that the, the, the,

780

00:41:12.435 --> 00:41:13.555

the eight till 9:00 AM

781

00:41:13.615 --> 00:41:16.035

and the five till six is the busiest overall traffic.

782

00:41:16.815 --> 00:41:18.715

Um, we've looked at those arm by arm,

783

00:41:18.715 --> 00:41:19.995

which I think was a request, uh,

784

00:41:19.995 --> 00:41:21.155

from yourself from the last hearing.

785

00:41:21.535 --> 00:41:23.675

Um, and we have noted for, uh,

786

00:41:23.815 --> 00:41:27.995

for Horing Sea Road in seven till eight and, uh, four, um,

787

00:41:28.615 --> 00:41:31.355

and four till five, those specific,

788

00:41:31.585 --> 00:41:34.325

that specific arm is higher outside of peak.

789

00:41:34.395 --> 00:41:38.085

However, the overall traffic flow is still generally lower

790

00:41:38.145 --> 00:41:40.645

and the operation of those junctions still generally work

791

00:41:41.465 --> 00:41:42.525

and are with capacity.

792

00:41:42.825 --> 00:41:45.525

Um, that assessment isn't in the transport assessment

793

00:41:45.525 --> 00:41:48.085

though, as I said, we focus on just those peak hours.

794

00:41:48.665 --> 00:41:52.785

Um, but we can, um, if it would, uh, help the examiner,

795

00:41:52.785 --> 00:41:55.625

we can provide a note that shows those, uh, shoulder peak

796

00:41:55.655 --> 00:41:57.545

with the traffic flows and the assessment.

797

00:41:58.005 --> 00:42:00.825

Um, just to demonstrate that that is, we, we still believe

798

00:42:00.825 --> 00:42:04.545

that, um, the traffic flow in those shoulder peaks, um,

799

00:42:04.765 --> 00:42:06.905

if we needed to use them for CTMP measures,

800

00:42:07.125 --> 00:42:08.305

um, could be used.

801

00:42:09.005 --> 00:42:11.225

Um, and, uh, and that, and,

802

00:42:11.225 --> 00:42:12.345

and I guess the note is

803

00:42:12.345 --> 00:42:15.145

that we still have the CTMP measures in place, which are,

804

00:42:15.245 --> 00:42:19.065

should traffic flow peaks occur within those peak hours,

805

00:42:19.205 --> 00:42:22.065

we can move traffic flow to the shoulder peaks if required.

806

00:42:24.515 --> 00:42:26.425

Right. The, the issue I was looking

807

00:42:26.445 --> 00:42:28.745

to explore last time was in relation

808

00:42:28.905 --> 00:42:30.345

to operational traffic mainly.

809

00:42:30.845 --> 00:42:34.505

And I, I said in the hearing that I was interested whether

810

00:42:35.375 --> 00:42:38.385

operational mitigation measures would be effective.

811

00:42:40.365 --> 00:42:42.545

Um, I think, uh, yes, I suppose, I suppose

812

00:42:42.545 --> 00:42:44.105

that was construction and for operation.

813

00:42:44.325 --> 00:42:47.865

Uh, the transport work has shown that, um, there isn't a,

814

00:42:47.865 --> 00:42:50.585

there isn't an issue in the peak hours in operation now

815

00:42:50.585 --> 00:42:52.825

with the, with the, uh, revised modeling

816

00:42:52.855 --> 00:42:54.505

that we've presented in the transport assessment.

817

00:42:54.565 --> 00:42:57.185

Mm-Hmm. Um, so we don't think there is any mitigation

818

00:42:57.185 --> 00:42:59.385

measures required for peak hour movements.

819

00:42:59.845 --> 00:43:03.145

Um, I think the transport assessment does pick up some, um,

820

00:43:03.215 --> 00:43:05.345

some, some, uh,

821

00:43:05.855 --> 00:43:09.265

some impacts in operational phase at Milton Interchange

822

00:43:09.505 --> 00:43:10.945

Junction and Milton Road Junction.

823

00:43:11.325 --> 00:43:13.665

But these are due to traffic growth, uh, as I think

824

00:43:13.665 --> 00:43:15.865

as we previously stated, and not due to the operation

825

00:43:15.965 --> 00:43:18.625

of the, um, the wastewater treatment plant.

826

00:43:18.725 --> 00:43:19.745

So we don't believe there,

827

00:43:19.835 --> 00:43:21.745

there are mitigation measures required

828

00:43:21.765 --> 00:43:22.985

in the operational phase.

829

00:43:25.685 --> 00:43:30.095

And looking through the, the transport assessment that,

830

00:43:30.475 --> 00:43:32.935

um, has been submitted at Deadline five

831

00:43:34.035 --> 00:43:36.935

and comparing it to Deadline three, it seems

832

00:43:36.935 --> 00:43:38.775

that you've taken out all of the tables

833

00:43:38.775 --> 00:43:40.935

that have the shoulder peak information in,

834

00:43:40.935 --> 00:43:42.135

is that correct? Uh,

835

00:43:42.135 --> 00:43:43.135

Yes, that is correct.

836

00:43:43.325 --> 00:43:47.965

Okay. I'm,

837

00:43:48.265 --> 00:43:50.605

you know, I'm struggling a little bit why you did that,

838

00:43:50.605 --> 00:43:54.725

because if there's not a problem, why didn't you just submit

839

00:43:54.725 --> 00:43:57.685

that and answer the question that we posed in the,

840

00:43:57.705 --> 00:43:58.965

the last set of action points?

841

00:44:01.855 --> 00:44:04.755

You mean submit the shoulder peak assessment

842

00:44:05.175 --> 00:44:06.675

within the transport assessment? Well,

843

00:44:06.675 --> 00:44:09.195

Well, why delete all the information relating

844

00:44:09.195 --> 00:44:10.195

to shoulder peaks

845

00:44:10.335 --> 00:44:14.835

and then not answer the action point questions that we,

846

00:44:15.375 --> 00:44:17.955

we set and we agreed that you'd respond

847

00:44:17.955 --> 00:44:19.475

to in the last set of hearings,

848

00:44:20.285 --> 00:44:22.715

Which is we removed it from the transport assessment.

849

00:44:22.995 --> 00:44:24.555

'cause we didn't, uh, it's, no, we,

850

00:44:24.555 --> 00:44:25.915
we believe it's no longer an issue

851

00:44:25.915 --> 00:44:27.955
because of the, the reduction in traffic flow,

852

00:44:28.095 --> 00:44:31.325
moving traffic to the shoulder peak hours isn't,

853

00:44:31.705 --> 00:44:34.325
we don't believe required as part of the CTMP measures.

854

00:44:34.325 --> 00:44:35.765
Mm-Hmm. So that's now why it's not

855

00:44:35.825 --> 00:44:37.085
as part of the transport assessment.

856

00:44:37.365 --> 00:44:38.925
'cause we, we don't think it's required.

857

00:44:38.995 --> 00:44:40.285
Well, why not just say that,

858

00:44:43.125 --> 00:44:45.465
Accept it, then I can, what I can do then is, like I said,

859

00:44:45.465 --> 00:44:48.225
we've got, we can provide you with next deadline with a note

860

00:44:48.485 --> 00:44:49.585
to just set those out.

861

00:44:49.935 --> 00:44:52.745
Well, the, the issue I've got now is

862

00:44:52.745 --> 00:44:54.425
that we've got no more hearings

863

00:44:55.325 --> 00:44:59.585

and we've got one set of questions so that

864

00:45:01.085 --> 00:45:03.305

how do, how do then do I examine it if

865

00:45:03.305 --> 00:45:04.505

I've got any further questions?

866

00:45:05.685 --> 00:45:10.145

And equally, how do we ensure that consultees such as County

867

00:45:10.165 --> 00:45:13.585

and National Highways can look at that information

868

00:45:13.605 --> 00:45:16.465

and provide the examining authority with a,

869

00:45:16.625 --> 00:45:17.785

a robust response?

870

00:45:18.905 --> 00:45:20.345

I think we're already broadly in agreement

871

00:45:20.345 --> 00:45:23.345

with Cambridge here that the traffic modeling changes don't

872

00:45:23.785 --> 00:45:25.825

represent a significant impact for them, uh,

873

00:45:25.845 --> 00:45:27.425

or a significant change for themselves.

874

00:45:27.425 --> 00:45:28.825

And they're, and they're still happy

875

00:45:28.855 --> 00:45:32.105

that the transport assessment, uh, assesses the impact,

876

00:45:32.105 --> 00:45:33.345

the potential impacts properly.

877

00:45:33.645 --> 00:45:35.905

Uh, and then the C TMP measures are still in place.

878

00:45:35.965 --> 00:45:37.145

So should those, uh,

879

00:45:37.145 --> 00:45:39.265

should any impacts occur, they can be managed.

880

00:45:40.035 --> 00:45:43.465

Right. Thank you. So we'll set an action point then

881

00:45:43.485 --> 00:45:46.985

for you to provide a response to

882

00:45:47.565 --> 00:45:50.465

action point 25 from the last set of action points.

883

00:45:51.085 --> 00:45:55.785

And could you also ensure if it's a separate standalone note

884

00:45:55.855 --> 00:45:59.585

that you cross refer to the information

885

00:45:59.585 --> 00:46:01.305

that supports your conclusions, please?

886

00:46:01.765 --> 00:46:03.105

Yes, I will do. Thank you.

887

00:46:09.125 --> 00:46:11.985

In terms of the county

888

00:46:12.045 --> 00:46:16.955

and National Highway's position on that, um, again, how,

889

00:46:17.175 --> 00:46:18.435

if you haven't

890

00:46:18.635 --> 00:46:20.515

provided the information, can we be sure

891

00:46:20.515 --> 00:46:21.995

that they're happy with it?

892

00:46:23.975 --> 00:46:26.435

Uh, we have provided information to, um, for,

893

00:46:26.435 --> 00:46:28.315

to Cambridge here, uh, and they're reviewing it now

894

00:46:28.335 --> 00:46:30.995

and then we'd expect to discuss with 'em in the next week

895

00:46:30.995 --> 00:46:33.475

or so, uh, about it, uh, about it being satisfac

896

00:46:33.735 --> 00:46:35.475

And satisfactory National Highways.

897

00:46:35.475 --> 00:46:38.275

And Milton interchanges their responsibility, isn't it?

898

00:46:38.735 --> 00:46:41.795

Uh, it is, yes. Have you discussed it with them?

899

00:46:41.975 --> 00:46:42.955

Uh, I haven't discussed it

900

00:46:43.155 --> 00:46:44.235

specifically with National Highways.

901

00:46:44.335 --> 00:46:47.115

Um, uh, the previous understanding was they were happy

902

00:46:47.115 --> 00:46:48.315

with the, um, assessment

903

00:46:48.415 --> 00:46:51.035

and that hasn't really, the overall assessment

904

00:46:51.035 --> 00:46:54.515

of Milton interchange hasn't, hasn't changed, uh, greatly,

905

00:46:54.515 --> 00:46:55.715

but I will pick it up in National Highways

906

00:46:55.715 --> 00:46:58.595

and make sure they are, um, absolutely fine for this.

907

00:46:58.665 --> 00:47:02.155

Fine. Okay. Can we set another action point then please?

908

00:47:02.265 --> 00:47:04.515

That these points are specifically dealt

909

00:47:04.515 --> 00:47:06.955

with in the statements of common ground

910

00:47:07.025 --> 00:47:10.595

with National Highways and with Cambridge County Council.

911

00:47:13.925 --> 00:47:15.875

Thank you. Yes, of

912

00:47:15.875 --> 00:47:16.875

Course, sir.

913

00:47:21.835 --> 00:47:26.185

Right. Could we move on to, um, junction modeling please?

914

00:47:26.525 --> 00:47:29.965

And for this, I'd like to

915

00:47:31.075 --> 00:47:34.765

look at both the, the transport assessment, which is

916

00:47:36.465 --> 00:47:38.525

REP 5 0 7 1

917

00:47:40.345 --> 00:47:42.725

and chapter 19 of the es, which is

918

00:47:43.265 --> 00:47:46.565

REP 5 0 4 6.

919

00:47:50.505 --> 00:47:51.805

And if we can go to

920

00:47:55.515 --> 00:47:57.655

the ES first please.

921

00:47:59.165 --> 00:48:02.305

So rep 5 0 4 6.

922

00:48:02.365 --> 00:48:06.665

And let's look at table 4, 7, 8 and 4 7 9.

923

00:48:19.315 --> 00:48:23.385

Thank you. So if we can just get them

924

00:48:23.385 --> 00:48:24.425

both on the same page.

925

00:48:24.905 --> 00:48:27.385

I, this is more a clarification point

926

00:48:27.385 --> 00:48:31.025

before we look at other parts of these assessments.

927

00:48:31.765 --> 00:48:36.665

On 4 7 8, uh, it tells us that it's got three links,

928

00:48:36.805 --> 00:48:38.625

the on and the off slips,

929

00:48:38.625 --> 00:48:41.025

and then it describes the other link as HOING zero

930

00:48:41.135 --> 00:48:43.065

between the on slip

931

00:48:43.065 --> 00:48:46.745
and the off slip in table 4, 7 9.

932

00:48:46.765 --> 00:48:48.145
It just says Hings he road.

933

00:48:48.245 --> 00:48:52.155
Is that the portion between the off and the ons slip?

934

00:48:54.415 --> 00:48:55.955
Uh, yes sir, that should be

935

00:48:56.425 --> 00:48:57.425
Okay. And does that hold

936

00:48:57.425 --> 00:48:58.795
good for all

937

00:48:58.795 --> 00:49:00.995
of the other tables in these documents

938

00:49:00.995 --> 00:49:02.475
where it just says Hings he road?

939

00:49:06.455 --> 00:49:08.635
Uh, but Sarah, I believe it should do.

940

00:49:10.465 --> 00:49:13.775
Thank you. Right.

941

00:49:13.865 --> 00:49:17.415
Let's, um, switch over to the ES please.

942

00:49:18.435 --> 00:49:21.175
Uh, sorry, we're already in the es so let's go down to

943

00:49:22.125 --> 00:49:24.575
paragraph 4.2 0.56

944

00:49:31.315 --> 00:49:35.535

and that tells us that nearly that

945

00:49:36.485 --> 00:49:38.135

4.2 0.56.

946

00:49:45.065 --> 00:49:46.135

There we go. Thank you.

947

00:49:46.885 --> 00:49:51.775

That tells us that table four point 15 um,

948

00:49:52.965 --> 00:49:55.615

relates to construction

949

00:49:56.955 --> 00:50:00.895

and the 2026 future base

950

00:50:01.255 --> 00:50:02.495

scenario in the peak hours.

951

00:50:02.875 --> 00:50:06.135

Now if we just look at table four point 15,

952

00:50:08.835 --> 00:50:12.935

it gives us data for 2038 during operation.

953

00:50:37.635 --> 00:50:38.635

So what's going on there?

954

00:50:43.115 --> 00:50:47.455

I'm not quite sure. I can see, sorry sir.

955

00:50:47.455 --> 00:50:49.895

I'm not quite sure. I can see you're saying it gives us

956

00:50:50.055 --> 00:50:51.615

information for 2038?

957

00:50:52.235 --> 00:50:56.415

Yes, it says under a MP 2038 future base

958

00:50:57.035 --> 00:50:58.415
and then with operation,

959

00:51:00.075 --> 00:51:03.105
but the, the heading

960

00:51:04.405 --> 00:51:07.785
and the, the paragraph we just looked at tells us it it

961

00:51:07.785 --> 00:51:10.425
should be 2026 construction.

962

00:51:12.815 --> 00:51:14.305
I'll have to take that away and check that, sir,

963

00:51:14.305 --> 00:51:16.745
but I would, IM, I I would think the, uh,

964

00:51:17.355 --> 00:51:19.105
table heading the 26 is correct

965

00:51:19.165 --> 00:51:20.825
and it's just, um, uh,

966

00:51:21.195 --> 00:51:23.625
we've got the wrong date shown in the table headings,

967

00:51:23.625 --> 00:51:25.185
but I'll need to go and check that. So

968

00:51:25.185 --> 00:51:28.545
Where can I find the data to, to double check this,

969

00:51:30.895 --> 00:51:32.675
the data that's fed into this table?

970

00:51:35.215 --> 00:51:39.155
Uh, the data should be in the junction modeling appendix,

971

00:51:39.155 --> 00:51:41.475

which was 12.6 I believe,

972

00:51:41.475 --> 00:51:44.275

which we submitted, uh, last deadline. Okay.

973

00:51:44.275 --> 00:51:46.595

Can you gimme the examination library reference please?

974

00:52:18.625 --> 00:52:20.515

John Weber McDonald on behalf of the applicant?

975

00:52:20.535 --> 00:52:25.355

Um, it is, uh, a S 180 5.

976

00:52:26.125 --> 00:52:30.875

Thank you. So should we set that as an action then for you

977

00:52:30.975 --> 00:52:35.675

to review table 4.15 of the Es

978

00:52:37.335 --> 00:52:38.995

Uh, Gavin Wick McDon for the applicant?

979

00:52:38.995 --> 00:52:40.195

Uh, yes sir. And

980

00:52:40.755 --> 00:52:44.595

I think on that one, if we, if we look at table 4.4,

981

00:52:58.415 --> 00:53:01.195

So did you say 4 0 4 4 0?

982

00:53:01.395 --> 00:53:03.315

Yeah, 4 0 4 4 0.

983

00:53:14.075 --> 00:53:16.665

Again, we're told that this is, um,

984

00:53:16.685 --> 00:53:19.305

the 2026 construction scenario

985

00:53:19.885 --> 00:53:23.545

and we're given 2038 data for operation.

986

00:53:25.185 --> 00:53:27.725

So perhaps we can put that in the same action point.

987

00:53:28.145 --> 00:53:29.725

Uh, yes. So I'll pick that up as well.

988

00:53:30.065 --> 00:53:32.485

How many other tables do you think are in incorrect?

989

00:53:34.725 --> 00:53:36.265

Uh, I don't, I wouldn't like to

990

00:53:36.805 --> 00:53:38.585

hazard a guess now, but I will correct.

991

00:53:38.665 --> 00:53:40.105

I will go through the table and correct them and,

992

00:53:40.125 --> 00:53:41.705

and, uh, provide that the next deadline.

993

00:53:42.515 --> 00:53:44.265

Thank you. Right.

994

00:53:44.345 --> 00:53:46.425

Could we switch over to the TA now,

995

00:53:46.445 --> 00:53:48.025

the transport assessment please?

996

00:53:49.325 --> 00:53:50.545

And we'll go to

997

00:53:51.715 --> 00:53:54.495

table 9.5.

998

00:54:05.755 --> 00:54:09.945

Thank you. Um, we've got this,

999

00:54:10.015 --> 00:54:14.625

this table is without and with construction traffic in 2026.

1000

00:54:15.925 --> 00:54:20.715

And the, the question I, I asked first on modeling was

1001

00:54:21.325 --> 00:54:25.315

which bits of the, um, which horn which, sorry, which bits

1002

00:54:25.315 --> 00:54:27.395

of HOING zero Road are covered in these tables?

1003

00:54:27.395 --> 00:54:31.115

And here we've got HOING zero Road Bridge, northbound

1004

00:54:31.655 --> 00:54:34.315

and southbound listed separately.

1005

00:54:36.095 --> 00:54:37.875

So is that the whole of that link?

1006

00:54:39.715 --> 00:54:39.835

I,

1007

00:54:52.075 --> 00:54:54.255

Uh, John Weber McDonald on behalf of the applicant?

1008

00:54:54.255 --> 00:54:56.895

Sorry, when you say the whole link,

1009

00:54:56.895 --> 00:54:58.535

could you just clarify what you mean by

1010

00:54:58.535 --> 00:54:59.535

So yes, sorry. The, the

1011

00:54:59.535 --> 00:55:02.255

link between the, the on slip and the off slip,

1012

00:55:04.635 --> 00:55:07.175

Uh, John Weber McDonald on behalf of the applicant.

1013

00:55:07.275 --> 00:55:10.575

Um, so, so yes, so what we, we have there,

1014

00:55:10.645 --> 00:55:12.695

effectively the junction is in two parts.

1015

00:55:13.315 --> 00:55:16.655

So the northbound section feeds into the northern half

1016

00:55:16.655 --> 00:55:17.935

of the junction and the

1017

00:55:17.935 --> 00:55:19.335

southbound into the southern half of the junction.

1018

00:55:19.475 --> 00:55:20.855

But in combination,

1019

00:55:20.905 --> 00:55:23.895

those represent both directions across the

1020

00:55:23.895 --> 00:55:25.055

bridge over the eight 40.

1021

00:55:25.665 --> 00:55:29.375

Thank you. And if we look at the

1022

00:55:30.135 --> 00:55:33.495

Hornings Sea Road Bridge northbound, um,

1023

00:55:33.755 --> 00:55:37.935

I'm just interested in understanding here what happens, um,

1024

00:55:38.755 --> 00:55:41.455

in the with construction scenario.

1025

00:55:41.755 --> 00:55:46.685

So we see for PM if we compare it for

1026

00:55:46.685 --> 00:55:50.845

with the, without, without, is um, 7.3

1027

00:55:52.845 --> 00:55:56.685

PCU and then it goes down in the afternoon

1028

00:55:57.465 --> 00:56:01.535

to 6.5, sorry, not the afternoon.

1029

00:56:01.535 --> 00:56:04.335

It's both afternoon goes down with construction traffic

1030

00:56:05.195 --> 00:56:06.295

to 6.5,

1031

00:56:06.515 --> 00:56:10.495

but the degree of saturation increases is that

1032

00:56:10.495 --> 00:56:13.535

because changes have been made to the junction,

1033

00:56:17.235 --> 00:56:19.495

Uh, John Weber McDonald on behalf of the applicant?

1034

00:56:19.875 --> 00:56:23.765

Um, uh, we would have to look at the, the specifics of that,

1035

00:56:24.345 --> 00:56:26.205

but what the queue,

1036

00:56:26.225 --> 00:56:29.205

the mean max queue report in these tables represents is the

1037

00:56:29.205 --> 00:56:31.205

longest queue in a lane.

1038

00:56:31.425 --> 00:56:35.005

So it may be that the queue in one lane has got longer,

1039

00:56:35.225 --> 00:56:36.325
but the other lane is shorter.

1040

00:56:36.425 --> 00:56:40.845
So, um, it, it's not, queue lengths are not necessarily

1041

00:56:41.485 --> 00:56:43.885
changing proportionately with the degree of saturation. Mm.

1042

00:56:44.065 --> 00:56:46.925
But this, isn't it a single lane road Horing Sea Bridge,

1043

00:56:51.965 --> 00:56:54.635
Sorry, Uh, Horing Road Bridge?

1044

00:56:54.655 --> 00:56:56.355
Uh, yes, it is a single lane road, yes.

1045

00:56:56.815 --> 00:56:59.715
So that, and I'm confused by that answer if,

1046

00:56:59.815 --> 00:57:01.595
if you're suggesting there's two lanes.

1047

00:57:02.865 --> 00:57:06.155
Yeah, apologies, that wasn't my intent to, to use. Um,

1048

00:57:06.935 --> 00:57:11.155
So what's, how, how does it, how does the degree

1049

00:57:11.155 --> 00:57:14.595
of saturation increase when the queue decreases?

1050

00:57:21.395 --> 00:57:21.615
Uh,

1051

00:57:22.135 --> 00:57:24.175
I think we would have to take that away and,

1052

00:57:24.235 --> 00:57:25.415

and look at that in more detail.

1053

00:57:25.415 --> 00:57:28.855

Apologies, I can't answer that off straight off here.

1054

00:57:29.235 --> 00:57:30.615

Um, if we could take that away

1055

00:57:30.615 --> 00:57:32.575

and come back possibly with an answer shortly.

1056

00:57:33.525 --> 00:57:36.135

Well, again, this is, I'm, I'm quite concerned about this

1057

00:57:36.135 --> 00:57:39.015

because it doesn't give me an opportunity to,

1058

00:57:39.875 --> 00:57:43.895

to really ask you any further questions or clarifications.

1059

00:57:45.115 --> 00:57:49.415

Um, is there nothing you can help us with today?

1060

00:57:52.115 --> 00:57:52.335

Can

1061

00:57:56.965 --> 00:57:58.535

Aurn this until this afternoon?

1062

00:57:58.915 --> 00:57:59.915

Can you,

1063

00:58:01.515 --> 00:58:05.335

So it apologies for turning my, my back.

1064

00:58:05.835 --> 00:58:10.135

Um, I was just asking whether if you were prepared

1065

00:58:10.275 --> 00:58:14.495

to adjourn this question until this afternoon, if, um,

1066

00:58:15.075 --> 00:58:18.335

the witnesses could, um, investigate in the meantime

1067

00:58:18.435 --> 00:58:22.215

and come back, um, to enable that to happen this afternoon.

1068

00:58:22.515 --> 00:58:24.775

That's a helpful suggestion. Thank you. Thank you.

1069

00:58:24.775 --> 00:58:26.215

What I'll do though is I'll capture it

1070

00:58:26.215 --> 00:58:27.215

as an action point Yes.

1071

00:58:27.215 --> 00:58:29.015

Just so we don't forget about it. Yes.

1072

00:58:29.015 --> 00:58:32.095

So, um, the action point is

1073

00:58:32.845 --> 00:58:37.375

it's table 9.5 of the TA to look at the,

1074

00:58:38.195 --> 00:58:42.095

um, the northbound PM queuing.

1075

00:58:43.345 --> 00:58:44.345

Thank you.

1076

00:58:45.305 --> 00:58:47.855

Thank you, sir. And we'll just see how we fit in

1077

00:58:47.855 --> 00:58:50.335

with the, the rest of the, the agenda.

1078

00:58:50.835 --> 00:58:52.575

Of course, I think perhaps once, once we've got

1079

00:58:52.575 --> 00:58:54.135

to the transport section. Thank

1080

00:58:54.135 --> 00:58:55.135

You. Thank you very much.

1081

00:58:55.135 --> 00:58:55.215

1082

00:58:56.355 --> 00:58:59.615

Um, just on that point as well, there's a similar

1083

00:59:00.655 --> 00:59:04.615

question in relation to table 9.9, so I think we'll add

1084

00:59:04.615 --> 00:59:07.615

that into the same action point

1085

00:59:08.505 --> 00:59:12.495

table 9.9 of the ta. Thank you.

1086

00:59:13.235 --> 00:59:17.055

Yes, these witnesses are going to be involved in, um,

1087

00:59:18.495 --> 00:59:19.815

emergencies and, um,

1088

00:59:21.885 --> 00:59:24.805

abnormal loads are the next topic,

1089

00:59:25.505 --> 00:59:29.805

but then it will be, um, other, other members

1090

00:59:29.825 --> 00:59:32.845

of the team dealing with, um, community and health.

1091

00:59:33.225 --> 00:59:34.405

Yes. Okay. So

1092

00:59:34.405 --> 00:59:37.445

that should give them some time off stage as it were.

1093

00:59:37.445 --> 00:59:40.085

Well, it may, I think in terms of a IL we

1094

00:59:40.105 --> 00:59:42.285

and emergencies, there's, there's not a lot

1095

00:59:42.285 --> 00:59:43.805

of involved questions on that.

1096

00:59:43.865 --> 00:59:47.245

No. So it may be that we could give them some more time

1097

00:59:47.245 --> 00:59:48.245

to go away and do it.

1098

00:59:48.425 --> 00:59:50.765

So let's take stock once we've gone through.

1099

00:59:51.065 --> 00:59:52.525

That's really helpful, sir. Thank you.

1100

00:59:59.275 --> 01:00:04.165

Yeah, just, just to clarify on, on table 9.9, um,

1101

01:00:04.405 --> 01:00:05.725

I just mentioned it in passing.

1102

01:00:05.815 --> 01:00:07.405

There it is.

1103

01:00:07.585 --> 01:00:11.855

Um, it's again the northbound arm

1104

01:00:12.305 --> 01:00:16.535

where the M-M-Q-P-C-U

1105

01:00:17.335 --> 01:00:21.175

decreases, but the degree of saturation increases.

1106

01:00:23.985 --> 01:00:24.985

Thank you.

1107

01:00:38.155 --> 01:00:40.025

Thank you very much sir.

1108

01:00:40.095 --> 01:00:43.385

Does that conclude session nine?

1109

01:00:43.885 --> 01:00:45.585

No, it doesn't. We've got no some, a number of questions

1110

01:00:45.855 --> 01:00:46.855

Left. Yes.

1111

01:00:46.855 --> 01:00:51.185

Could we turn to table 9.4 in the TA please?

1112

01:00:59.245 --> 01:01:03.145

And I think this is the same scenario as we have in um,

1113

01:01:03.595 --> 01:01:07.305

table 9.5, but rather than using PCUs

1114

01:01:07.565 --> 01:01:11.065

and DOS, we're looking at actual vehicle numbers here.

1115

01:01:12.965 --> 01:01:13.965

Is that correct?

1116

01:01:19.095 --> 01:01:20.555

Uh, Gavin Wicks for the applicant, uh,

1117

01:01:20.575 --> 01:01:21.715

yes, it his vehicle numbers.

1118

01:01:22.005 --> 01:01:24.435

Thank you. Why is the

1119

01:01:25.095 --> 01:01:29.555

no change on Hings Road with construction?

1120

01:01:33.575 --> 01:01:37.355

Uh, because on Horing Sea Road where we are looking at

1121

01:01:40.405 --> 01:01:43.025

the, I think on, on Hornets road we're looking at the north,

1122

01:01:44.085 --> 01:01:45.825

the northbound link coming down,

1123

01:01:45.885 --> 01:01:48.425

and then all the traffic basically comes out of the site,

1124

01:01:48.425 --> 01:01:50.105

access travels along the,

1125

01:01:50.205 --> 01:01:52.065

either comes in on the eight 14 slip

1126

01:01:52.065 --> 01:01:54.025

or comes off on the eight 14 slip,

1127

01:01:54.675 --> 01:01:56.745

Which I believe that, well you, you confirmed

1128

01:01:56.745 --> 01:01:59.545

to me earlier that when we're talking about Horsy Road,

1129

01:01:59.595 --> 01:02:01.825

we're talking about the whole link between the slips,

1130

01:02:01.845 --> 01:02:02.945

not just the northbound.

1131

01:02:08.535 --> 01:02:12.475

And how, if, if, if vehicles are leaving the,

1132

01:02:13.845 --> 01:02:16.145

the construction site, how would they get to the

1133

01:02:16.865 --> 01:02:19.205

A 14 on slip if they don't use that link?

1134

01:02:23.955 --> 01:02:25.755

I can see, I can see the confusion, sir.

1135

01:02:25.835 --> 01:02:27.435

I think that's just a clarification point.

1136

01:02:27.735 --> 01:02:31.205

Um, if I may, I can take that one uh, away

1137

01:02:31.205 --> 01:02:32.565

and just pick that up just to make sure

1138

01:02:32.665 --> 01:02:33.885

I'm giving you the correct response.

1139

01:02:34.275 --> 01:02:38.205

Well, could we look at table 4 2 9 of the ES please?

1140

01:02:46.835 --> 01:02:48.935

It might be worth keeping your finger in that.

1141

01:02:48.995 --> 01:02:53.095

Um, the last table we've just looked at, 9.4 of the ta,

1142

01:02:59.535 --> 01:03:00.995

so 4.29

1143

01:03:02.535 --> 01:03:06.445

and that's the same scenario basically, isn't it?

1144

01:03:08.155 --> 01:03:12.125

It's just deal, it's dealing with the same matter,

1145

01:03:12.305 --> 01:03:14.085

but it's now in the

1146

01:03:15.045 --> 01:03:17.845

es is that correct?

1147

01:03:25.625 --> 01:03:27.445

Um, yes. Uh, yes sir.

1148

01:03:27.445 --> 01:03:29.885

That does, it's it's the same scenario.

1149

01:03:31.635 --> 01:03:35.525

Okay. And um, just, just to be clear, I think the,

1150

01:03:36.025 --> 01:03:38.125

the TA talks about construction,

1151

01:03:38.225 --> 01:03:39.525

but this says development

1152

01:03:39.525 --> 01:03:41.085

that means the same thing, does it?

1153

01:03:41.265 --> 01:03:43.405

Uh, yes sir. Yes. Right.

1154

01:03:43.625 --> 01:03:47.125

So we've, on this one we can see

1155

01:03:47.275 --> 01:03:49.845

that there's a difference between the,

1156

01:03:50.115 --> 01:03:52.205

without development on Hoing zeroed

1157

01:03:52.205 --> 01:03:55.245

and the, with development, just doing the maths there,

1158

01:03:55.245 --> 01:04:00.205

we've got for the morning with development it increases

1159

01:04:00.225 --> 01:04:03.725

by 18 and on the afternoon it

1160

01:04:03.925 --> 01:04:05.285

increases by 101.

1161

01:04:05.545 --> 01:04:08.725

So presumably that's the vehicles leaving the

1162

01:04:09.255 --> 01:04:12.125

wastewater treatment plant site and going to the ONS slip.

1163

01:04:14.145 --> 01:04:15.405

Uh, yes sir. Okay.

1164

01:04:15.405 --> 01:04:17.125

So if that's the corresponding table

1165

01:04:17.185 --> 01:04:18.765

and we see a difference there,

1166

01:04:19.545 --> 01:04:21.725

why don't we see a difference in the TA table?

1167

01:04:22.625 --> 01:04:24.725

Um, I think it's a presentational issue, sir.

1168

01:04:24.885 --> 01:04:29.365

I think like it's, I think it's, it's just a, I just need

1169

01:04:29.365 --> 01:04:32.085

to be clearer on the TA that it's, it's the northbound link

1170

01:04:32.225 --> 01:04:34.365

and we're not looking at between the site

1171

01:04:34.365 --> 01:04:35.485

access in the A 14.

1172

01:04:35.945 --> 01:04:38.685

So if it's, if it was just the northbound link,

1173

01:04:38.685 --> 01:04:40.965

where's the southbound link dealt with in the ta?

1174

01:04:52.465 --> 01:04:54.405

Uh, like I said, so I think it's a presentational issue.

1175

01:04:54.485 --> 01:04:55.565

I think that's what I might have

1176

01:04:55.565 --> 01:04:56.805

to take away and, and pick up.

1177

01:04:57.105 --> 01:04:59.325

Do you mean by presentation issue to the wrong numbers?

1178

01:05:00.125 --> 01:05:01.125

I don't believe so, no.

1179

01:05:01.355 --> 01:05:02.965

Okay. Well let's look at that then.

1180

01:05:03.065 --> 01:05:06.125

So in the, the ta,

1181

01:05:06.975 --> 01:05:08.685

let's look at the morning figures.

1182

01:05:08.685 --> 01:05:12.125

9, 7 9 and then the afternoon 8 8 8 for

1183

01:05:12.795 --> 01:05:14.925

without development on Horing zero road.

1184

01:05:18.065 --> 01:05:19.875

Then for Hings the road with

1185

01:05:20.705 --> 01:05:24.205

no distinction in the TA table 9.4,

1186

01:05:24.205 --> 01:05:26.125

we have 2 9 3 and 1 5 2.

1187

01:05:35.985 --> 01:05:37.395

There's a big difference there.

1188

01:06:03.395 --> 01:06:04.975

Um, so I think it is, uh,

1189

01:06:05.035 --> 01:06:06.415

as I said, a presentational issue.

1190

01:06:06.495 --> 01:06:08.175

I think in one table we are looking

1191

01:06:08.235 --> 01:06:09.455

at the, the middle section.

1192

01:06:09.635 --> 01:06:12.935

So the, the the section between the A 14 slip roads. Yeah.

1193

01:06:13.115 --> 01:06:15.695

And in the other one we're looking at the approach arm

1194

01:06:15.695 --> 01:06:17.655

of Horsie Road, so I think it is presentational.

1195

01:06:17.955 --> 01:06:20.255

Um, so we're not looking at the same section of Horsie

1196

01:06:20.255 --> 01:06:21.255

Road. Okay. Well let's

1197

01:06:21.255 --> 01:06:25.175

check then let's go to document ass 180 4,

1198

01:06:25.905 --> 01:06:29.055

which are the, the traffic flow diagrams that you submitted.

1199

01:06:54.155 --> 01:06:58.615

And if we go to page six of that, I think we're just waiting

1200

01:06:58.675 --> 01:07:00.015

for you colleague to call it up.

1201

01:07:24.905 --> 01:07:26.295

Let's go to page six

1202

01:07:26.435 --> 01:07:30.295

and then if we could zoom in PDF page six.

1203

01:07:30.315 --> 01:07:33.135

It is, I don't think the pages are individually numbered.

1204

01:07:37.395 --> 01:07:40.735

And zoom in on the, the right hand side please.

1205

01:07:40.735 --> 01:07:43.975

This is the junction 34 arrangement here.

1206

01:07:45.795 --> 01:07:49.015

That's it. Thank you. So we can see there,

1207

01:07:49.305 --> 01:07:50.615

let's just check the numbers.

1208

01:07:50.785 --> 01:07:53.975

We've got the A 14 off slip

1209

01:07:55.195 --> 01:07:57.375

and the numbers are 43

1210

01:07:57.395 --> 01:08:01.455

and 5 6 1, which would come to 6 0 4.

1211

01:08:05.495 --> 01:08:10.235

Now if we look at, look back at table 9.4 of the ta,

1212

01:08:14.065 --> 01:08:16.975

so 6 0 4 for the off slip.

1213

01:08:18.205 --> 01:08:19.205

Yeah,

1214

01:08:19.605 --> 01:08:20.605

Yeah. Looking

1215

01:08:20.605 --> 01:08:22.415
back at table 9.4,

1216

01:08:22.415 --> 01:08:24.215
we've got 6 0 4 for the ons slip.

1217

01:08:28.145 --> 01:08:32.725
Yep. And then let's look at the ons slip on the diagram.

1218

01:08:34.345 --> 01:08:38.625
It looks like it's um, where are we?

1219

01:08:38.625 --> 01:08:40.905
4 9 7 by my maths, is that correct?

1220

01:08:43.725 --> 01:08:46.315
We've got the 46 coming down Horing zero road

1221

01:08:47.375 --> 01:08:50.575
and then the going southbound,

1222

01:08:51.125 --> 01:08:54.255
then the northbound left arrow that you can see on there.

1223

01:08:54.255 --> 01:08:55.415
4 5 1. So

1224

01:08:55.415 --> 01:08:59.415
that would total 4 9 7, correct?

1225

01:09:01.155 --> 01:09:02.175
Uh, correct. Yeah. Yeah.

1226

01:09:03.075 --> 01:09:05.775
And then when we look at the ta, so that's

1227

01:09:05.775 --> 01:09:09.855
for the ons slip, it tells us that the A 14 off slip,

1228

01:09:10.965 --> 01:09:13.135

it's 4 9 7. Yeah.

1229

01:09:13.755 --> 01:09:15.695

Uh, yes sir. Yeah. Okay.

1230

01:09:17.075 --> 01:09:21.215

So can you tell me then where the 2 9 3

1231

01:09:22.185 --> 01:09:25.055

again, we're looking at morning peak is illustrated on

1232

01:09:25.055 --> 01:09:26.175

this traffic flow diagram?

1233

01:09:36.535 --> 01:09:37.615

I think it should be the, yeah,

1234

01:09:39.635 --> 01:09:41.015

Uh, that should be the northern arm,

1235

01:09:41.215 --> 01:09:43.535

although noted on the traffic diagram it does say 2 8 9,

1236

01:09:44.155 --> 01:09:45.255

It says 2 8 9.

1237

01:09:45.475 --> 01:09:47.095

So the number's wrong there.

1238

01:09:49.575 --> 01:09:52.155

Uh, yes sir. It is slightly out. Yes.

1239

01:09:52.945 --> 01:09:57.245

Well, it's wrong. I mean, it's,

1240

01:09:57.245 --> 01:09:58.245

it's not the same number.

1241

01:09:58.385 --> 01:09:59.645

Yes. But 2, 8 9

1242

01:09:59.645 --> 01:10:02.885

and 2 9 3 are not, we're not vast magnitude of difference,

1243

01:10:03.025 --> 01:10:03.885

but yes, I appreciate

1244

01:10:03.885 --> 01:10:05.165

they're not the same number in the table.

1245

01:10:05.545 --> 01:10:08.725

No, well, you know, my expectation was

1246

01:10:08.835 --> 01:10:13.005

that this is the fifth version, albeit it's a, an overhaul

1247

01:10:13.005 --> 01:10:16.485

of what was done before that due care

1248

01:10:16.505 --> 01:10:18.205

and attention would be paid to this.

1249

01:10:19.145 --> 01:10:20.245

Um, it's, you know,

1250

01:10:20.245 --> 01:10:23.165

and seeing things like this is quite a concern.

1251

01:10:24.395 --> 01:10:26.605

Okay. Let's, let's move on then.

1252

01:10:32.635 --> 01:10:34.945

We've got this. So we see the,

1253

01:10:35.045 --> 01:10:38.265

see the figures are transposed in the documentation.

1254

01:10:38.275 --> 01:10:39.625

We've got the wrong figures

1255
01:10:40.925 --> 01:10:45.465
and information for 2026 runs

1256
01:10:46.555 --> 01:10:47.825
right through the es.

1257
01:10:48.405 --> 01:10:52.145
So for example, table 4.7, four point 15,

1258
01:10:52.775 --> 01:10:56.625
four point 16, 4.27, 4.4.

1259
01:10:57.245 --> 01:10:59.945
How can we be certain that all of those are correct as well?

1260
01:11:00.085 --> 01:11:03.585
Or do they include those same errors?

1261
01:11:08.175 --> 01:11:10.835
Uh, so that's one I think I'm gonna have to take away.

1262
01:11:10.875 --> 01:11:13.300
I can't check crosscheck all those tables.

1263
01:11:13.345 --> 01:11:17.565
Now, um, however, we have been through a, a thorough review,

1264
01:11:17.785 --> 01:11:19.845
uh, and rerun of all the models

1265
01:11:19.945 --> 01:11:21.325
and checking the numbers when we

1266
01:11:21.525 --> 01:11:22.685
discovered the flow discrepancy.

1267
01:11:22.745 --> 01:11:25.725
So whilst I appreciate those tables are,

1268
01:11:26.215 --> 01:11:27.645

those numbers are slightly different on

1269

01:11:27.645 --> 01:11:29.125

that Hoing Sea Road table and there are others

1270

01:11:29.125 --> 01:11:30.445

that we can check through.

1271

01:11:30.945 --> 01:11:33.935

Um, the transport work still I is,

1272

01:11:35.155 --> 01:11:36.815

is showing the right level of impacts

1273

01:11:36.815 --> 01:11:39.735

and the right level of assessment, albeit yes,

1274

01:11:39.735 --> 01:11:40.975

there are presentational issues

1275

01:11:40.975 --> 01:11:43.535

and there are some small differences in the table.

1276

01:11:43.715 --> 01:11:45.815

How do I know that? How do I know it's correct when

1277

01:11:45.815 --> 01:11:46.855

there's so many areas here?

1278

01:11:49.435 --> 01:11:52.175

You're saying you've done a, a thorough review of it?

1279

01:11:53.165 --> 01:11:56.055

Well, it wasn't thorough enough to pick up these issues.

1280

01:11:57.555 --> 01:11:58.675

I accepted, sir.

1281

01:11:58.815 --> 01:12:00.835

And, uh, we'll I'll take that away

1282

01:12:00.975 --> 01:12:04.035

and, um, I'll, we'll put together a, a review

1283

01:12:04.055 --> 01:12:06.075

and come back, um, next deadline.

1284

01:12:06.525 --> 01:12:08.875

Right. Thank you. Can we look at the

1285

01:12:09.635 --> 01:12:11.635

junction capacity reports please?

1286

01:12:11.695 --> 01:12:16.475

Now, which are, um, as 180 5.

1287

01:12:52.485 --> 01:12:56.695

Thank you. Right,

1288

01:12:56.705 --> 01:12:58.295

let's just look at the second page.

1289

01:12:58.435 --> 01:13:00.655

Now there's an explanation here.

1290

01:13:01.715 --> 01:13:03.695

Um, it's an undated explanation,

1291

01:13:03.835 --> 01:13:07.215

but I'm taking it at, it's probably contemporaneous

1292

01:13:07.485 --> 01:13:11.935

with the document, which is dated 8th of March, 2024.

1293

01:13:11.935 --> 01:13:12.935

Is that correct?

1294

01:13:15.755 --> 01:13:20.335

Uh, yes it is. So it tells us that, um,

1295

01:13:20.585 --> 01:13:23.495

flows and traffic modeling have been amended to a line

1296

01:13:23.495 --> 01:13:26.855

with the revised parking provisions updated

1297

01:13:27.035 --> 01:13:28.055

for deadline four.

1298

01:13:29.075 --> 01:13:32.455

Um, traffic flow diagrams has been updated

1299

01:13:32.675 --> 01:13:35.135

to reflect the revised traffic flows and so on.

1300

01:13:35.155 --> 01:13:38.735

So presumably this document's been updated to,

1301

01:13:40.795 --> 01:13:44.255

to assist in this review of the ta, is that correct?

1302

01:13:44.875 --> 01:13:46.415

Um, yes. It's Okay. Thanks.

1303

01:13:46.985 --> 01:13:50.695

Could we go forward to page 25,

1304

01:13:52.365 --> 01:13:54.205

PDF, page 25 please.

1305

01:13:59.195 --> 01:14:03.495

And on there it says, date completed 28th of March, 2022.

1306

01:14:09.225 --> 01:14:10.765

So have they really been updated?

1307

01:14:29.625 --> 01:14:31.645

Um, yes sir. I can confirm we've updated them,

1308

01:14:31.665 --> 01:14:32.845

but I don't believe that's the correct

1309

01:14:32.845 --> 01:14:34.085
version that's been uploaded.

1310

01:14:35.125 --> 01:14:38.295
Well, that's not very helpful, is it, these were the,

1311

01:14:38.585 --> 01:14:41.215
these were provided as an additional submission

1312

01:14:41.215 --> 01:14:45.215
because you hadn't provided them with a submitted TA in ees?

1313

01:14:46.715 --> 01:14:48.135
Uh, you are correct, sir.

1314

01:14:50.045 --> 01:14:52.505
Um, I'll look at, I'll look at getting,

1315

01:14:53.215 --> 01:14:54.865
I'll look at those correct ones are

1316

01:14:55.185 --> 01:14:56.425
resubmitted as soon as I can.

1317

01:14:57.125 --> 01:15:00.225
So again, the question i I posed earlier, how do I examine

1318

01:15:01.815 --> 01:15:03.305
that've got no more hearings?

1319

01:15:04.115 --> 01:15:06.745
We've got one set of questions.

1320

01:15:07.735 --> 01:15:09.745
What if your answers answer

1321

01:15:09.745 --> 01:15:11.465
to my questions are not satisfactory,

1322

01:15:11.565 --> 01:15:14.545

and how do the consultees deal with that?

1323

01:15:15.815 --> 01:15:19.505

It's quite concerning there. Right.

1324

01:15:19.625 --> 01:15:23.145

I, I did have some questions on why the,

1325

01:15:23.485 --> 01:15:26.505

the figures in these diagrams didn't match up with

1326

01:15:27.445 --> 01:15:30.825

the figures in the, um, the es

1327

01:15:30.885 --> 01:15:33.185

but that probably answers

1328

01:15:33.215 --> 01:15:35.265

that question if you sense it in the wrong version.

1329

01:15:38.015 --> 01:15:40.275

Is that correct or do you want to go through those figures,

1330

01:15:43.145 --> 01:15:44.995

John Weber McDonald, on behalf of the applicant?

1331

01:15:45.295 --> 01:15:48.595

Um, I believe so that the version that we

1332

01:15:50.645 --> 01:15:53.875

we'll upload, um, the changes will be

1333

01:15:54.775 --> 01:15:56.475

to the information in, in the table.

1334

01:15:56.535 --> 01:16:00.155

So for example, page 25 that you draw our attention to.

1335

01:16:00.385 --> 01:16:04.715

Yeah. Um, the, the modeling content,

1336
01:16:05.155 --> 01:16:09.675
I don't believe will, um, be changed in the version

1337
01:16:09.675 --> 01:16:10.835
that we upload.

1338
01:16:11.055 --> 01:16:14.915
So the, the changes are cosmetic to those

1339
01:16:15.455 --> 01:16:18.195
tables rather than to the actual modeling results.

1340
01:16:18.825 --> 01:16:23.235
Okay. Can we then look at the, the figures

1341
01:16:23.235 --> 01:16:25.275
that are presented in this document, please?

1342
01:16:26.085 --> 01:16:29.835
We'll look at, um, let's have a look.

1343
01:16:31.685 --> 01:16:36.605
I think page eight and this looks at

1344
01:16:36.825 --> 01:16:41.205
the, should look at the base AM

1345
01:16:41.385 --> 01:16:42.485
in 2026.

1346
01:16:58.255 --> 01:17:02.995
And if we cross refer to the environmental statement,

1347
01:17:03.885 --> 01:17:08.195
table 4.29, could you just confirm that that

1348
01:17:09.425 --> 01:17:12.285
is the corresponding table for this data,

1349
01:17:26.985 --> 01:17:29.195

John on behalf applicant? Yes.

1350

01:17:29.655 --> 01:17:32.155

Yes. Thank you. Right.

1351

01:17:32.165 --> 01:17:36.915

Let's look at the, A 14 off slip first.

1352

01:17:38.745 --> 01:17:41.635

What does table 4.29 say about that?

1353

01:17:44.095 --> 01:17:46.185

It's a MP 2026

1354

01:17:50.255 --> 01:17:51.905

John McDonald on behalf of the applicant.

1355

01:17:51.925 --> 01:17:53.025

Um, it's got a flow

1356

01:17:53.025 --> 01:17:57.025

of 596 5 96

1357

01:17:57.125 --> 01:17:59.145

In table 4.29 of the es.

1358

01:17:59.165 --> 01:18:01.305

Is that right? I've got a different number here.

1359

01:18:01.835 --> 01:18:05.745

Sorry. Hold, Sorry.

1360

01:18:05.885 --> 01:18:07.985

Um, yeah, A 14, uh, off slip junction

1361

01:18:07.985 --> 01:18:09.185

34 is 604.

1362

01:18:09.285 --> 01:18:12.025

604. What's the total given on here?

1363

01:18:28.655 --> 01:18:31.585

It's 5 6 8 plus 47, which

1364

01:18:31.765 --> 01:18:34.145

by my maths comes to six 15

1365

01:18:39.475 --> 01:18:41.325

John Weber McDonald on behalf of the applicant.

1366

01:18:41.425 --> 01:18:42.965

Um, yes, that's correct, sir.

1367

01:18:43.065 --> 01:18:44.325

Um, the, the reason

1368

01:18:44.385 --> 01:18:46.365

for the difference there is one is in vehicles

1369

01:18:46.365 --> 01:18:48.805

and the other is in passenger car units. Right.

1370

01:18:48.805 --> 01:18:53.165

Thank you. And does that take account of the,

1371

01:18:54.185 --> 01:18:57.975

um, there's differences on all of those arms?

1372

01:18:59.315 --> 01:19:02.615

Is it because you, you include some large vehicles

1373

01:19:02.795 --> 01:19:05.495

and that would increase the length of the queue?

1374

01:19:07.245 --> 01:19:10.905

Uh, John, we McDonald on behalf of the applicant, um,

1375

01:19:12.105 --> 01:19:16.315

it's correct to say that the differences between flows,

1376

01:19:16.975 --> 01:19:21.155

uh, in on page eight of the, uh,

1377

01:19:22.475 --> 01:19:24.515
appendix 19.6, they're in PCUs.

1378

01:19:24.895 --> 01:19:27.715
The comparative flows in the, um,

1379

01:19:28.195 --> 01:19:30.195
ES table are in vehicles.

1380

01:19:30.195 --> 01:19:32.155
So the reason for the differences is

1381

01:19:32.155 --> 01:19:34.795
because one is in PCUs, the other is in vehicles.

1382

01:19:35.335 --> 01:19:38.435
Um, it's not correct to say that's due

1383

01:19:38.435 --> 01:19:39.675
to the addition of heavy vehicles.

1384

01:19:39.675 --> 01:19:42.965
Both of those, uh, sets

1385

01:19:42.965 --> 01:19:44.685
of numbers take account of heavy vehicles.

1386

01:19:44.915 --> 01:19:48.845
It's just in converting from vehicles to PCUs, you have a,

1387

01:19:49.665 --> 01:19:53.765
Uh, The factor applied for heavy goods vehicles is, uh,

1388

01:19:54.035 --> 01:19:55.725
greater than for other vehicles.

1389

01:19:55.745 --> 01:19:58.445
So he, hence you do get a, a larger value

1390

01:19:59.585 --> 01:20:00.885
in BCUs than vehicles

1391

01:20:00.885 --> 01:20:02.445
where there are heavy goods vehicles present.

1392

01:20:03.495 --> 01:20:06.165
Thank you. And when we are reporting on this,

1393

01:20:06.215 --> 01:20:07.965
where can we, can we point to

1394

01:20:08.625 --> 01:20:11.485
the explanation in the document that this is for PCUs,

1395

01:20:14.655 --> 01:20:17.435
Uh, John, whether Mark on behalf of the applicant, um,

1396

01:20:17.845 --> 01:20:20.875
could I just confirm you are, um, referring

1397

01:20:20.975 --> 01:20:25.475
to appendix 19.6 as 1 8 5? That's

1398

01:20:25.715 --> 01:20:26.715
Correct, yes.

1399

01:20:27.295 --> 01:20:30.115
Um, so, uh,

1400

01:20:30.145 --> 01:20:34.275
that appendix is a set of, um, standard reports

1401

01:20:34.545 --> 01:20:38.195
that come out of the, uh, linig software that we use.

1402

01:20:38.525 --> 01:20:43.275
Linig is, um, always vehicle flows are always entered into

1403

01:20:43.275 --> 01:20:45.595

that software package in PCUs.

1404

01:20:46.095 --> 01:20:50.355

So it's not explicitly stated in that appendix

1405

01:20:50.355 --> 01:20:53.915

that it's PCUs, but that is a standard industry accepted,

1406

01:20:54.535 --> 01:20:57.355

um, input to, to linig.

1407

01:20:57.355 --> 01:20:58.915

It's not something we'd normally expect

1408

01:20:58.915 --> 01:21:00.595

to state in those reports.

1409

01:21:00.725 --> 01:21:01.835

Thank you. And

1410

01:21:02.445 --> 01:21:06.595

where do these figures read across into the TA and the es?

1411

01:21:17.225 --> 01:21:19.645

Uh, Gavin, Rick, Mark McDonald for the Ackman applicant,

1412

01:21:19.745 --> 01:21:21.685

uh, in the base flow diagrams,

1413

01:21:21.765 --> 01:21:24.925

I think we provide a set in vehicles and a set in PC.

1414

01:21:25.985 --> 01:21:27.165

And where are those exactly?

1415

01:21:56.825 --> 01:21:58.675

John Weber McDonald on behalf of the applicant?

1416

01:21:58.855 --> 01:22:03.625

Um, if, uh, in, in document

1417

01:22:03.885 --> 01:22:07.865
as uh, 1 8 5, um, if you go

1418

01:22:07.865 --> 01:22:11.745
to page 31 onwards, um,

1419

01:22:11.995 --> 01:22:15.025
there are traffic flow diagrams set out in

1420

01:22:15.025 --> 01:22:16.065
passenger car units.

1421

01:22:24.995 --> 01:22:28.465
Sorry, 1 8 5 did And so which page,

1422

01:22:30.215 --> 01:22:33.115
Uh, Sorry, I'll just double check that reference.

1423

01:22:33.115 --> 01:22:34.115
One second. Apologies.

1424

01:22:44.875 --> 01:22:47.445
Apologies. Uh, it's John Weber,

1425

01:22:47.445 --> 01:22:48.485
mark Maddon on behalf of the applicant.

1426

01:22:48.485 --> 01:22:52.125
Um, apologies. It's uh, as 180 4, not 1 8 5.

1427

01:22:52.345 --> 01:22:53.345
That's my mistake.

1428

01:23:21.395 --> 01:23:24.685
Traffic flow diagram. So this is in number of vehicles.

1429

01:23:26.495 --> 01:23:29.605
Where did the, so which page are we talking about here?

1430

01:23:30.545 --> 01:23:32.565

Uh, John Webmore McDonald on behalf of the applicant.

1431

01:23:32.665 --> 01:23:35.085

Um, if you go to page 31, yeah.

1432

01:23:35.385 --> 01:23:36.645

Um, that is the start

1433

01:23:36.905 --> 01:23:39.805

of the traffic flight diagrams in passenger car units.

1434

01:23:40.975 --> 01:23:45.325

Thank you. So where do we have any summary tables in the

1435

01:23:45.605 --> 01:23:49.525

ES or the ta which set out

1436

01:23:51.115 --> 01:23:54.815

the PCU figures in these flow diagrams?

1437

01:23:55.435 --> 01:23:58.055

You were saying you've done them both as number

1438

01:23:58.055 --> 01:23:59.295

of vehicles and PC

1439

01:24:02.765 --> 01:24:04.655

John Weber McDonald on behalf the applicant.

1440

01:24:04.835 --> 01:24:08.135

Um, so the information in the Yes.

1441

01:24:08.515 --> 01:24:11.655

Um, and base of the assessment is on vehicles.

1442

01:24:11.675 --> 01:24:15.295

So all information in the yes is set, set out in vehicles.

1443

01:24:15.295 --> 01:24:17.935

There is no assessment in there that, um,

1444
01:24:18.285 --> 01:24:19.615
PCUs are relevant to.

1445
01:24:20.105 --> 01:24:20.535
Thank you.

1446
01:24:28.555 --> 01:24:31.575
So in effect, we could say that you've converted those

1447
01:24:31.595 --> 01:24:32.895
to numbers of vehicles

1448
01:24:33.515 --> 01:24:35.455
and then used that in your assessment,

1449
01:24:37.125 --> 01:24:38.895
John, we're done on behalf of the applicant.

1450
01:24:39.195 --> 01:24:40.255
Um, I,

1451
01:24:40.355 --> 01:24:42.655
I'd characterize it the other way round rather we start

1452
01:24:42.655 --> 01:24:45.815
with the vehicles and then that gets converted into PCUs

1453
01:24:46.235 --> 01:24:49.575
for use in the Linig junction software.

1454
01:24:49.985 --> 01:24:54.975
Right. Thank you. And it's purely for the purposes

1455
01:24:54.975 --> 01:24:57.095
of the software you need to do that conversion.

1456
01:24:58.045 --> 01:25:00.375
John have a on behalf the applicant? Yes, that's correct.

1457
01:25:00.595 --> 01:25:03.495

That's I'm clear on that now. Thank you. Right.

1458

01:25:03.505 --> 01:25:06.415

Let's go back to the, um, the TA

1459

01:25:06.595 --> 01:25:10.135

and look at tables 9.8 and nine 10 please.

1460

01:25:45.075 --> 01:25:46.935

Are there any comments you'd like to make on these?

1461

01:28:04.305 --> 01:28:05.505

Anything? I would like my comments,

1462

01:28:08.685 --> 01:28:10.575

John Weber on behalf of the applicant.

1463

01:28:10.575 --> 01:28:13.975

Apologies for the day. So we just wanted to do a

1464

01:28:15.015 --> 01:28:16.335

thorough comparison of them.

1465

01:28:16.555 --> 01:28:20.995

Um, it, I think there is potentially the same,

1466

01:28:21.775 --> 01:28:24.195

uh, issue that Mr.

1467

01:28:24.475 --> 01:28:26.715

Wicks talked about earlier and you highlighted in relation

1468

01:28:26.715 --> 01:28:27.715

to HOING zero road.

1469

01:28:27.775 --> 01:28:30.555

And I think the answer there is the same that we need

1470

01:28:30.555 --> 01:28:34.475

to take that away and clarify which particular section

1471
01:28:34.475 --> 01:28:36.995
of HOING zero road that refers to and

1472
01:28:37.265 --> 01:28:41.315
therefore why, uh, in the table it doesn't show any, uh,

1473
01:28:41.415 --> 01:28:44.275
change in traffic between without

1474
01:28:44.455 --> 01:28:47.875
and with, uh, development scenario. Well

1475
01:28:47.875 --> 01:28:49.755
That's, that was my conclusion

1476
01:28:49.905 --> 01:28:52.475
that there's it's wrong basically,

1477
01:28:53.135 --> 01:28:57.915
and again, that the figures for HOING zero don't match up

1478
01:28:57.915 --> 01:28:59.595
with the traffic flow diagrams that you've

1479
01:28:59.835 --> 01:29:02.285
provided, whether it's for one,

1480
01:29:03.225 --> 01:29:06.085
one direction bearing in mind it's a single lane highway

1481
01:29:07.345 --> 01:29:08.845
or another direction.

1482
01:29:09.705 --> 01:29:13.165
So this is an issue that I found runs through the document.

1483
01:29:16.185 --> 01:29:18.315
John McDonald on behalf the applicant.

1484
01:29:18.575 --> 01:29:22.195

Um, sir, apologize that there is that confusion.

1485

01:29:22.315 --> 01:29:23.515

I think, um,

1486

01:29:26.175 --> 01:29:27.315

I'm not confused about it.

1487

01:29:27.575 --> 01:29:28.795

I'm, I just think it's wrong,

1488

01:29:31.915 --> 01:29:32.915

Sir.

1489

01:29:33.135 --> 01:29:34.455

I understand what you're saying.

1490

01:29:34.575 --> 01:29:38.565

I think our

1491

01:29:39.355 --> 01:29:42.845

earlier comment in relation to your question, you asked

1492

01:29:43.485 --> 01:29:47.525

specifically to this relate to the bridge over the A 14.

1493

01:29:48.685 --> 01:29:50.725

I think we,

1494

01:29:52.195 --> 01:29:54.255

and I apologize, gave a categorical.

1495

01:29:54.395 --> 01:29:56.815

Yes. I think that is not actually necessarily the case.

1496

01:29:56.995 --> 01:30:01.255

So I think in some tables does refer to that section.

1497

01:30:01.595 --> 01:30:03.255

In other tables it doesn't.

1498
01:30:03.475 --> 01:30:05.495
And apologize for the confusion that

1499
01:30:05.495 --> 01:30:06.815
that is not clear. Well,

1500
01:30:07.125 --> 01:30:09.335
That doesn't even make any sense to me, I'm afraid

1501
01:30:09.335 --> 01:30:13.135
because why would you look at just one part of that

1502
01:30:14.245 --> 01:30:17.475
link when, you know, you've,

1503
01:30:17.475 --> 01:30:21.115
you've clearly looked at three links consistently

1504
01:30:21.115 --> 01:30:22.115
through this document

1505
01:30:22.815 --> 01:30:25.555
and you actually say in the document you've only looked at

1506
01:30:25.555 --> 01:30:27.195
the links where there would be an effect.

1507
01:30:28.735 --> 01:30:31.635
And so why would you only look at part of the link?

1508
01:30:33.555 --> 01:30:35.635
I think it's, it, I think I'll leave that

1509
01:30:35.635 --> 01:30:39.595
as a rhetorical question because I think it's wrong.

1510
01:30:40.135 --> 01:30:44.355
Um, and I I don't see why you would look at

1511
01:30:45.105 --> 01:30:46.715

part of a link to be honest.

1512

01:30:48.055 --> 01:30:52.595

Um, and I think we can add these tables 9.8

1513

01:30:52.595 --> 01:30:55.755

and nine point 10 of the TA to the,

1514

01:30:55.935 --> 01:30:57.995

the previous action point we had.

1515

01:30:58.855 --> 01:31:02.035

Um, I'm not sure which number it is, but, um, Mr.

1516

01:31:02.385 --> 01:31:03.555

Reky is taking them down.

1517

01:31:04.055 --> 01:31:08.795

Um, at that point I think, um, we can go for

1518

01:31:09.675 --> 01:31:10.675

a quick break.

1519

01:31:10.975 --> 01:31:15.715

So should we adjourn the hearing for 20 minutes please

1520

01:31:16.255 --> 01:31:17.995

and come back at 1120?

1521

01:31:18.415 --> 01:31:19.795

Yes. Thank you very much, sir.

1522

01:31:19.795 --> 01:31:24.075

Clearly, um, there are a number of very serious matters, uh,

1523

01:31:24.075 --> 01:31:26.715

to which, uh, attention needs to be given.

1524

01:31:27.655 --> 01:31:31.075

Um, my earlier suggestion about

1525

01:31:31.375 --> 01:31:35.875
or request about asking, um, whether

1526

01:31:36.005 --> 01:31:38.595
after a suitable adjournment for these matters

1527

01:31:38.815 --> 01:31:43.675
to be looked at again, um, whether you would be prepared to,

1528

01:31:44.015 --> 01:31:47.235
uh, reconvene for further discussion of them.

1529

01:31:47.745 --> 01:31:51.115
There's clearly also I will take instructions over the break

1530

01:31:51.765 --> 01:31:53.115
about the, um,

1531

01:31:53.995 --> 01:31:55.275
document which has apparently been

1532

01:31:55.475 --> 01:31:56.635
uploaded in the wrong version.

1533

01:31:57.575 --> 01:32:01.765
Uh, and um, I'm told that

1534

01:32:02.115 --> 01:32:05.845
that document is, is not terribly long,

1535

01:32:05.865 --> 01:32:08.765
but I don't know off the top of my head exactly how long

1536

01:32:08.765 --> 01:32:12.885
that document is, what the, um, procedural implications

1537

01:32:12.885 --> 01:32:14.045
of that might be.

1538

01:32:14.705 --> 01:32:18.525

But, but, um, it seems to me that the priority is

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01:32:18.585 --> 01:32:20.405

to get hold of that document

1540

01:32:20.465 --> 01:32:23.965

and upload it in its correct form ASAP.

1541

01:32:24.585 --> 01:32:28.525

Um, so I will then, um,

1542

01:32:29.875 --> 01:32:32.085

once that's done, notify you

1543

01:32:32.505 --> 01:32:35.245

and be guided by you as to

1544

01:32:35.245 --> 01:32:37.645

what the procedural implications of that need to be.

1545

01:32:37.855 --> 01:32:40.605

Thank you. It does, we do have a, um,

1546

01:32:41.165 --> 01:32:45.885

a quality assurance process at pins and when documents are

1547

01:32:46.045 --> 01:32:47.765

provided, they aren't published immediately.

1548

01:32:47.865 --> 01:32:51.125

So there will be an additional time implication Yes.

1549

01:32:51.125 --> 01:32:52.765

Of that, which I can't talk about right now.

1550

01:32:53.195 --> 01:32:56.325

We'd have to speak to our case team about it.

1551

01:32:56.905 --> 01:32:59.485

Um, in terms of the adjournment, we,

1552

01:33:00.045 --> 01:33:03.005

I do have some more serious issues I'd like to pick up, um,

1553

01:33:03.005 --> 01:33:06.925

including in terms of the operational phase of development.

1554

01:33:07.025 --> 01:33:10.005

So let's do that after the T break. Yes.

1555

01:33:10.005 --> 01:33:12.605

And then we can discuss an adjournment, I think.

1556

01:33:12.975 --> 01:33:14.045

Thank you very much, Sir.

1557

01:33:14.045 --> 01:33:17.405

So let's, let's go until 1125 now.

1558

01:33:17.705 --> 01:33:20.525

Um, and the hearing's adjourned. Thank you. Thank you.