

WEBVTT – This file was automatically generated by VIMEO

0

00:00:00.635 --> 00:00:03.345

Issue specific hearing for is resumed.

1

00:00:04.295 --> 00:00:07.425

I've just done a, a couple housekeeping matters, if I may.

2

00:00:07.435 --> 00:00:11.145

First, we've spoken with our case team

3

00:00:11.445 --> 00:00:14.745

and they've told us that they, they would try

4

00:00:14.745 --> 00:00:18.065

to upload any documents as quickly as possible, assuming

5

00:00:18.135 --> 00:00:22.825

that the XA exercises its discretion

6

00:00:22.825 --> 00:00:25.945

to accept them, but it wouldn't be immediate.

7

00:00:26.165 --> 00:00:29.385

It does need to go through a series of, um, checks.

8

00:00:30.565 --> 00:00:34.465

So, um, please bear that in mind if you do submit something.

9

00:00:35.675 --> 00:00:36.985

Thank you very much, sir.

10

00:00:37.525 --> 00:00:42.105

Um, we would welcome a

11

00:00:42.635 --> 00:00:47.425

discussion with yourselves, um, as to

12

00:00:49.405 --> 00:00:53.385

the best way forward, um, from, from now in.

13

00:00:53.885 --> 00:00:58.705

Um, Clearly there's been

14

00:00:58.705 --> 00:01:02.385

very little opportunity in the 20 minutes to think that

15

00:01:02.655 --> 00:01:06.185

through, um, in, in any detail.

16

00:01:06.965 --> 00:01:10.145

Um, I have not been discussing, um, the details

17

00:01:10.165 --> 00:01:11.745

of the evidence with the witnesses.

18

00:01:11.745 --> 00:01:12.905

It seems inappropriate.

19

00:01:13.645 --> 00:01:18.505

Um, they are under, um, examination

20

00:01:18.565 --> 00:01:20.465

by yourself at the moment.

21

00:01:21.685 --> 00:01:25.625

Um, so we would like to

22

00:01:26.815 --> 00:01:29.905

discuss potential logistics with,

23

00:01:29.975 --> 00:01:32.585

with you at an appropriate moment.

24

00:01:33.205 --> 00:01:37.545

Um, I, I would suggest that that

25

00:01:38.825 --> 00:01:42.065

probably the most sensible thing would be

26

00:01:42.165 --> 00:01:46.705

to continue on with the rest of the agenda, um,

27

00:01:46.885 --> 00:01:51.505

and then have a, a programming discussion with, with,

28

00:01:52.045 --> 00:01:54.585

uh, the three of you, if we may.

29

00:01:55.765 --> 00:01:59.225

Um, that may be

30

00:01:59.775 --> 00:02:04.265

more effective than what my original request was, that, uh,

31

00:02:04.535 --> 00:02:07.465

that you resumed the discussion this afternoon after,

32

00:02:07.715 --> 00:02:09.985

after a break, uh, which was

33

00:02:10.485 --> 00:02:14.545

before, um, that as is obvious,

34

00:02:15.025 --> 00:02:17.025

certainly before I knew that,

35

00:02:17.175 --> 00:02:19.425

that a wrong doc document had been uploaded.

36

00:02:19.525 --> 00:02:22.385

And thinking through the, the implications of that,

37

00:02:22.855 --> 00:02:24.825

Well, of course we can't look at a,

38

00:02:24.985 --> 00:02:26.225

a replacement document No.

39

00:02:26.225 --> 00:02:27.825

Until it's been admitted to the inquiry.

40

00:02:28.165 --> 00:02:29.345

No. Um,

41

00:02:29.925 --> 00:02:33.985

but so we would very much invite you,

42

00:02:34.765 --> 00:02:38.865

um, to continue asking your questions,

43

00:02:40.045 --> 00:02:44.385

either orally now or, um, committed to writing.

44

00:02:45.245 --> 00:02:49.145

Um, but certainly we need to know, um,

45

00:02:49.685 --> 00:02:54.225

the concerns that you have, uh, so that the team can, um,

46

00:02:54.855 --> 00:02:57.945

work out what is the most appropriate way with regard to

47

00:02:58.525 --> 00:03:02.725

all the procedural implications, uh, of, of addressing that,

48

00:03:02.815 --> 00:03:05.245

which is our overriding desire.

49

00:03:05.705 --> 00:03:08.525

Um, thank you. Which I hope you accept. So

50

00:03:08.855 --> 00:03:09.855

Thank you. Um,

51

00:03:09.855 --> 00:03:14.015

hopefully we can be finished

52

00:03:14.655 --> 00:03:16.455

transport by about midday.

53

00:03:16.675 --> 00:03:20.615

Yes. We've had Mr. Fleming from the fire

54

00:03:20.635 --> 00:03:22.055  
and rescue service arrive.

55

00:03:22.355 --> 00:03:24.935  
He can only stay until midday.

56

00:03:24.995 --> 00:03:27.615  
And then I understand a colleague would be arriving

57

00:03:27.615 --> 00:03:31.135  
somewhere between one 30 and 2:00 PM Yes.

58

00:03:31.515 --> 00:03:35.215  
So it may be that, um, I don't, it is Mr. Fleming here.

59

00:03:39.035 --> 00:03:42.755  
I was told he'd arrived, but, um, Catherine, you, he may be.

60

00:03:43.195 --> 00:03:45.715  
I, yes sir. Sorry. It's

61

00:03:45.715 --> 00:03:47.115  
Here virtually, I think virtually.

62

00:03:47.285 --> 00:03:48.555  
Thank you, Mr. Fleming.

63

00:03:49.215 --> 00:03:52.275  
Um, so you, you've got a colleague

64

00:03:52.275 --> 00:03:54.595  
who can equally help us from one 30, is that correct?

65

00:03:56.665 --> 00:03:58.675  
Yeah, that's correct. So, uh,

66

00:03:58.975 --> 00:04:01.595  
my current role is fire protection manager, right.

67

00:04:01.595 --> 00:04:03.515

Uh, senior fire protection manager in Cambridge.

68

00:04:04.175 --> 00:04:05.515

Um, Tony Burton,

69

00:04:05.605 --> 00:04:08.595

who's the guy coming on later on is the operational manager.

70

00:04:09.045 --> 00:04:11.315

Right. So I would be with the clowning side of things,

71

00:04:11.675 --> 00:04:15.035

planning enforcement, legal side of things, whereas Tony

72

00:04:15.685 --> 00:04:19.275

would give a operational approach to the project.

73

00:04:19.925 --> 00:04:21.635

Thank you. It may well be

74

00:04:21.635 --> 00:04:25.315

that the operational approach is the, the most useful to us

75

00:04:25.315 --> 00:04:28.195

because we, we've got some questions on the layout

76

00:04:28.375 --> 00:04:31.995

of development and accessing it and design and so on.

77

00:04:32.775 --> 00:04:34.165

Um, sorry,

78

00:04:34.755 --> 00:04:37.685

That would sit with under planning myself.

79

00:04:37.705 --> 00:04:39.365

Oh, okay. I would be with that under

80

00:04:39.925 --> 00:04:43.245

approved document BB five access from a farm rescue point

81

00:04:43.245 --> 00:04:46.405

of view around, uh, emergency firefighting, access

82

00:04:46.405 --> 00:04:47.565

for appliance, et cetera.

83

00:04:48.185 --> 00:04:49.245

So that would sit in with me.

84

00:04:50.715 --> 00:04:54.805

Okay. If the applicant is happy with this,

85

00:04:55.985 --> 00:05:00.565

may we skip to the, the section that we are interested

86

00:05:00.625 --> 00:05:02.565

to hear from the Fire and Rescue Service on,

87

00:05:02.745 --> 00:05:04.245

and then come back to transport?

88

00:05:04.385 --> 00:05:06.245

Yes, of course, sir. It's, it's going to be a relevant,

89

00:05:06.295 --> 00:05:08.085

relatively short, yes.

90

00:05:08.315 --> 00:05:09.315

Yeah. Thank you.

91

00:05:11.515 --> 00:05:14.365

What document is that statement?

92

00:05:15.075 --> 00:05:17.325

Have you to reference number? Okay.

93

00:05:19.235 --> 00:05:22.625

Could we call up the design and access statement please?

94

00:05:28.885 --> 00:05:32.245

S 1 6 8. It's A S 1 6 8.

95

00:05:33.615 --> 00:05:35.885

Which page? Page

96

00:05:37.065 --> 00:05:39.925

was 89. Thanks, thanks

97

00:05:39.925 --> 00:05:40.925

For finding that.

98

00:05:41.425 --> 00:05:44.165

And, um, page 89 of that document

99

00:05:44.265 --> 00:05:46.805

and share it so that Mr. Fleming can see it.

100

00:05:52.685 --> 00:05:53.975

Yeah, I think I'm just,

101

00:06:17.255 --> 00:06:18.255

Thank you.

102

00:06:18.625 --> 00:06:22.525

And if you can zoom in as close as possible to the,

103

00:06:22.525 --> 00:06:24.365

the green area so that we can see

104

00:06:25.065 --> 00:06:26.565

the green area fully in the

105

00:06:26.565 --> 00:06:27.685

frame, that would be really helpful.

106

00:06:30.445 --> 00:06:31.705

Mr. Fleming, can you see that?

107

00:06:34.105 --> 00:06:36.125



Yes. So yeah, overall, yeah.

108

00:06:37.135 --> 00:06:42.005

Thank you. Um, this is probably a very short point.

109

00:06:42.025 --> 00:06:45.765

We are on agenda item 10, the second black bullet point

110

00:06:45.825 --> 00:06:48.765

and the second sub-bullet point under that.

111

00:06:48.825 --> 00:06:51.725

And if that relates to access to the

112

00:06:52.885 --> 00:06:54.565

proposed wastewater treatment plant.

113

00:06:54.785 --> 00:06:59.205

Now, um, I'm, I'm just gonna proceed

114

00:06:59.205 --> 00:07:01.565

as though you're not very familiar with the development.

115

00:07:01.705 --> 00:07:04.405

The, the area in white with the circles in it,

116

00:07:04.505 --> 00:07:07.125

that's the wastewater treatment plant,

117

00:07:07.825 --> 00:07:12.565

and the circumference of that is about 1.5 kilometers.

118

00:07:14.345 --> 00:07:17.605

The area around it, you can see, um,

119

00:07:17.915 --> 00:07:21.525

there's some dark green lines, uh, you know, in,

120

00:07:21.585 --> 00:07:23.365

in broadly a circular fashion

121

00:07:23.385 --> 00:07:26.405

around the wastewater treatment plant, which are trees.

122

00:07:27.065 --> 00:07:29.565

And they all sit on top of a bun.

123

00:07:30.185 --> 00:07:33.165

And I'm just gonna ask one of my colleagues to remind me

124

00:07:33.165 --> 00:07:34.165

how high the bun is.

125

00:07:34.475 --> 00:07:35.725

It's about five meters.

126

00:07:37.345 --> 00:07:40.525

And you can see from that there's three, um,

127

00:07:41.195 --> 00:07:45.285

whitish areas coming in between the buns, which are

128

00:07:45.985 --> 00:07:50.505

access, um, between the, you know, between the,

129

00:07:50.505 --> 00:07:51.745

the five meter buns

130

00:07:51.745 --> 00:07:55.145

and the buns taper down to ground level

131

00:07:56.615 --> 00:08:01.145

further out, we can see other lines that look

132

00:08:01.145 --> 00:08:02.865

as though they radiate from the circle.

133

00:08:03.565 --> 00:08:08.225

And that's, um, as I understand it anyway, undulating,

134

00:08:09.365 --> 00:08:11.945

um, landscaped area. Are you following this?

135

00:08:12.645 --> 00:08:13.785

Yes, I'm, yes. Yes.

136

00:08:14.045 --> 00:08:17.785

And then to the west of the,

137

00:08:17.865 --> 00:08:21.225

I think we're broadly north on this, um, orientation

138

00:08:21.285 --> 00:08:24.105

to the West, we can see an access road

139

00:08:24.175 --> 00:08:26.625

that comes outta the middle of the circle

140

00:08:28.245 --> 00:08:31.505

and it goes up to Hoing zero road, near the

141

00:08:32.145 --> 00:08:33.705

junction 35 slip road.

142

00:08:33.765 --> 00:08:35.225

That's also white.

143

00:08:37.165 --> 00:08:41.425

And as I understand it, alongside that, along the

144

00:08:42.435 --> 00:08:46.345

upper side of it, and broadly, northern side is a,

145

00:08:46.485 --> 00:08:47.945

um, a swale.

146

00:08:50.005 --> 00:08:53.585

The road to join with Hinge Road,

147

00:08:54.325 --> 00:08:55.685

um, is elevated.

148

00:08:55.825 --> 00:08:59.885

You may well see an embankment that decreases in height

149

00:08:59.945 --> 00:09:03.205

as it approaches the wastewater treatment plant.

150

00:09:03.225 --> 00:09:04.965

Now I just want to check with the applicant that

151

00:09:05.345 --> 00:09:09.485

that's a broadly accurate description for Mr. Fleming.

152

00:09:11.505 --> 00:09:14.045

My, My Dexter, the applicant,

153

00:09:14.045 --> 00:09:16.925

other than it Junction 34. But other than that, I'm sorry,

154

00:09:17.045 --> 00:09:18.045

I beg your pardon. I've

155

00:09:18.045 --> 00:09:21.605

got too many junctions in my head today. So, Mr. Mr.

156

00:09:21.885 --> 00:09:25.205

Flemings Junction 34 at joint at, um,

157

00:09:27.215 --> 00:09:31.755

the concern that we've, we want to check with you is that

158

00:09:32.775 --> 00:09:37.755

you understand that it's a 1.5 kilometer circumference,

159

00:09:37.855 --> 00:09:42.715

the plant and the applicant con confirmed in our last

160

00:09:42.815 --> 00:09:44.075

set of written questions

161

00:09:44.745 --> 00:09:47.515

that there is only one vehicular access to the site

162

00:09:48.695 --> 00:09:53.555

and that the three white strips that come off from

163

00:09:53.895 --> 00:09:57.195

around the site and not for vehicle access.

164

00:09:58.255 --> 00:10:01.635

Um, on our initial review of it, our,

165

00:10:01.815 --> 00:10:05.315

the question arose in our minds the examining authorities as

166

00:10:05.315 --> 00:10:08.115

to whether that was satisfactory.

167

00:10:08.255 --> 00:10:11.635

For example, if fire attenders needed to go

168

00:10:11.635 --> 00:10:16.195

to any other part of the external area of the site,

169

00:10:16.775 --> 00:10:21.235

the applicant has explained that if there was an emergency,

170

00:10:22.055 --> 00:10:24.835

all vehicles would access via the one access

171

00:10:25.575 --> 00:10:27.915

and then would circulate

172

00:10:27.915 --> 00:10:30.715

around the site using the internal access road.

173

00:10:31.375 --> 00:10:33.995

Do you have any observations on that?

174

00:10:34.215 --> 00:10:37.555

Are you happy with it or are there any, um, concerns

175

00:10:37.555 --> 00:10:39.315  
that you would like to raise?

176

00:10:40.775 --> 00:10:43.235  
Um, can I just clarify, sir, that there is a 360,

177

00:10:43.705 --> 00:10:44.955  
that road does come

178

00:10:44.955 --> 00:10:47.795  
around 360 right away round the site, is that correct?

179

00:10:47.975 --> 00:10:51.035  
So, as internally? Yeah, internally, yeah.

180

00:10:51.805 --> 00:10:53.295  
Applicant. Could you help with that?

181

00:10:54.035 --> 00:10:55.495  
Uh, my applicant, i, I,

182

00:10:55.575 --> 00:10:58.895  
I can confirm there's a blended roads that do, um,

183

00:10:59.555 --> 00:11:00.615  
follow the circumference

184

00:11:00.615 --> 00:11:01.735  
and also there are internal roads

185

00:11:01.735 --> 00:11:03.575  
that get your all around. Thank

186

00:11:03.575 --> 00:11:04.575  
You.

187

00:11:04.835 --> 00:11:07.295  
And the, sorry, Mr. Fleming.

188

00:11:08.795 --> 00:11:10.735

No, that's okay. Just confirming that, that's perfect.

189

00:11:10.765 --> 00:11:15.125

Yeah. Yeah. So from a fire

190

00:11:15.125 --> 00:11:16.405

and rescue point of view, um,

191

00:11:16.825 --> 00:11:19.405

the operational approach is absolutely fine.

192

00:11:19.665 --> 00:11:22.445

Um, there will be a number of recommendations around the,

193

00:11:22.825 --> 00:11:24.765

um, the makeup of the road

194

00:11:24.905 --> 00:11:28.405

and the weights limit availability, et cetera,

195

00:11:28.465 --> 00:11:29.645

uh, and tonnage and stuff.

196

00:11:29.645 --> 00:11:31.205

But that'll be, uh, incorporated

197

00:11:31.205 --> 00:11:32.365

within the building control.

198

00:11:33.105 --> 00:11:36.485

Um, the 360 access is good for us,

199

00:11:36.765 --> 00:11:40.605

'cause then it will give us a, um, a movement

200

00:11:40.605 --> 00:11:42.245

of vehicles run and ular side.

201

00:11:42.785 --> 00:11:45.605

Um, what you probably need to consider is the fact, the fact

202

00:11:45.605 --> 00:11:47.365  
that it needs to be at least two vehicles

203

00:11:48.195 --> 00:11:51.975  
wide within the approach, um, the approach road,

204

00:11:51.975 --> 00:11:53.685  
because we need to get vehicles in

205

00:11:53.685 --> 00:11:56.045  
and out depending as we scale down

206

00:11:56.045 --> 00:11:57.605  
and scale up at the operational incident.

207

00:11:58.145 --> 00:12:00.925  
Uh, and that obviously multiple, multiple agencies as well.

208

00:12:01.145 --> 00:12:02.325  
So that's something to consider.

209

00:12:02.985 --> 00:12:06.245  
Um, overall the plan itself will be fine.

210

00:12:06.345 --> 00:12:08.805  
Any buildings within the, within the, uh, inner scope

211

00:12:08.805 --> 00:12:12.725  
of the, the plan will require a, an access

212

00:12:12.725 --> 00:12:15.125  
of a minimum 15% internally.

213

00:12:15.825 --> 00:12:17.805  
Um, however, again, that's,

214

00:12:17.805 --> 00:12:19.405  
that'll be incorporated within the billing control

215

00:12:19.485 --> 00:12:20.605



consultation as well.

216

00:12:20.615 --> 00:12:23.845

We'll comment on that from an operational point of view.

217

00:12:24.105 --> 00:12:28.565

Um, we would have no major concerns at this point, uh,

218

00:12:28.835 --> 00:12:31.165

regarding access egress from the site.

219

00:12:31.585 --> 00:12:33.405

As long as we have 360 access

220

00:12:33.505 --> 00:12:35.885

and the roads are wide enough

221

00:12:35.945 --> 00:12:38.445

for at least a minimum two vehicles to become in

222

00:12:38.445 --> 00:12:40.675

and outta the site, um, we wouldn't have a,

223

00:12:40.675 --> 00:12:41.715

an objection at that point.

224

00:12:42.545 --> 00:12:45.815

Thank you. Um, just in terms of ensuring

225

00:12:45.815 --> 00:12:49.775

that the design is satisfactory, how would the building,

226

00:12:50.075 --> 00:12:52.015

and sorry, this is a question

227

00:12:52.895 --> 00:12:53.935

directed more to the applicant.

228

00:12:54.875 --> 00:12:58.495

How would building control fit in with the overall,

229

00:12:58.995 --> 00:13:00.295

um, approval process?

230

00:13:01.435 --> 00:13:04.215

How would you ensure that the design does meet the fire

231

00:13:04.215 --> 00:13:06.375

and rescue services requirement?

232

00:13:14.755 --> 00:13:17.015

The applicant? I think we did confirm that we would be,

233

00:13:17.195 --> 00:13:19.695

um, constructing to, to building standards

234

00:13:19.695 --> 00:13:21.095

and obviously with our, uh,

235

00:13:21.235 --> 00:13:23.375

and aligned with, with our bri extent with regards to

236

00:13:23.375 --> 00:13:25.655

how we're managing resources within the building.

237

00:13:26.275 --> 00:13:28.455

We would, that's how we would secure.

238

00:13:29.025 --> 00:13:31.815

Right. So is there anything that we need

239

00:13:31.815 --> 00:13:35.215

to capture in the, the draft DC0, um,

240

00:13:36.155 --> 00:13:38.175

or any management plans, for example?

241

00:13:40.775 --> 00:13:42.215

I, I don't believe so. No. Okay.

242

00:13:42.635 --> 00:13:47.015

Uh, So there's requirement seven, which, um,

243

00:13:48.515 --> 00:13:50.265  
deals with detailed design,

244

00:13:54.085 --> 00:13:58.225  
uh, which I, I'll just read swiftly.

245

00:13:58.235 --> 00:13:59.945  
Thank you for Mr. Fleming's benefit.

246

00:14:00.265 --> 00:14:03.225  
I know that, that, you know, it, um, no phase

247

00:14:03.225 --> 00:14:06.145  
of the authorized development is to commence until details

248

00:14:06.245 --> 00:14:09.905  
of layout, layout, scale design, external appearance

249

00:14:09.905 --> 00:14:13.665  
of plant and buildings, um, materials

250

00:14:13.665 --> 00:14:15.425  
and finishes, hard

251

00:14:15.425 --> 00:14:17.985  
and lots, soft landscaping, boundary treatment,

252

00:14:18.345 --> 00:14:20.705  
security fencing and signage gates

253

00:14:20.705 --> 00:14:25.465  
and ecological habitat creation, highway design, uh,

254

00:14:25.895 --> 00:14:29.025  
operational lighting, construction, method statement,

255

00:14:29.095 --> 00:14:33.465  
details of electric vehicle parking, um, have been submitted

256

00:14:33.465 --> 00:14:36.545

and approved in writing by the relevant planning authority.

257

00:14:37.405 --> 00:14:39.745

Um, I anticipate, I'm sure Ms.

258

00:14:39.855 --> 00:14:44.505

Kaho can come in here as well, that, uh, the fire, uh,

259

00:14:44.505 --> 00:14:48.305

authority would be consulted by South Cams, uh,

260

00:14:48.325 --> 00:14:49.985

before dis discharge.

261

00:14:50.235 --> 00:14:52.165

Would it be county is the

262

00:14:52.365 --> 00:14:53.365

Relevance? Sorry? It would be the county,

263

00:14:53.365 --> 00:14:54.885

I'm sorry, yes.

264

00:14:54.955 --> 00:14:57.165

Slip of the brain. Um,

265

00:14:58.825 --> 00:15:02.365

and the details are to accord with the design code,

266

00:15:02.455 --> 00:15:03.885

which in sense is what Mr.

267

00:15:04.065 --> 00:15:05.565

Dexter was alluding to.

268

00:15:06.575 --> 00:15:08.005

Thank you, Ms. Kaho.

269

00:15:09.185 --> 00:15:11.925

Yes, I can confirm that that would be the case. Thank you.

270

00:15:11.925 --> 00:15:14.205

You that would be consulted. And Mr. Fleming,

271

00:15:14.205 --> 00:15:17.805

having heard all of that, are you satisfied that, um,

272

00:15:17.945 --> 00:15:20.845

the fine rescue services comments would be incorporated

273

00:15:22.965 --> 00:15:23.965

A Absolutely. Yeah. Under

274

00:15:23.965 --> 00:15:26.925

section 45, 46, the fire, CFD order,

275

00:15:26.925 --> 00:15:29.765

they have a statutory requirement to do this, so as long as

276

00:15:29.765 --> 00:15:31.365

that's met, we would have, uh,

277

00:15:31.425 --> 00:15:33.245

we would be more satisfied. Yeah.

278

00:15:34.055 --> 00:15:36.565

Thank you. Well, thank you for your time today, and

279

00:15:37.385 --> 00:15:39.525

unless we've got any other comments in the room,

280

00:15:40.285 --> 00:15:44.325

I don't think we have we or online from anybody else.

281

00:15:46.985 --> 00:15:49.765

No, I think that's, that's all we wanted to ask you about.

282

00:15:49.945 --> 00:15:52.085

And, um, you can excuse your

283

00:15:52.085 --> 00:15:53.325  
colleague as well this afternoon.

284

00:15:53.385 --> 00:15:56.285  
We don't need to ask them any questions. Thank you.

285

00:15:57.115 --> 00:15:58.765  
Okay. Thank you very much, sir.

286

00:15:58.765 --> 00:16:00.605  
And thank you, Mr. Fleming, to you

287

00:16:00.605 --> 00:16:02.805  
and your colleagues for the corporation you've been giving,

288

00:16:03.305 --> 00:16:05.805  
um, via Ms uh, Taylor as well. Thank you.

289

00:16:06.615 --> 00:16:09.685  
Thank you, Mr. Fleming. My pleasure. Goodbye.

290

00:16:10.345 --> 00:16:14.685  
Bye. Right, let's return

291

00:16:14.785 --> 00:16:16.645  
to transport.

292

00:16:17.105 --> 00:16:19.165  
And we're, we're looking at modeling again.

293

00:16:26.585 --> 00:16:31.325  
And could we go to the ES, please and table 4.29.

294

00:16:45.125 --> 00:16:48.275  
Thank you. This relates to the,

295

00:16:49.665 --> 00:16:52.005  
oh no, sorry, I beg your pardon.

296

00:16:52.235 --> 00:16:56.085

It's, um, it's 4.68, my mistake.

297

00:16:56.085 --> 00:16:58.885

Sorry, this relates to the A 10

298

00:17:08.505 --> 00:17:10.895

and in particular,

299

00:17:11.725 --> 00:17:16.335

just I'd like some observations on the a m peak

300

00:17:16.475 --> 00:17:18.335

for a 10 northbound ahead.

301

00:18:30.215 --> 00:18:33.705

Have you got there a 10 northbound ahead?

302

00:18:34.605 --> 00:18:39.585

So we've got, um, two rows as that relates to the first row,

303

00:18:39.595 --> 00:18:41.065

which is this tabled.

304

00:18:41.085 --> 00:18:42.345

That's at the heading first.

305

00:18:42.525 --> 00:18:46.865

It, it tells us it's construction scenario in 2026.

306

00:18:47.765 --> 00:18:51.705

So then we've got, um, data for 2038,

307

00:18:51.985 --> 00:18:53.745

apparently at the top of the table,

308

00:18:55.965 --> 00:18:58.425

and then a 10 northbound ahead.

309

00:18:58.425 --> 00:19:00.545

It tells us the base is 15.6

310

00:19:01.375 --> 00:19:06.305

with construction is 16.2, and the difference is 16.2.

311

00:19:08.595 --> 00:19:09.595

Yeah.

312

00:19:14.275 --> 00:19:16.335

Do John have a Donald on behalf the applicant?

313

00:19:16.435 --> 00:19:17.775

Yes, I can see that, sir.

314

00:19:18.195 --> 00:19:22.815

And then if we look at the next row that is, um, a 10,

315

00:19:22.995 --> 00:19:26.575

you'll understand, I'm just picking up, um, points.

316

00:19:26.945 --> 00:19:28.055

There may well be others.

317

00:19:28.535 --> 00:19:32.095

I haven't, um, exhaustively fact checked

318

00:19:32.165 --> 00:19:33.375

your documents for you.

319

00:19:34.315 --> 00:19:36.655

Um, a 10 northbound ahead at the bottom,

320

00:19:37.515 --> 00:19:41.095

the 2038 future base is 21.3

321

00:19:42.085 --> 00:19:46.935

with construction, it goes down to 14.3,

322

00:19:47.715 --> 00:19:49.015

and then we see the difference.

323

00:19:49.015 --> 00:19:53.825



There is two. It's not right, is it?

324

00:19:56.925 --> 00:19:59.185

Do you have a McDonald on our behalf of the applicant?

325

00:19:59.285 --> 00:20:01.425

Uh, no, it's not right, sir. Thank you. Apologies.

326

00:20:02.915 --> 00:20:07.345

Right, let's go onto operational modeling now, please.

327

00:20:08.165 --> 00:20:13.145

And this is, um, table 4, 7 7 of the

328

00:20:14.705 --> 00:20:16.115

environmental statement.

329

00:20:26.635 --> 00:20:30.255

All right. So we've just seen as we've, as we discussed

330

00:20:30.255 --> 00:20:31.255

with Mr. Fleming,

331

00:20:31.325 --> 00:20:34.655

that all vehicles have accessed the wastewater treatment

332

00:20:34.655 --> 00:20:37.935

plant via Hing Sea Road.

333

00:20:37.935 --> 00:20:40.455

That's right, isn't it? There's only one access to it.

334

00:20:41.675 --> 00:20:43.015

Uh, yes, that's Correct. Yeah.

335

00:20:44.195 --> 00:20:49.085

Now on table 4 7 7, just

336

00:20:49.085 --> 00:20:53.525

to clarify, peak hour pm peak hour, is that eight

337

00:20:53.545 --> 00:20:56.685

to nine in the morning and five to six in the evening?

338

00:21:02.775 --> 00:21:04.435

Uh, Gavin Wickman McDonna for the applicant?

339

00:21:04.435 --> 00:21:06.075

Um, yes, that should be the peak hours. Yep.

340

00:21:06.285 --> 00:21:09.635

Thank you. Right, so

341

00:21:13.105 --> 00:21:17.875

paragraph 4.3 0.5, which is just above that table.

342

00:21:18.825 --> 00:21:21.045

You can just scroll up please. Thank you.

343

00:21:21.415 --> 00:21:22.885

Let's look at the last sentence.

344

00:21:22.905 --> 00:21:25.405

It tells us that this data,

345

00:21:26.795 --> 00:21:29.205

meaning I assume anyway, the data

346

00:21:29.265 --> 00:21:34.045

and table 4, 7 7 represents the

347

00:21:34.045 --> 00:21:39.005

peak operational daily, total peak movements and am

348

00:21:39.025 --> 00:21:40.765

and pm peak hourly movements

349

00:21:41.035 --> 00:21:43.645

that would be experienced at the proposed main

350

00:21:44.415 --> 00:21:47.045

wastewater treatment plant at full capacity.

351

00:21:51.465 --> 00:21:56.325

Yep. And then

352

00:21:56.625 --> 00:21:59.165

the proceeding sentence tells us it's based on

353

00:21:59.915 --> 00:22:02.485

operational movements at the existing Cambridge

354

00:22:02.485 --> 00:22:03.725

wastewater treatment plant.

355

00:22:07.895 --> 00:22:10.185

Okay. So, um,

356

00:22:13.095 --> 00:22:15.835

if we look at, can we just call up a rep

357

00:22:16.125 --> 00:22:19.195

three zero two one please?

358

00:22:23.835 --> 00:22:27.305

Which is the deadline three ES chapter 19.

359

00:22:35.675 --> 00:22:37.095

And if we go to the same table,

360

00:22:37.315 --> 00:22:38.895

so I think it's the same number

361

00:22:45.665 --> 00:22:46.515

4, 7 7,

362

00:23:04.135 --> 00:23:04.425

yeah.

363

00:23:04.425 --> 00:23:05.665

Have we got there? Yeah.

364

00:23:06.485 --> 00:23:09.545

And that seems to, that's got the same wording in it.

365

00:23:09.605 --> 00:23:12.425

So it tells us it's based on operational movements at the

366

00:23:12.745 --> 00:23:14.545

existing Cambridge wastewater treatment plant.

367

00:23:14.925 --> 00:23:19.185

Yes. And that gives us a figure of 45.

368

00:23:21.935 --> 00:23:24.795

So that's the morning peak,

369

00:23:25.745 --> 00:23:27.275

just looking at the morning peak

370

00:23:27.295 --> 00:23:29.315

for ease rather than looking the whole table.

371

00:23:30.415 --> 00:23:34.875

So back at the deadline five, we're told it's based on the

372

00:23:36.555 --> 00:23:37.795

existing wastewater treatment plant,

373

00:23:37.795 --> 00:23:39.235

but we've got a hundred movements.

374

00:23:41.565 --> 00:23:45.405

So which one is, are we to believe there?

375

00:23:45.995 --> 00:23:46.995

It's a big difference.

376

00:24:22.345 --> 00:24:24.195

John Webber we're doubled on behalf of the applicant.

377

00:24:24.195 --> 00:24:25.435

Apologies for the delay there. Just,

378

00:24:25.615 --> 00:24:26.595

That's fine. Yeah.

379

00:24:26.975 --> 00:24:31.355

Um, so, uh, in the submission made at

380

00:24:31.955 --> 00:24:33.595

deadline three, um,

381

00:24:34.325 --> 00:24:38.115

there was a different assumption made about, uh,

382

00:24:38.225 --> 00:24:41.915

parking at the proposed wastewater treatment plant compared

383

00:24:41.915 --> 00:24:43.915

to the submission made at deadline five.

384

00:24:44.815 --> 00:24:49.555

Um, specifically at deadline three, the assessment assumed

385

00:24:49.745 --> 00:24:54.155

that, um, the parking spaces for

386

00:24:54.805 --> 00:24:58.315

staff would be, um, occupied in the peak hour,

387

00:24:58.535 --> 00:25:03.275

but, uh, there's parking spaces for, uh, visitors

388

00:25:03.655 --> 00:25:08.355

and, um, the operational spaces would not be occupied.

389

00:25:08.355 --> 00:25:11.315

Those vehicles were not expected to travel in the,

390

00:25:12.295 --> 00:25:13.835

um, peak hours.

391

00:25:14.615 --> 00:25:18.275

Um, however, following the previous round of hearings

392

00:25:18.275 --> 00:25:21.035

and discussions that took place in those hearings

393

00:25:21.735 --> 00:25:26.435

for Deadline five, we changed the assumptions that were made

394

00:25:26.575 --> 00:25:29.835

around visitor and operational parking

395

00:25:30.295 --> 00:25:34.075

and assessed a worse case, which is that all

396

00:25:34.075 --> 00:25:37.835

of the 68 parking spaces proposed at the wastewater

397

00:25:37.835 --> 00:25:40.755

treatment plant are occupied in the peak hour.

398

00:25:41.455 --> 00:25:43.355

Um, and, and therefore you can see

399

00:25:43.385 --> 00:25:48.155

that reflected in table 4 77 in the

400

00:25:48.215 --> 00:25:50.915

TA submitted at Deadline five, whereas

401

00:25:51.455 --> 00:25:55.275

the TA submitted at Deadline three had the lower numbers

402

00:25:55.275 --> 00:25:56.435

that reflected the different

403

00:25:56.435 --> 00:25:57.675

assumptions made at that point in time.

404

00:25:58.175 --> 00:26:00.635

So is the description in the deadline five,

405

00:26:00.915 --> 00:26:05.195

I guess incorrect when it says it's based on

406

00:26:05.665 --> 00:26:08.035

operational movements at the existing Cambridge

407

00:26:08.035 --> 00:26:09.195

wastewater treatment plant?

408

00:26:11.335 --> 00:26:12.935

'cause it's, from what you've just told me,

409

00:26:12.955 --> 00:26:16.695

you've amended it to look at a worst case scenario

410

00:26:16.755 --> 00:26:18.535

for the occupation of car parking

411

00:26:18.915 --> 00:26:22.255

or vehicle parking at the proposed wastewater treatment

412

00:26:22.255 --> 00:26:27.105

plant, going back to paragraph 4.3 0.5,

413

00:26:56.775 --> 00:26:59.275

Uh, John Weber McDonald on behalf of the applicant.

414

00:26:59.415 --> 00:27:04.395

Um, yes, I think it, it, we would accept that the,

415

00:27:04.415 --> 00:27:08.635

the wording in paragraph 4 35 does not reflect the revised

416

00:27:08.945 --> 00:27:10.315

assumptions that, um,

417

00:27:10.735 --> 00:27:13.715

are reflected in table 4 77 in the deadline five submission.

418

00:27:13.715 --> 00:27:17.915

Right. So it's 4.3 0.5 just for the action point. Yes.

419

00:27:18.285 --> 00:27:20.955

Thank you. Right.

420

00:27:20.965 --> 00:27:23.275

Let's look at 4.3 0.7,

421

00:27:24.685 --> 00:27:28.465

and you've told us that the, the traffic flows outlined

422

00:27:28.465 --> 00:27:32.465

above, which I assume is four point in table 4.77

423

00:27:33.655 --> 00:27:36.705

have been distributed on the highway network for the

424

00:27:37.505 --> 00:27:39.905

permanent access to the proposed wastewater treatment plant

425

00:27:40.405 --> 00:27:43.425

for the opening slash operational year 2028

426

00:27:44.085 --> 00:27:45.985

and future year 2038.

427

00:27:47.805 --> 00:27:50.065

Can we look at 2028 first please?

428

00:28:05.505 --> 00:28:07.565

So can you tell me where 2028 is?

429

00:28:57.255 --> 00:28:59.495

I think you're having the same trouble as I had finding it,

430

00:29:06.095 --> 00:29:08.065

John Webber McDonald on behalf of the applicant.

431

00:29:08.205 --> 00:29:09.505



Um, yes sir.

432

00:29:10.535 --> 00:29:12.025

It's not There, is it, it's not a

433

00:29:12.025 --> 00:29:13.745

2028 No. For that section.

434

00:29:14.045 --> 00:29:17.025

So you've only provided it for 2038. Correct.

435

00:29:17.205 --> 00:29:18.585

And that paragraph's not correct.

436

00:29:22.635 --> 00:29:25.065

Right. Let's have a look at 2038 then.

437

00:29:27.085 --> 00:29:30.265

Um, and let's do some maths on it.

438

00:29:30.625 --> 00:29:32.345

I think we're assisted

439

00:29:33.605 --> 00:29:36.385

in doing the maths in table 4 7 8

440

00:29:37.215 --> 00:29:38.905

with table 4 7 9,

441

00:29:41.995 --> 00:29:45.655

for example, we see the Hings Road link in the morning.

442

00:29:46.885 --> 00:29:49.175

It's 1095

443

00:29:51.485 --> 00:29:55.535

with development is 1,101.

444

00:29:55.555 --> 00:29:56.655

So the difference is six,

445

00:29:56.715 --> 00:30:01.655

and we can see that difference set out in table 4 7 9.

446

00:30:02.315 --> 00:30:05.935

Yep. And

447

00:30:05.935 --> 00:30:07.375

that happens all the way through.

448

00:30:07.475 --> 00:30:10.415

So we've got on the width development

449

00:30:12.525 --> 00:30:15.215

columns in table 4.78

450

00:30:16.755 --> 00:30:19.575

for HING zero Road, we've got differences six in the morning

451

00:30:20.115 --> 00:30:21.815

and 34 in the afternoon.

452

00:30:24.005 --> 00:30:27.135

Next row we've got six in the morning, 34 in the afternoon.

453

00:30:28.565 --> 00:30:30.855

Next row we've got 39 in the morning

454

00:30:30.915 --> 00:30:32.135

and six in the afternoon.

455

00:30:33.315 --> 00:30:36.055

And that tallies up with table 4 7 9. Yes.

456

00:30:46.185 --> 00:30:48.555

John Labor on behalf the applicant? Yes, that's correct.

457

00:30:48.575 --> 00:30:51.755

Yes. Thank you. I've totaled those up.

458

00:30:51.815 --> 00:30:54.635

And I get, let's look at 4 7, 9 Now

459

00:30:55.135 --> 00:30:58.755

for the absolute change column for the morning,

460

00:30:59.875 --> 00:31:01.435

I get the total to 51,

461

00:31:02.815 --> 00:31:07.035

and for the afternoon I get the total to 74.

462

00:31:07.655 --> 00:31:08.235

Is that correct?

463

00:31:29.125 --> 00:31:31.505

Do John ever mark on, on behalf of the applicant? Yes.

464

00:31:31.675 --> 00:31:34.825

Thank you. So if it's 51

465

00:31:34.825 --> 00:31:38.625

and 74, how does that relate back to the a hundred movements

466

00:31:38.625 --> 00:31:41.505

that you set out in table 4, 7 7

467

00:32:49.705 --> 00:32:51.245

And Gavin, which on behalf of the applicant?

468

00:32:51.305 --> 00:32:53.125

Uh, no, I agree. I don't think it does link up.

469

00:32:53.185 --> 00:32:55.245

It looks like it's, that table's not been updated properly.

470

00:32:55.545 --> 00:32:58.965

Yes. Thank you. Now going on to

471

00:32:59.875 --> 00:33:02.565

paragraph 4.3 14,

472

00:33:02.865 --> 00:33:05.205  
that's just under table 4.78.

473

00:33:06.625 --> 00:33:09.405  
Um, and bearing in mind this is 2038,

474

00:33:09.425 --> 00:33:11.365  
so we're looking at the operational phase

475

00:33:13.035 --> 00:33:16.965  
that tells us about the projected construction traffic

476

00:33:17.065 --> 00:33:18.565  
and HGV volumes.

477

00:33:19.455 --> 00:33:21.925  
Which construction traffic are we talking about there?

478

00:33:42.675 --> 00:33:44.695  
Uh, that's an incorrect reference to construction traffic.

479

00:33:44.755 --> 00:33:46.935  
It should just be operational XTV volumes.

480

00:33:47.425 --> 00:33:48.615  
Thank you. Right.

481

00:33:48.635 --> 00:33:49.935  
I'm, I'm gonna leave it there actually,

482

00:33:49.935 --> 00:33:54.615  
because I think we've, we've seen that right the way

483

00:33:54.615 --> 00:33:57.855  
through the transport assessment, the ES

484

00:33:57.915 --> 00:33:59.975  
and even the supporting documentation.

485

00:33:59.975 --> 00:34:04.455

There's, there's many errors which the XA doesn't consider

486

00:34:04.455 --> 00:34:05.495  
to be satisfactory.

487

00:34:06.115 --> 00:34:09.215  
And it's a serious concern to the XA that we've got

488

00:34:09.215 --> 00:34:11.095  
to this point in the examination.

489

00:34:12.515 --> 00:34:13.735  
Um, and we are told

490

00:34:13.735 --> 00:34:15.695  
that documents have been thoroughly checked

491

00:34:15.755 --> 00:34:19.375  
and prepared to see, to have this state of affairs.

492

00:34:20.755 --> 00:34:24.655  
Um, the concern that we have, of course, is

493

00:34:24.655 --> 00:34:26.375  
that it's your application

494

00:34:26.875 --> 00:34:31.135  
and we need to give you a fair opportunity for,

495

00:34:31.755 --> 00:34:35.055  
you know, to give your best submissions that you can.

496

00:34:35.605 --> 00:34:40.015  
However, we also have, um, to take account

497

00:34:40.015 --> 00:34:44.175  
of any interested parties and also Consultees, um,

498

00:34:44.515 --> 00:34:49.055  
and for us ourselves to be able to present a

499

00:34:49.695 --> 00:34:52.055

complete and thorough report to the Secretary of State.

500

00:34:53.795 --> 00:34:57.735

And as we know, as you've seen throughout the process, doing

501

00:34:57.735 --> 00:35:01.135

that does require the examining authority to be able

502

00:35:01.135 --> 00:35:03.495

to question and to clarify points.

503

00:35:04.905 --> 00:35:08.015

We're now very concerned that the, the time we've got left,

504

00:35:08.925 --> 00:35:13.535

that that doesn't leave, um, sufficient time for the XA to

505

00:35:14.165 --> 00:35:17.055

seek clarification on any further submissions.

506

00:35:17.635 --> 00:35:22.535

And also, um, to, for interested parties to submit and

507

00:35:22.535 --> 00:35:26.055

likewise for us to clarify any outstanding points,

508

00:35:27.155 --> 00:35:28.255

um, with them.

509

00:35:28.475 --> 00:35:32.055

So that's the position that we feel we're at.

510

00:35:32.835 --> 00:35:36.895

Um, clearly as you said, you need to speak to your clients

511

00:35:37.145 --> 00:35:38.285

and take instructions.

512

00:35:39.245 --> 00:35:42.645

I wonder whether the, the most productive route forward is

513

00:35:42.705 --> 00:35:46.685

to, um, continue up to lunchtime with the questions

514

00:35:46.755 --> 00:35:50.165

that you said the transport witnesses need to assist with

515

00:35:50.825 --> 00:35:53.045

and then to reconvene

516

00:35:53.095 --> 00:35:56.845

after lunch to discuss these matters with the,

517

00:35:56.905 --> 00:35:58.125

the transport submissions.

518

00:36:00.145 --> 00:36:05.045

Yes, sir. Um, as I said, we,

519

00:36:05.095 --> 00:36:06.885

we've obviously given some initial

520

00:36:07.025 --> 00:36:10.965

and very speedy thought to it over the 20 minute break.

521

00:36:11.865 --> 00:36:16.645

Um, there are some ideas, uh, with within the team,

522

00:36:17.345 --> 00:36:21.685

um, but I need to discuss those with wider team

523

00:36:21.785 --> 00:36:24.285

and with senior client representatives.

524

00:36:24.535 --> 00:36:27.405

Thank you. Um, so thank you for, um, giving,

525

00:36:27.505 --> 00:36:29.925

giving us the opportunity to do that over the,

526

00:36:30.265 --> 00:36:31.485  
the lunch adjournment.

527

00:36:33.145 --> 00:36:37.885  
Um, so do I understand you to be saying that you would like

528

00:36:37.885 --> 00:36:41.725  
to continue on with as much of the rest of the agenda

529

00:36:41.745 --> 00:36:44.165  
as we can cover up until lunch?

530

00:36:44.645 --> 00:36:45.685  
I think we should, yes.

531

00:36:45.865 --> 00:36:48.605  
Um, before we do that though, I'd just like

532

00:36:48.605 --> 00:36:50.925  
to invite any other comments from, of course,

533

00:36:50.925 --> 00:36:53.085  
particularly the highways authorities.

534

00:36:53.215 --> 00:36:56.445  
We've got county and National Highways here. Yes.

535

00:36:56.825 --> 00:37:01.445  
Um, and, um, I can't see how they would

536

00:37:02.355 --> 00:37:03.805  
provide comment, would've

537

00:37:04.045 --> 00:37:06.565  
provided comments on documents with so many errors in them

538

00:37:07.075 --> 00:37:09.325  
that can be relied upon.

539

00:37:09.545 --> 00:37:11.805



So I'd like to invite comments from that

540

00:37:11.805 --> 00:37:13.525

or give them the opportunity to comment

541

00:37:13.945 --> 00:37:16.885

or they may wish to comment, um, as part

542

00:37:16.885 --> 00:37:18.485

of the discussion we have after lunch.

543

00:37:19.345 --> 00:37:20.925

Um, and likewise,

544

00:37:21.025 --> 00:37:23.885

if there's any interested parties either in the room

545

00:37:23.885 --> 00:37:26.325

or online, I'd like to give them the opportunity to,

546

00:37:26.865 --> 00:37:28.445

to raise any issues right now.

547

00:37:28.445 --> 00:37:31.085

Of course. So could I go to county purely

548

00:37:31.085 --> 00:37:32.445

because you are in the room, please.

549

00:37:32.855 --> 00:37:33.855

Thank you.

550

00:37:35.385 --> 00:37:39.525

So I'll defer to Mr. Carpet or, or Mr. Mor online. Yeah.

551

00:37:39.545 --> 00:37:41.165

Yes. Sorry, Mr.

552

00:37:41.405 --> 00:37:43.365

Tussle actually. Thank you. Thank you, Mr. Tussle.

553

00:37:47.785 --> 00:37:51.285

Um, good afternoon, sir. Uh, just about

554

00:37:51.315 --> 00:37:52.315

Afternoon.

555

00:37:53.505 --> 00:37:58.485

Um, yeah, I mean we, we have looked through the documents.

556

00:37:58.485 --> 00:38:00.845

We've obviously got some, some further modeling

557

00:38:00.945 --> 00:38:04.245

to look at now, and we've got a, a submission

558

00:38:04.245 --> 00:38:08.165

that came in on Friday, um, to have a look at.

559

00:38:08.745 --> 00:38:11.965

One of the things that is of note

560

00:38:12.025 --> 00:38:16.125

to the transport assessment team is that there does appear

561

00:38:16.125 --> 00:38:19.485

to be discrepancies between the environmental statement

562

00:38:19.485 --> 00:38:20.525

and the transport assessment.

563

00:38:20.625 --> 00:38:25.365

And this might be to do with the way that each of those, uh,

564

00:38:25.465 --> 00:38:27.645

are regulated transport assessments.

565

00:38:28.025 --> 00:38:30.485

We have certain requirements to know about.

566

00:38:31.145 --> 00:38:34.645

I'm just referring to the link between the two junctions,

567

00:38:34.645 --> 00:38:36.165

which might not be something

568

00:38:36.165 --> 00:38:40.365

that the environmental statement necessarily actually has

569

00:38:40.465 --> 00:38:41.925

to, to consider.

570

00:38:42.825 --> 00:38:44.685

Um, what we do when we go

571

00:38:44.685 --> 00:38:47.845

through the modeling is we do a sense check, um,

572

00:38:48.305 --> 00:38:49.645

of the modeling itself

573

00:38:49.905 --> 00:38:51.605

and refer back to the surveys

574

00:38:52.315 --> 00:38:54.325

from which the flows have been derived.

575

00:38:54.945 --> 00:38:59.485

Um, so then we do a process sense check through

576

00:38:59.485 --> 00:39:01.885

to the modeling to work out whether we believe

577

00:39:01.885 --> 00:39:03.845

that the flows are reasonable

578

00:39:04.345 --> 00:39:07.125

and whether the flows are acceptable.

579

00:39:07.745 --> 00:39:10.925

Um, we don't necessarily go through every single flow,

580

00:39:10.925 --> 00:39:13.605

but we do a, as I said, a set of sense checks

581

00:39:14.145 --> 00:39:17.285

and where we find that those sense checks make sense,

582

00:39:17.305 --> 00:39:19.005

we then go forward and look at the modeling.

583

00:39:19.825 --> 00:39:24.125

Um, it seems to me that in the case of this document

584

00:39:24.125 --> 00:39:25.405

that a lot of the errors are

585

00:39:26.245 --> 00:39:28.765

document errors rather than potentially modeling errors.

586

00:39:29.625 --> 00:39:34.485

Um, although I do go

587

00:39:34.515 --> 00:39:38.565

with the errors that have been picked up in the Linig, um,

588

00:39:38.855 --> 00:39:41.045

which may have an explanation,

589

00:39:41.545 --> 00:39:43.445

I'm not a professional linig modeler,

590

00:39:43.445 --> 00:39:46.925

but I've got an idea about why they might be as they are.

591

00:39:49.545 --> 00:39:53.165

But I think overall, when you look at things like this,

592

00:39:53.955 --> 00:39:55.925

it's an understanding of whether we feel

593

00:39:55.925 --> 00:39:57.525

that the base models

594

00:39:57.625 --> 00:40:00.365

and the future year models give as accurate

595

00:40:00.385 --> 00:40:03.805

as possible representation of the conditions on site.

596

00:40:04.105 --> 00:40:06.885

And that's not necessarily then referred to back

597

00:40:06.885 --> 00:40:08.365

to in the table of the documents

598

00:40:08.595 --> 00:40:11.925

because it's easier for us to go through the, the process

599

00:40:12.025 --> 00:40:13.205

of looking at the flows

600

00:40:13.635 --> 00:40:15.565

that we have on say the flow diagrams

601

00:40:16.065 --> 00:40:19.165

and then looking at those for the modeling

602

00:40:19.165 --> 00:40:22.285

because it just makes our lives a bit more easier.

603

00:40:22.625 --> 00:40:25.605

So I don't think we've got

604

00:40:26.185 --> 00:40:29.365

any fundamental concerns with the modeling,

605

00:40:30.065 --> 00:40:33.285

but certainly, you know, I do agree

606

00:40:33.285 --> 00:40:34.845

that there are some errors in the document

607

00:40:34.875 --> 00:40:36.885

that potentially should have been picked up.

608

00:40:37.655 --> 00:40:42.005

Right. Thank you. And in terms of the, the review process,

609

00:40:42.185 --> 00:40:43.805

and this is to help the applicant

610

00:40:44.675 --> 00:40:47.725

applicant's discussions over lunchtime,

611

00:40:48.705 --> 00:40:52.125

how much time would you need, um, for your,

612

00:40:52.555 --> 00:40:54.765

obviously you've got separate colleagues who deal

613

00:40:54.765 --> 00:40:58.405

with transport assessments to look at any revisions,

614

00:40:58.705 --> 00:41:00.525

and would there be opportunities

615

00:41:00.825 --> 00:41:04.285

for the applicant's representatives to engage directly

616

00:41:04.285 --> 00:41:05.885

with you and your colleagues?

617

00:41:07.115 --> 00:41:09.765

Fine, given the situation we're in.

618

00:41:10.005 --> 00:41:12.405

I mean, I would do everything that we can

619

00:41:13.105 --> 00:41:14.565

to facilitate that process.

620

00:41:14.825 --> 00:41:17.365

So yes, um, quite happy to do that,

621

00:41:17.945 --> 00:41:19.125

uh, and to move this forward.

622

00:41:20.015 --> 00:41:22.045

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

623

00:41:22.905 --> 00:41:26.365

Is there anything else from county that you'd like

624

00:41:26.365 --> 00:41:27.365

to say at this point?

625

00:41:30.495 --> 00:41:33.525

No. No. Thank you. Let's go to National Highways then.

626

00:41:34.725 --> 00:41:37.925

National Highways. Do you have any observations

627

00:41:38.145 --> 00:41:41.445

or, um, requirements

628

00:41:41.445 --> 00:41:43.165

that you need to be addressed?

629

00:41:45.185 --> 00:41:48.565

Um, I, Alice Norman, um, national Highways, um,

630

00:41:48.985 --> 00:41:52.205

so I believe that the document was reviewed, um,

631

00:41:52.205 --> 00:41:54.925

obviously was reviewed as presented, um,

632

00:41:55.065 --> 00:41:59.445

and any sort of materially um, altered, um,

633

00:41:59.445 --> 00:42:02.125

figures would need to be re reviewed again.

634

00:42:02.425 --> 00:42:05.045

Um, sort of similarly to the comments that the,

635

00:42:05.185 --> 00:42:07.845

the county have, just thank you stated.

636

00:42:09.185 --> 00:42:11.765

And what would be your timescale for that?

637

00:42:12.705 --> 00:42:16.725

Uh, again, we would work as, um, best as possible to,

638

00:42:16.785 --> 00:42:20.325

to meet the, the examining author deadlines.

639

00:42:21.425 --> 00:42:22.815

Thank you, Mr. Lawman. That's helpful.

640

00:42:23.555 --> 00:42:25.135

Um, is there anybody else in the room

641

00:42:25.135 --> 00:42:26.255

who'd like to make some comments?

642

00:42:26.415 --> 00:42:28.175

I think first, Mr. Gilda, sir?

643

00:42:30.155 --> 00:42:34.375

Yes, thank you, sir. Um, as you've probably noticed

644

00:42:34.555 --> 00:42:36.055

by now, I've got a background in

645

00:42:36.295 --> 00:42:37.575

transport planning and transport modeling.

646

00:42:37.995 --> 00:42:41.215

Um, so I do understand some of the practical difficulties

647

00:42:41.215 --> 00:42:42.455



of getting all these numbers right.

648

00:42:42.835 --> 00:42:46.815

Um, I think all I would say, sir, is that we do need time

649

00:42:47.315 --> 00:42:50.935

to see the reports.

650

00:42:51.775 --> 00:42:53.735

IE effectively the environmental statement

651

00:42:54.055 --> 00:42:55.615

documents properly updated.

652

00:42:55.875 --> 00:42:59.255

Um, we are not taking, we're taking the view

653

00:42:59.255 --> 00:43:02.215

that the modeling, the modelers should be trusted

654

00:43:02.315 --> 00:43:05.455

to get the right modeling, um, operations.

655

00:43:05.765 --> 00:43:07.855

What we need to see are the outcomes of that

656

00:43:07.915 --> 00:43:10.495

and the analysis of the necessary mitigation

657

00:43:10.495 --> 00:43:11.895

that might need to be applied.

658

00:43:12.315 --> 00:43:16.135

So we do need, so if we can to have sight

659

00:43:16.135 --> 00:43:18.775

of the updated environmental statement chapters

660

00:43:18.775 --> 00:43:22.935

and the relevant ta um, documents, um,

661

00:43:23.925 --> 00:43:26.535

with sufficient time to be able to respond to you, sir,

662

00:43:27.355 --> 00:43:31.055

You say we, that means Safe Honey Hill Group as an ip?

663

00:43:31.555 --> 00:43:33.535

It it is, sir. Yes. Yeah. Yes. Thank you.

664

00:43:33.535 --> 00:43:35.215

Sorry, I'm not, I'm not No, that's

665

00:43:35.215 --> 00:43:36.215

Fine. I'm operating a

666

00:43:36.215 --> 00:43:37.895

personal capacity here, so no, on behalf

667

00:43:37.895 --> 00:43:39.775

of Safe Honey Hill on behalf of local residents,

668

00:43:40.115 --> 00:43:43.735

we would like to be able to yeah, review that final set

669

00:43:43.735 --> 00:43:46.815

of documents, preferably of course with both the county

670

00:43:46.835 --> 00:43:48.695

and National Highways having signed it off.

671

00:43:48.715 --> 00:43:50.975

But clearly you can't have a, a prolonged process

672

00:43:51.155 --> 00:43:52.975

and we all have to work together to try

673

00:43:52.975 --> 00:43:54.455

and do it in the swiftly as possible.

674

00:43:54.935 --> 00:43:57.055

I, I sought that distinction purely

675

00:43:57.055 --> 00:43:59.175

because the EX A is conscious

676

00:43:59.175 --> 00:44:02.255

that parties should be given an opportunity,

677

00:44:02.495 --> 00:44:06.415

a fair opportunity to respond to, um, new submissions.

678

00:44:06.675 --> 00:44:09.615

And that's clearly something that the applicant would have

679

00:44:09.615 --> 00:44:12.455

to take into account in their, their proposed solution.

680

00:44:12.715 --> 00:44:14.735

And clearly it will apply to the parish councils

681

00:44:14.735 --> 00:44:17.455

as a very obvious example of representatives

682

00:44:17.455 --> 00:44:20.655

of local communities in the same way as it does to us, sir.

683

00:44:21.035 --> 00:44:24.295

Yes. Well, I think if, if one IP requests it,

684

00:44:24.835 --> 00:44:28.095

all other ips would be able to, to review

685

00:44:28.095 --> 00:44:29.335

and comment at the same time.

686

00:44:29.715 --> 00:44:32.405

Um, Mr. Smith, you put your hand up as well.

687

00:44:35.135 --> 00:44:37.675

The mic? Yep. Sorry sir. Yep.

688

00:44:37.815 --> 00:44:40.355

Um, so I intend to make further written,

689

00:44:40.555 --> 00:44:42.595

represent written representations on ecology.

690

00:44:43.215 --> 00:44:46.035

Um, but I've realized I don't, I just wanted

691

00:44:46.035 --> 00:44:48.875

to ask a question about the transport side

692

00:44:49.025 --> 00:44:51.955

that I didn't fully understand from, from, from discussions

693

00:44:52.615 --> 00:44:55.475

is the, once the um, new site is built

694

00:44:55.935 --> 00:45:00.475

and the staff are trans located from the existing site,

695

00:45:01.385 --> 00:45:04.675

will the existing site be totally abandoned

696

00:45:04.735 --> 00:45:06.195

or will there be the provision, will there,

697

00:45:06.195 --> 00:45:08.115

could there be the potentially provision of existing uses

698

00:45:08.115 --> 00:45:11.075

such as offices within that site?

699

00:45:11.745 --> 00:45:16.395

Well, that's the post relocation is dealt with in the,

700

00:45:16.495 --> 00:45:18.275

the planning application documentation.

701

00:45:18.335 --> 00:45:20.875

So could I suggest that you speak to the applicant

702

00:45:20.875 --> 00:45:22.275  
during the lunch break to

703

00:45:22.735 --> 00:45:24.155  
direct you to where that's dealt with?

704

00:45:24.465 --> 00:45:26.035  
Okay. Yep. Thank you,

705

00:45:26.035 --> 00:45:27.035  
Sir. Have you got any further

706

00:45:27.035 --> 00:45:28.955  
comments on transport specifically?

707

00:45:30.735 --> 00:45:32.675  
Uh, no. It's just how, how the actual,

708

00:45:32.675 --> 00:45:34.235  
whether the traffic flows would cease

709

00:45:34.235 --> 00:45:36.195  
completely of the existing site. That's what I was after.

710

00:45:36.325 --> 00:45:37.515  
Thank you. And thank you

711

00:45:37.745 --> 00:45:38.745  
Just to Mr. Mr.

712

00:45:38.745 --> 00:45:43.075  
Bowles who's sitting on the end of the table there, um,

713

00:45:43.225 --> 00:45:45.955  
will be happy to speak to you Mr. Smith.

714

00:45:46.445 --> 00:45:48.235  
Thank you. That's helpful. And finally,

715

00:45:48.425 --> 00:45:52.035

have we got any attendees online who'd like

716

00:45:52.035 --> 00:45:53.755

to make any comments about the,

717

00:45:54.255 --> 00:45:58.835

the transport assessment in es, Mr.

718

00:45:59.155 --> 00:46:00.155

Tuttle?

719

00:46:03.185 --> 00:46:06.515

Apologies. Uh, um, just to further

720

00:46:06.615 --> 00:46:09.355

to my previous comments, what I would say is that we will

721

00:46:09.905 --> 00:46:12.315

obviously work with National Highways as well,

722

00:46:13.055 --> 00:46:15.195

and I think it would be good for us

723

00:46:15.195 --> 00:46:18.955

to put a combined response in from all the authorities, uh,

724

00:46:19.275 --> 00:46:20.595

national Highways and, and the county

725

00:46:20.695 --> 00:46:23.875

and our colleagues so that there's no confusion over,

726

00:46:24.335 --> 00:46:27.315

you know, whether this is a, you know, combined response

727

00:46:27.335 --> 00:46:29.475

or just one higher as authorities views.

728

00:46:30.325 --> 00:46:32.915

Thank you. That's helpful. Anybody else online?

729

00:46:33.955 --> 00:46:35.595

I don't think we've got any other hands up.

730

00:46:36.135 --> 00:46:37.875

Um, but Ms. Cotton, I think you've,

731

00:46:37.935 --> 00:46:39.235

you wanted to make a point as well.

732

00:46:39.675 --> 00:46:40.915

I just wanted to say thank you very much.

733

00:46:41.175 --> 00:46:42.635

We really appreciate you looking at this.

734

00:46:42.655 --> 00:46:44.715

So forensically as a local resident,

735

00:46:44.715 --> 00:46:46.795

this junction is absolutely vital.

736

00:46:46.905 --> 00:46:48.675

It's, it's, it's equidistant as you know,

737

00:46:48.675 --> 00:46:49.715

between the two villages.

738

00:46:50.025 --> 00:46:52.435

It's used by the children to get to school and um,

739

00:46:53.095 --> 00:46:56.355

and uh, these, these worrying omissions in the tables.

740

00:46:56.545 --> 00:46:57.995

It's really good to get the mind out

741

00:46:58.055 --> 00:46:59.795

and, uh, I appreciate that. Thank you.

742

00:47:00.285 --> 00:47:01.635

We're just doing our job. We have

743

00:47:01.635 --> 00:47:03.515

to look at everything in, in detail.

744

00:47:03.725 --> 00:47:07.355

Thank you. Um, so applicant,

745

00:47:07.395 --> 00:47:08.995

I dunno whether there's anything else you'd like

746

00:47:08.995 --> 00:47:11.115

to add at this stage other than no,

747

00:47:11.695 --> 00:47:15.875

It over simply to, to thank everybody, um, for

748

00:47:16.385 --> 00:47:19.355

what they've said and the spirit in which it's been said,

749

00:47:19.895 --> 00:47:23.995

uh, which I take to be a spirit of cooperation, um,

750

00:47:24.615 --> 00:47:26.915

to assist the xa, um,

751

00:47:27.215 --> 00:47:31.725

and uh, also to assist us to assist you.

752

00:47:32.505 --> 00:47:36.635

Um, it, it's helpful to have all of those responses

753

00:47:36.735 --> 00:47:39.595

to factor into our discussions over the lunch break.

754

00:47:39.845 --> 00:47:41.075

Thank you. Thank you, sir.

755

00:47:41.725 --> 00:47:44.195



Let's move on to agenda item 10 then please.

756

00:47:46.045 --> 00:47:49.155

Which is major accidents and disasters,

757

00:47:52.495 --> 00:47:56.075

and I think, is this the only other item, um, Ms. Ellis

758

00:47:56.075 --> 00:47:58.755

that your transport colleagues need to respond on?

759

00:47:58.765 --> 00:48:02.835

Thank you. Can we turn up

760

00:48:03.675 --> 00:48:07.315

document rep 5 0 7 7,

761

00:48:09.405 --> 00:48:13.915

which is the CTMP and look at figure 4.2 please.

762

00:48:37.375 --> 00:48:41.255

I think this in, um, there's, there's various related, um,

763

00:48:42.455 --> 00:48:45.055

drawings that show the a IL route

764

00:48:45.055 --> 00:48:48.175

and that came out of our last set of hearings

765

00:48:48.235 --> 00:48:51.815

and county had the concern, I believe that they wanted

766

00:48:52.795 --> 00:48:56.375

to be certain where a IL were moving on the network.

767

00:48:57.635 --> 00:49:00.775

And, um, national Highways confirmed

768

00:49:00.885 --> 00:49:03.535

that Junction 34 was satisfactory

769

00:49:04.595 --> 00:49:06.015  
in the intervening period.

770

00:49:06.515 --> 00:49:09.055  
And I believe this, um,

771

00:49:09.315 --> 00:49:12.815  
issued from Safe Honey Hill Group's comments about potential

772

00:49:13.615 --> 00:49:14.695  
drilling rigs and so on.

773

00:49:14.695 --> 00:49:17.615  
Moving through Water Beach, the applicant has confirmed that

774

00:49:18.825 --> 00:49:22.375  
roots through Water Beach would be used by a IL,

775

00:49:23.555 --> 00:49:27.895  
but according to the, as chapter 19, page 42,

776

00:49:28.595 --> 00:49:32.335  
the a IL through Water Beach would only be a IL by virtue

777

00:49:32.395 --> 00:49:34.495  
of weight rather than dimension.

778

00:49:36.435 --> 00:49:40.035  
The point I'd like to discuss is,

779

00:49:40.335 --> 00:49:41.995  
and is raised I think by Mr.

780

00:49:42.255 --> 00:49:46.795  
Gilder earlier, is that station road is, is quite narrow

781

00:49:47.735 --> 00:49:52.275  
and we haven't had any confirmation that the dimensions of

782

00:49:52.275 --> 00:49:54.195

that and other parts of the network such

783

00:49:54.195 --> 00:49:58.755

as Clay Height Bridge, are satisfactory for a IL

784

00:49:58.755 --> 00:50:03.435

that exceed normal HGV or maximum dimensions.

785

00:50:05.375 --> 00:50:10.075

My question is whether the a IL drawings throughout the

786

00:50:10.075 --> 00:50:12.395

application could be, um,

787

00:50:12.715 --> 00:50:16.355

a distinction could be made on them so that we have roots

788

00:50:16.855 --> 00:50:18.195

for, or the route

789

00:50:18.195 --> 00:50:21.275

because it appears there'll only be one for a IL,

790

00:50:21.645 --> 00:50:25.115

which exceed both the weight, minimum weight

791

00:50:26.015 --> 00:50:30.205

and maximum dimensions to qualify as an A IL

792

00:50:30.825 --> 00:50:32.845

and whether a distinction could be made

793

00:50:32.845 --> 00:50:36.845

with the water beach routes, which are only a IL by virtue

794

00:50:36.985 --> 00:50:40.765

of weight so that larger vehicles could not go through

795

00:50:41.615 --> 00:50:45.725

those roads without first being tested by county

796

00:50:47.145 --> 00:50:50.325

and having approval that it's a satisfactory route.

797

00:50:56.785 --> 00:50:59.765

Yes. So Mr. Rawlinson will deal with this.

798

00:50:59.935 --> 00:51:03.045

Thank you. Uh, Andrew Rawlings for the applicant?

799

00:51:03.425 --> 00:51:07.165

Yes, as as, as, as, as you've raised, uh, um, at the,

800

00:51:07.165 --> 00:51:10.845

the last hearing, uh, save Honey Hill, um, raised the issue

801

00:51:10.865 --> 00:51:13.165

of, um, the directional drilling rigs

802

00:51:13.165 --> 00:51:16.365

and asked the question as to whether they were that class as

803

00:51:16.915 --> 00:51:21.605

ails since that hearing, um, we have looked at the a IL

804

00:51:21.865 --> 00:51:23.925

and the drilling rig in detail

805

00:51:24.465 --> 00:51:29.245

and can confirm as, as per the, the, the, the plan up there

806

00:51:29.315 --> 00:51:33.685

that the, um, the drilling rig for, um,

807

00:51:33.825 --> 00:51:37.965

the Water Beach pipeline can go on a standard low loader so

808

00:51:37.965 --> 00:51:42.605

that it is a, a standard legal DV size,

809

00:51:43.465 --> 00:51:47.885

um, but it is overweight in terms of the maximum 44 tons.

810

00:51:48.065 --> 00:51:52.005

So it is, it's classed as an a IL in terms of its weight.

811

00:51:53.055 --> 00:51:55.085

We've, um, confirmed with the county council

812

00:51:55.085 --> 00:51:56.925

that the Clay Hive bridge in terms

813

00:51:56.925 --> 00:52:00.285

of the weight is sufficient for that vehicle.

814

00:52:01.185 --> 00:52:05.125

Um, and we can update, um, the drawing that,

815

00:52:05.125 --> 00:52:09.365

that's on the screen now to, to, to clarify the a IL routes

816

00:52:09.365 --> 00:52:12.405

that are purely ails based on weight

817

00:52:13.345 --> 00:52:15.045

and not on size and,

818

00:52:15.145 --> 00:52:19.245

and the other a IL routes that are based on both

819

00:52:20.095 --> 00:52:22.155

the weight and the size of the vehicle.

820

00:52:22.325 --> 00:52:23.555

Thank you. That would be helpful.

821

00:52:23.655 --> 00:52:25.195

So we'll take that as an action point.

822

00:52:25.265 --> 00:52:28.195

Yeah, I think there may well be other drawings as well that,

823

00:52:28.815 --> 00:52:32.515  
um, would benefit from updating. I'll,

824

00:52:32.515 --> 00:52:34.555  
I'll double check through the document to make sure

825

00:52:34.555 --> 00:52:35.795  
that it's, thank you.

826

00:52:35.795 --> 00:52:36.995  
There's consistency across.

827

00:52:37.075 --> 00:52:41.155  
Yeah, I've got in mind as well, there's a, um, a drawing

828

00:52:41.225 --> 00:52:43.515  
that shows all of the route on one page.

829

00:52:43.895 --> 00:52:47.755  
Yes. Um, and if that could be done in different colors

830

00:52:47.935 --> 00:52:50.675  
or different line illustrations, however you want to do it.

831

00:52:50.675 --> 00:52:54.155  
Yeah. But just so it's clear, um, can I come

832

00:52:54.255 --> 00:52:55.595  
to county on that point?

833

00:52:55.645 --> 00:52:59.915  
Would that be a satisfactory solution for you? Mr.

834

00:53:00.055 --> 00:53:01.835  
Finney will be able to answer that question.

835

00:53:01.885 --> 00:53:05.835  
Thank you Mr. Finney.

836

00:53:06.575 --> 00:53:08.755

Doc Dr. Finney can jump from Cambridge County Council.

837

00:53:09.055 --> 00:53:10.195

The answer to question is yes, sir.

838

00:53:10.195 --> 00:53:11.475

That would be satisfactory to ourselves.

839

00:53:12.085 --> 00:53:15.275

Thank you, Mr. Finney. Right.

840

00:53:15.285 --> 00:53:19.755

Let's move on to the next bullet point, which is, um,

841

00:53:20.335 --> 00:53:22.155

the timing of a IL

842

00:53:22.255 --> 00:53:26.685

and save Honey Hill Group's comments in section three of,

843

00:53:27.905 --> 00:53:30.725

um, rep 5 1 3 5.

844

00:53:34.095 --> 00:53:36.365

Let's just take a minute to remind ourselves of

845

00:53:37.115 --> 00:53:38.285

Save Honey Hill's comments.

846

00:53:41.315 --> 00:53:44.205

This may well be picked up

847

00:53:45.055 --> 00:53:48.545

with the comments you made earlier about general traffic,

848

00:53:48.765 --> 00:53:51.105

but would you like to, um,

849

00:53:51.215 --> 00:53:52.945

come in on Safe Honey Hills comments?

850

00:53:54.525 --> 00:53:56.545

Andrew Rawlings, um, the applicant?

851

00:53:56.905 --> 00:53:58.665

I, I don't think that we actually did cover

852

00:53:59.175 --> 00:54:01.305

ails in the previous discussion.

853

00:54:01.305 --> 00:54:03.185

I think that was based around hgv,

854

00:54:03.185 --> 00:54:04.185

Just hgv.

855

00:54:04.365 --> 00:54:07.065

Um, so in terms of ails, as I understand it,

856

00:54:07.165 --> 00:54:10.785

the request is, um, particularly on, well it's,

857

00:54:10.805 --> 00:54:15.225

it is on the Horing Sea Road, um, a IL route

858

00:54:15.295 --> 00:54:19.865

that the ails do not, um, operate on Saturdays

859

00:54:19.865 --> 00:54:22.705

and Sundays between 11 and 11 in the morning

860

00:54:22.725 --> 00:54:24.105

and three in the afternoon.

861

00:54:24.685 --> 00:54:28.105

We are content to, um, accept that as a restriction

862

00:54:28.105 --> 00:54:31.065

and to include that within the revised CTMP.

863

00:54:31.515 --> 00:54:35.745



Thank you. And, um, the other point was this paragraph 3.1

864

00:54:35.745 --> 00:54:40.185

of Safe Honey L groups representation, which related

865

00:54:40.325 --> 00:54:41.345

to weekdays,

866

00:54:42.285 --> 00:54:44.465

and I think that's, that's the point I was referring to

867

00:54:44.575 --> 00:54:45.905

that we may have touched on earlier.

868

00:54:46.015 --> 00:54:48.425

Yeah, I think that, I mean, that, that was HTVs, we've,

869

00:54:48.425 --> 00:54:50.985

we've already agreed that, so yeah, it, it equally applies

870

00:54:51.005 --> 00:54:52.265

to a IL movement. Thank

871

00:54:52.265 --> 00:54:53.265

You.

872

00:54:53.765 --> 00:54:55.105

And I think, didn't you say

873

00:54:55.105 --> 00:54:57.465

that it was anything above three tons? Is that correct?

874

00:54:57.995 --> 00:54:59.185

Three, three and a half tons.

875

00:54:59.195 --> 00:55:00.465

Three and a half tons. Okay.

876

00:55:01.205 --> 00:55:04.145

So that would cover definitely an A IL.

877

00:55:04.255 --> 00:55:06.825

Yeah. Any a any a IL Mr.

878

00:55:06.995 --> 00:55:08.745

Gilda, have you got any further comments

879

00:55:08.965 --> 00:55:10.225

on, on this point?

880

00:55:14.435 --> 00:55:15.815

Um, no sir.

881

00:55:15.815 --> 00:55:19.975

Um, we are very satisfied if, if ails are restricted

882

00:55:20.315 --> 00:55:22.015

to not using Junction 34

883

00:55:22.035 --> 00:55:25.655

and those four hour periods on Saturdays and Sundays.

884

00:55:25.675 --> 00:55:27.975

Um, if the applicant's satisfied with that.

885

00:55:28.235 --> 00:55:30.895

That's our, our primary concern, sir.

886

00:55:31.035 --> 00:55:34.655

Um, I think we did raise, which he may be about to go onto

887

00:55:35.315 --> 00:55:39.695

the issue about what happens if ails have to be diverted

888

00:55:39.715 --> 00:55:43.335

for any reason because of network restrictions. Um,

889

00:55:44.125 --> 00:55:45.125

That's right, yes. We'll

890

00:55:45.125 --> 00:55:46.025

come onto that in a minute. Okay.

891

00:55:46.025 --> 00:55:49.625

There's, I just wanted to cover off paragraph 3.3 of your,

892

00:55:50.485 --> 00:55:54.105

um, representations as well just for um,

893

00:55:54.525 --> 00:55:58.505

com completeness really that that discusses Battle Road,

894

00:55:58.505 --> 00:56:00.025

station Road, clay Height Road,

895

00:56:00.085 --> 00:56:01.985

and I think that that's covered

896

00:56:02.125 --> 00:56:04.745

by the restrictions you've already agreed to.

897

00:56:04.845 --> 00:56:05.845

Is that correct?

898

00:56:09.265 --> 00:56:10.725

Yes, that's my understanding. Thank

899

00:56:10.725 --> 00:56:11.725

You. So Mr.

900

00:56:11.725 --> 00:56:15.005

Gilder, it looks like the applicant is, has dealt

901

00:56:15.075 --> 00:56:17.045

with all of those points you've raised. Yeah,

902

00:56:17.205 --> 00:56:19.205

I think in paragraph 3.3 sir, sort

903

00:56:19.205 --> 00:56:20.405

of buried there, which Mr.

904

00:56:20.405 --> 00:56:25.245

Rawlings will, will note, um, is that obviously moving

905

00:56:25.845 --> 00:56:28.925

a IL in particular, um, along state I'll,

906

00:56:28.925 --> 00:56:31.605

I'll take Station Road as it's the more restricted, um,

907

00:56:32.435 --> 00:56:36.485

will require, you know, a pre-planned and notified operation

908

00:56:36.485 --> 00:56:38.285

because it will require the clearance

909

00:56:38.285 --> 00:56:39.685

of parked vehicles, for example.

910

00:56:39.865 --> 00:56:43.285

You can't do that, um, at random.

911

00:56:43.625 --> 00:56:45.365

It has to be done with proper use

912

00:56:45.365 --> 00:56:47.605

of temporary TR0s and things.

913

00:56:47.985 --> 00:56:51.365

Um, so I, the point was pre-planning for

914

00:56:51.365 --> 00:56:53.005

that particular section movement

915

00:56:53.005 --> 00:56:54.645

because clearly, um,

916

00:56:55.065 --> 00:56:57.125

it involves quite a number of traffic restrictions.

917

00:56:57.125 --> 00:57:00.895

It may even involve, um, traffic lights and so on.

918

00:57:01.315 --> 00:57:02.655

So in, in any event, Mr.

919

00:57:02.755 --> 00:57:04.735

Finney, that, would that be covered by

920

00:57:05.575 --> 00:57:07.735

county's normal procedures on a IL?

921

00:57:09.085 --> 00:57:10.095

That would be correct, sir.

922

00:57:10.195 --> 00:57:12.135

We would cover that by booking road space

923

00:57:12.155 --> 00:57:13.575

or temporary traffic Regulation order

924

00:57:13.675 --> 00:57:14.935

as Mr. Gildo has pointed out.

925

00:57:15.505 --> 00:57:16.035

Thank you.

926

00:57:21.885 --> 00:57:23.955

Let's move on to the next point then that Mr.

927

00:57:23.975 --> 00:57:27.755

Gilder, you touched on there about diversions of a IL

928

00:57:27.775 --> 00:57:31.515

during, um, incidents on the Strategic

929

00:57:32.425 --> 00:57:36.275

Road Network and you, I think you were considering here

930

00:57:36.905 --> 00:57:40.355

both the A 14 and the A 10, is that correct?

931  
00:57:41.255 --> 00:57:44.655  
Yes, we were sir. Thank you applicant.

932  
00:57:44.655 --> 00:57:45.975  
Do you have any comments on this?

933  
00:57:46.085 --> 00:57:48.935  
This is, um, it's section seven of

934  
00:57:49.595 --> 00:57:51.135  
Rep 5 1 3 5.

935  
00:57:53.485 --> 00:57:57.385  
Uh, Andrew Rawlings, uh, for the applicant, uh, I think

936  
00:57:57.445 --> 00:58:01.785  
as, as John Finney just mentioned, you ails, um, all

937  
00:58:01.785 --> 00:58:03.865  
of their movements will have to be pre-Agreed.

938  
00:58:03.865 --> 00:58:07.585  
In terms of their roots, we've established the roots, um,

939  
00:58:07.585 --> 00:58:11.505  
that a ails can use to access the various parts

940  
00:58:11.645 --> 00:58:14.705  
of the construction corridor, the construction sites,

941  
00:58:15.565 --> 00:58:18.225  
and that is the routes that an A IL, um,

942  
00:58:19.095 --> 00:58:21.585  
haulage operator will then have to use.

943  
00:58:22.365 --> 00:58:26.385  
Um, if there's in, in the event that there's a temporary,

944  
00:58:27.085 --> 00:58:29.465

um, closure of a road that means

945

00:58:29.465 --> 00:58:32.665

that the A-I-A-I-L cannot use that road, then

946

00:58:33.205 --> 00:58:36.945

the delivery will not take place on that day until such time

947

00:58:37.605 --> 00:58:39.625

as the restriction is removed.

948

00:58:40.325 --> 00:58:43.545

And the a IL can use that prescribed route.

949

00:58:44.085 --> 00:58:47.505

Now that's, if there's a temporary restriction that happens,

950

00:58:48.125 --> 00:58:52.745

you know, quick, you know, in without any notice,

951

00:58:53.375 --> 00:58:55.985

then the a IL simply will not run on that route.

952

00:58:56.285 --> 00:58:58.225

If it's a longer term closure of a road,

953

00:58:58.255 --> 00:58:59.865

then there would need to be a discussion

954

00:58:59.865 --> 00:59:01.025

with the Highway Authority as

955

00:59:01.025 --> 00:59:02.665

to whether there is an alternative

956

00:59:03.035 --> 00:59:04.305

route that is appropriate.

957

00:59:05.125 --> 00:59:07.905

But in, in the instance of, of, uh,

958

00:59:09.245 --> 00:59:11.885

the a IL not being able to use the prescribed route,

959

00:59:11.885 --> 00:59:14.925

it simply will not be able to do the delivery on that day.

960

00:59:15.295 --> 00:59:19.125

Let's say there was a, an accident on the southbound a 10,

961

00:59:19.335 --> 00:59:22.885

which closed it up to the interchange, um,

962

00:59:23.275 --> 00:59:25.165

between Water Beach and the interchange,

963

00:59:25.865 --> 00:59:29.605

and the vehicle was just north of Water Beach going south,

964

00:59:30.635 --> 00:59:31.725

what would happen then?

965

00:59:31.775 --> 00:59:33.725

Would it divert through Water Beach?

966

00:59:35.225 --> 00:59:36.605

No, if it can't use, its,

967

00:59:36.785 --> 00:59:39.285

its the act it's prescribed route.

968

00:59:39.725 --> 00:59:42.645

I think it will be up to, it would be up to the, to the,

969

00:59:42.785 --> 00:59:45.285

the police if their police were involved in that incident

970

00:59:45.505 --> 00:59:48.205

to, to provide a diversion

971

00:59:48.205 --> 00:59:51.165



that is acceptable in those situations where, you know,

972

00:59:51.165 --> 00:59:53.965

there's, it's, it happens in a very short,

973

00:59:54.585 --> 00:59:55.605

you know, with no notice.

974

00:59:56.385 --> 01:00:00.645

And how would the police be involved more broadly in this?

975

01:00:00.645 --> 01:00:04.725

Would they have to be aware of the a IL

976

01:00:04.725 --> 01:00:07.365

because of, you know, through the road booking system,

977

01:00:08.345 --> 01:00:12.245

Um, a county, um, council officer might be able

978

01:00:12.245 --> 01:00:13.485

to provide a bit more detail on that,

979

01:00:13.485 --> 01:00:17.285

but it, it does depend on the, the type

980

01:00:17.285 --> 01:00:20.605

of a IL If it's a, if it's a very, very large A

981

01:00:21.125 --> 01:00:23.485

IL which we don't have on this project, then the, the,

982

01:00:23.505 --> 01:00:26.045

the police would be, would have a,

983

01:00:26.165 --> 01:00:27.445

a bigger part to play in that.

984

01:00:27.775 --> 01:00:29.125

Right, okay. And um,

985

01:00:29.345 --> 01:00:31.725

in some circumstances they're escorted, aren't they?

986

01:00:31.785 --> 01:00:36.005

Yes. Um, part, I suppose this issue relates

987

01:00:36.145 --> 01:00:38.165

to National Highways.

988

01:00:38.825 --> 01:00:40.285

Um, and are there any comments

989

01:00:40.315 --> 01:00:42.605

that National Highways would like to come in on

990

01:00:53.015 --> 01:00:55.675

Andrew Rosamond for National Highway, sir?

991

01:00:56.415 --> 01:01:00.395

Um, no, we haven't got no major comments about a IL at

992

01:01:00.395 --> 01:01:01.475

all on these routes.

993

01:01:03.355 --> 01:01:06.495

And in, in terms of accidents, is this something that you

994

01:01:07.005 --> 01:01:08.295

have experienced before

995

01:01:08.315 --> 01:01:10.255

and have been dealt with satisfactorily?

996

01:01:10.955 --> 01:01:14.775

Um, to be quite honest, I've never had any experience

997

01:01:14.775 --> 01:01:18.135

of an accident actually diverting an A IL.

998

01:01:18.875 --> 01:01:23.415

Um, but as, um, our cams people said it would be

999

01:01:23.555 --> 01:01:26.215

for the police to take over that incident

1000

01:01:26.395 --> 01:01:30.135

as they have control of our network in such instances,

1001

01:01:30.915 --> 01:01:33.135

and that vehicle would probably have

1002

01:01:33.135 --> 01:01:36.375

to be parked up in the nearest available lay by

1003

01:01:36.505 --> 01:01:38.615

until such time as the road was open

1004

01:01:39.035 --> 01:01:40.815

and it could continue on its route.

1005

01:01:41.785 --> 01:01:45.735

Thank you Mr. Mond. That's quite clear, I think, um, Mr.

1006

01:01:46.065 --> 01:01:47.065

Gilda?

1007

01:01:48.395 --> 01:01:50.375

Yes, thank you, sir. Um, yeah, I'm,

1008

01:01:50.435 --> 01:01:52.055

I'm satisfied with that answer, sir.

1009

01:01:52.155 --> 01:01:55.055

Um, yeah, I clearly recognize that it's a pretty un

1010

01:01:55.855 --> 01:01:57.535

unlikely event and I think the answer given

1011

01:01:57.595 --> 01:01:59.535

by National Highways is probably the correct one.

1012

01:01:59.535 --> 01:02:02.615

That this would normally be a circumstance in which the, uh,

1013

01:02:03.315 --> 01:02:05.535

the convoy would be parked up until such time

1014

01:02:05.535 --> 01:02:07.535

as it could be, be moved to safety.

1015

01:02:07.905 --> 01:02:11.975

Thank you. The last point under this, um,

1016

01:02:12.235 --> 01:02:15.255

bullet was whether the county was satisfied

1017

01:02:15.255 --> 01:02:17.655

with controls over a ILI haven't heard anything

1018

01:02:18.075 --> 01:02:19.245

to the contrary so far.

1019

01:02:19.245 --> 01:02:22.005

This was just a confirmatory point, I think.

1020

01:02:23.065 --> 01:02:25.045

Yes, I, I, but Dr.

1021

01:02:25.065 --> 01:02:27.245

Finney should probably just confirm to you Yes,

1022

01:02:27.825 --> 01:02:28.825

Dr. Finney.

1023

01:02:28.825 --> 01:02:29.105

1024

01:02:33.895 --> 01:02:35.415

I fine mute my apologies, sir.

1025

01:02:35.515 --> 01:02:37.975

Yes, with the can account is perfectly, he's,

1026

01:02:37.995 --> 01:02:40.325  
is proposal acceptable.

1027

01:02:41.105 --> 01:02:43.135  
Thank you, Dr. Finney Problem.

1028

01:02:46.145 --> 01:02:49.375  
Let's move on to the next point, which is, um,

1029

01:02:49.645 --> 01:02:50.735  
emergency services.

1030

01:02:52.155 --> 01:02:56.975  
And we've already heard on the, the design point,

1031

01:02:56.975 --> 01:02:58.375  
which is the second bullet.

1032

01:02:58.475 --> 01:03:01.935  
So we've got, the first bullet was accessed generally

1033

01:03:01.935 --> 01:03:05.295  
including, uh, water Beach during construction.

1034

01:03:05.295 --> 01:03:07.575  
And that point was raised by Parish Council

1035

01:03:08.435 --> 01:03:10.055  
in our last set of hearings.

1036

01:03:10.675 --> 01:03:13.015  
Um, and it was set as action point 10.

1037

01:03:14.945 --> 01:03:19.565  
And then we also sought a, a clarification of discussions

1038

01:03:19.675 --> 01:03:21.245  
with, um,

1039

01:03:21.465 --> 01:03:24.965

and responses from the Ambulance Service Trust as well

1040

01:03:24.965 --> 01:03:26.405

as Cambridge Fire and Rescue Service.

1041

01:03:27.265 --> 01:03:30.605

We received, I think at the last deadline, deadline five,

1042

01:03:30.785 --> 01:03:34.725

an updated statement of common ground.

1043

01:03:35.025 --> 01:03:38.245

No, I beg your pardon. It was, um, deadline four

1044

01:03:41.755 --> 01:03:44.455

in, um, rep 4 0 8 7

1045

01:03:54.025 --> 01:03:56.045

and our action point was set in

1046

01:03:57.555 --> 01:03:59.845

January, 2024 on this.

1047

01:04:01.585 --> 01:04:05.085

So you responded 22nd of January, 2024.

1048

01:04:05.865 --> 01:04:10.085

And that document tells us, well, it's, sorry,

1049

01:04:10.085 --> 01:04:11.405

the document's been updated,

1050

01:04:11.835 --> 01:04:13.685

there's some track changes in that document.

1051

01:04:15.235 --> 01:04:20.085

However, um, in the audit trail of discussions, the,

1052

01:04:20.105 --> 01:04:23.645

the last discussion was 18th of September, 2023.

1053

01:04:25.985 --> 01:04:30.205

So I'm questioning why on

1054

01:04:30.205 --> 01:04:32.845

or well, on what basis that document was updated

1055

01:04:34.425 --> 01:04:37.805

if further discussions hadn't taken place with the,

1056

01:04:38.265 --> 01:04:40.565

the relevant a author, um, sorry,

1057

01:04:40.665 --> 01:04:42.765

the Ambulance Trust for example.

1058

01:04:46.305 --> 01:04:48.245

So Catherine Taylor for the applicant,

1059

01:04:48.965 --> 01:04:50.005

I think you're referring

1060

01:04:50.005 --> 01:04:52.565

to the technical working group meeting date.

1061

01:04:52.825 --> 01:04:54.725

That's right. That's the last list.

1062

01:04:54.955 --> 01:04:58.125

That was the last date that the group may met as a whole.

1063

01:04:59.105 --> 01:05:01.525

Um, and since then there's been sort

1064

01:05:01.525 --> 01:05:05.405

of independent correspondence with each individual authority

1065

01:05:05.585 --> 01:05:07.165

to update the statement of common ground

1066

01:05:07.825 --> 01:05:10.045

That's not reflected in the statement of common ground.

1067

01:05:10.425 --> 01:05:12.685

Is it possible to reflect it in that

1068

01:05:12.685 --> 01:05:13.685

Belief? Yeah, no, I, I take

1069

01:05:13.685 --> 01:05:14.965

the point that it doesn't.

1070

01:05:17.415 --> 01:05:17.845

Thank you.

1071

01:05:22.625 --> 01:05:26.165

So just on that basis then, um, where are we,

1072

01:05:26.165 --> 01:05:27.645

this is the final bullet point.

1073

01:05:27.645 --> 01:05:30.285

Where are we, are we with the emergency services

1074

01:05:31.755 --> 01:05:32.805

From our perspec, sorry,

1075

01:05:32.805 --> 01:05:34.085

Catherine Taylor for the applicant?

1076

01:05:34.115 --> 01:05:37.965

From our perspective, um, the concerns that they've had,

1077

01:05:38.015 --> 01:05:42.285

we've, we've, um, dealt with, um, and agreed,

1078

01:05:42.905 --> 01:05:45.685

and that is reflected in the document.

1079

01:05:46.385 --> 01:05:50.605



Um, it's been signed by the East Anglia Ambulance Authority,

1080

01:05:50.865 --> 01:05:53.005

but not so far by the Fire Authority.

1081

01:05:53.205 --> 01:05:55.685

I think they were waiting until the outcome of today

1082

01:05:55.985 --> 01:05:57.245

to see whether there's anything further

1083

01:05:57.265 --> 01:05:58.325

on the access question.

1084

01:05:59.105 --> 01:06:02.605

Um, and we're just chasing the police to see whether

1085

01:06:02.625 --> 01:06:04.685

or not they can now sign that final document.

1086

01:06:04.855 --> 01:06:08.765

Thank you. So, um, that presumably, well, um,

1087

01:06:08.925 --> 01:06:12.005

I shouldn't presume, does that cover the, um,

1088

01:06:12.065 --> 01:06:15.165

the point raised by Water Beach Parish Council about access

1089

01:06:15.165 --> 01:06:16.325

during construction?

1090

01:06:17.725 --> 01:06:19.445

I think having heard those comments,

1091

01:06:19.545 --> 01:06:21.485

we will just double check that with them

1092

01:06:21.825 --> 01:06:22.825

If you could. So we'll set

1093

01:06:22.825 --> 01:06:23.925  
some action points there.

1094

01:06:23.945 --> 01:06:27.565  
The first one is to provide the full audit trail,

1095

01:06:28.305 --> 01:06:31.365  
and the second one is to double check

1096

01:06:31.395 --> 01:06:34.125  
that the Water Beach routes have been covered.

1097

01:06:34.225 --> 01:06:36.525  
And if they haven't, please could they be?

1098

01:06:39.745 --> 01:06:40.885  
So yes. Um, thank you.

1099

01:06:41.165 --> 01:06:42.725  
'cause the access routes that they've reviewed,

1100

01:06:43.285 --> 01:06:44.245  
I think it's been dealt with,

1101

01:06:44.245 --> 01:06:45.445  
but we will double check. Yeah,

1102

01:06:45.845 --> 01:06:47.925  
I think it, it's just because it's been specifically

1103

01:06:47.925 --> 01:06:50.805  
raised by the parish council, we'd like to know that

1104

01:06:51.555 --> 01:06:52.805  
it's specifically dealt

1105

01:06:52.805 --> 01:06:54.685  
with in the application documentation.

1106

01:06:55.695 --> 01:06:59.085

Thank you. That's, um,

1107

01:06:59.185 --> 01:07:02.245

all the questions I had on major accidents and disasters.

1108

01:07:02.505 --> 01:07:04.285

Are there any other comments in the room?

1109

01:07:05.025 --> 01:07:07.845

Um, anybody would like to make any observations?

1110

01:07:09.175 --> 01:07:11.725

Thank you, Mr. Um, fend Deton Parish Council,

1111

01:07:15.195 --> 01:07:17.125

Charles Jones, fend and Parish Council.

1112

01:07:17.495 --> 01:07:20.645

Thank you, sir. Um, I'd just like to return to the question

1113

01:07:20.865 --> 01:07:22.285

of, um,

1114

01:07:25.165 --> 01:07:26.685

Incidents on Strategic Road Network.

1115

01:07:27.395 --> 01:07:31.165

They're quite frequent between quite roundabout going

1116

01:07:31.795 --> 01:07:34.605

westbound all the way to GTIN interchange.

1117

01:07:34.735 --> 01:07:37.765

Quite often the backing up goes through Junction 34

1118

01:07:38.305 --> 01:07:39.565

and Junction 35.

1119

01:07:40.425 --> 01:07:43.125

We made a point in an earlier, in an earlier submission,

1120

01:07:43.125 --> 01:07:45.325

and I'm afraid offhand, I dunno which one it was,

1121

01:07:46.115 --> 01:07:47.525

that we were concerned to see

1122

01:07:47.525 --> 01:07:48.725

how the applicant would be able

1123

01:07:48.725 --> 01:07:52.965

to divert his operational tankers delivering stuff to, um,

1124

01:07:53.465 --> 01:07:56.565

the site so that they might end up having to go all the way

1125

01:07:56.565 --> 01:08:00.645

around through E and down the A 10, trying to make sure

1126

01:08:00.715 --> 01:08:05.405

that they don't go down high ditch road or new Market Road

1127

01:08:05.405 --> 01:08:06.965

and then turn right up ton Lane.

1128

01:08:07.265 --> 01:08:10.685

And I just wondered whether you'd actually, I, I would like

1129

01:08:10.685 --> 01:08:13.245

to ask if you believe the applicant has addressed that

1130

01:08:13.305 --> 01:08:14.485

and actually understands

1131

01:08:14.505 --> 01:08:17.925

how he can control his deliveries from the east to the site,

1132

01:08:18.705 --> 01:08:20.565

um, during an operational incident.

1133

01:08:21.215 --> 01:08:21.685

Thank you.

1134

01:08:26.105 --> 01:08:27.885

Can I come back to the applicant on that please?

1135

01:08:41.915 --> 01:08:45.455

Andrew? Rulings for the applicant, um, in, in terms of,

1136

01:08:45.715 --> 01:08:49.255

of, um, movements of operational tankers, they are,

1137

01:08:49.305 --> 01:08:51.135

those roots are prescribed.

1138

01:08:51.325 --> 01:08:55.975

They are, the roots are just from the A 14, um,

1139

01:08:56.235 --> 01:09:01.055

and using Junction 34, um, within, within, um,

1140

01:09:01.555 --> 01:09:05.175

my colleague, um, Gavin hopefully can help me with this.

1141

01:09:05.355 --> 01:09:10.175

Um, there are measures in place in order to, to manage, um,

1142

01:09:10.635 --> 01:09:13.615

and to control tanker movements so

1143

01:09:13.615 --> 01:09:16.175

that they are using the prescribed routes regardless

1144

01:09:16.235 --> 01:09:18.055

of whether that there may be queuing on the

1145

01:09:18.095 --> 01:09:19.335

A 14 or not. So.

1146

01:09:19.395 --> 01:09:20.935

And where are those, sorry, where,

1147

01:09:21.235 --> 01:09:23.775

So with, I think it's within the, the CTMP, there's

1148

01:09:24.425 --> 01:09:25.575

geofencing of, well

1149

01:09:25.575 --> 01:09:26.695

That's just for construction,

1150

01:09:26.735 --> 01:09:29.055

I think FE ton's talking about. No, that's operational.

1151

01:09:29.085 --> 01:09:30.175

That is operational.

1152

01:09:31.925 --> 01:09:34.215

Well the CTMP just deals with construction.

1153

01:09:35.195 --> 01:09:37.775

Oh, sorry. It's within the operational logistics plan.

1154

01:09:38.065 --> 01:09:41.535

Thank you. That it's, there's geofencing of, um,

1155

01:09:42.085 --> 01:09:45.695

operational vehicles, so we are able to track those vehicles

1156

01:09:45.695 --> 01:09:49.055

and if there are any that are contravening the,

1157

01:09:49.355 --> 01:09:50.375

the prescribed routes,

1158

01:09:50.375 --> 01:09:52.335

then appropriate action can be taken. And

1159

01:09:52.335 --> 01:09:54.055

There's a monitoring provision with county,

1160

01:09:54.295 --> 01:09:55.855

I believe on that.

1161

01:09:55.875 --> 01:09:56.875

Is there?

1162

01:09:58.045 --> 01:10:01.095

Yeah, I, I dunno the, the exact details

1163

01:10:01.115 --> 01:10:02.175

of that, right? Yes,

1164

01:10:02.835 --> 01:10:03.835

Mr. May.

1165

01:10:06.195 --> 01:10:08.655

Yes, sir. Thank you. Uh, Paul Mayor, the applicant, uh,

1166

01:10:08.765 --> 01:10:10.775

requirement 19, uh, relates

1167

01:10:10.795 --> 01:10:13.215

to the operational logistics traffic plan.

1168

01:10:14.115 --> 01:10:17.895

Uh, that's one of these that requires a detailed plan

1169

01:10:17.895 --> 01:10:20.735

to be submitted in accordance with, uh, an outline.

1170

01:10:21.195 --> 01:10:25.335

Um, one of the measures that must be in the detailed plan

1171

01:10:26.115 --> 01:10:29.255

is, uh, HGV routing and monitoring proposals.

1172

01:10:29.275 --> 01:10:34.055

So, um, that would, would provide the, uh, the,

1173

01:10:34.055 --> 01:10:35.375

the hook for those provisions

1174

01:10:35.375 --> 01:10:36.775  
to be included in the detail plan.

1175

01:10:37.075 --> 01:10:40.855  
And tanker movements wouldn't be

1176

01:10:41.965 --> 01:10:46.785  
necessarily monitored in a way by the police

1177

01:10:46.885 --> 01:10:48.865  
as an A IL would, I would imagine.

1178

01:10:49.765 --> 01:10:53.305  
So what would happen in the event, as National Highway said

1179

01:10:53.305 --> 01:10:56.625  
for an A IL, um, the vehicle would have

1180

01:10:56.625 --> 01:10:58.145  
to park up in a safe spot

1181

01:10:58.605 --> 01:11:00.985  
and await further advice from the authorities,

1182

01:11:01.415 --> 01:11:04.065  
what would happen with tankers,

1183

01:11:04.065 --> 01:11:07.745  
and also to avoid the temptation of a driver just

1184

01:11:07.745 --> 01:11:09.825  
to nip down the, the side road

1185

01:11:09.885 --> 01:11:11.345  
and take an alternative route.

1186

01:11:16.065 --> 01:11:18.845  
My Dexter for the, the applicant, um, the,

1187

01:11:18.945 --> 01:11:23.045



our WIL colleagues that work out at Milton House you met on,

1188

01:11:23.065 --> 01:11:26.485

um, Tuesday, uh, they actively manage, uh, all

1189

01:11:26.485 --> 01:11:28.525

of the tankers and our contracted tankers to make sure

1190

01:11:28.525 --> 01:11:31.725

that they are, uh, abiding by the, the geofencing,

1191

01:11:31.805 --> 01:11:34.645

the limits that that, um, that are put put upon them.

1192

01:11:35.225 --> 01:11:36.885

Um, if there is an accident

1193

01:11:36.885 --> 01:11:39.725

or incident that requires 'em to be deviated from that,

1194

01:11:39.725 --> 01:11:41.965

then they will call into their center

1195

01:11:42.065 --> 01:11:44.965

and the team in, in the WRL team will, will help manage them

1196

01:11:44.965 --> 01:11:46.565

around and make sure they're not going

1197

01:11:46.565 --> 01:11:47.805

into areas that they're not supposed to.

1198

01:11:48.105 --> 01:11:51.205

If they do encroach upon it, then that team is alerted to it

1199

01:11:51.545 --> 01:11:53.645

and the driver will be, uh, advised.

1200

01:11:53.705 --> 01:11:57.525

He will also have audible signs within Audible, uh,

1201

01:11:57.525 --> 01:11:59.405

acknowledgements within the cab that he's, he's going

1202

01:11:59.405 --> 01:12:00.965

outside of his geofenced area.

1203

01:12:01.455 --> 01:12:05.805

Thank you. So we do take a, a, a real, um, active approach

1204

01:12:05.865 --> 01:12:09.565

to the management of all of our tankers on our, on our, uh,

1205

01:12:09.565 --> 01:12:11.645

on the networks, both our own and our,

1206

01:12:11.645 --> 01:12:12.685

and our contracted ones.

1207

01:12:13.015 --> 01:12:17.885

Thank you. And, um, back to you Mr. Jones, on in,

1208

01:12:17.945 --> 01:12:19.565

in relation to the current plant,

1209

01:12:20.275 --> 01:12:23.965

does the parish ever experience any diversions when there's

1210

01:12:23.965 --> 01:12:26.485

an incident on the strategic

1211

01:12:26.525 --> 01:12:28.165

networks? The existing facility?

1212

01:12:29.065 --> 01:12:30.365

I'm not entirely sure, sir,

1213

01:12:30.385 --> 01:12:32.325

but I think they probably do occasionally.

1214

01:12:32.665 --> 01:12:36.935

Um, we get, um, quite a lot

1215

01:12:36.935 --> 01:12:40.975  
of diversions through Fen onto the A 14

1216

01:12:41.645 --> 01:12:45.135  
when, uh, if that, that would be specific to an incident

1217

01:12:45.335 --> 01:12:48.695  
between, um, junction 34 and 35.

1218

01:12:49.595 --> 01:12:53.735  
Um, but it, we, we do get hgv,

1219

01:12:53.735 --> 01:12:55.015  
even though there's quite a lot

1220

01:12:55.015 --> 01:12:56.535  
of the weight limits are in place

1221

01:12:56.535 --> 01:12:58.855  
and there's no junction, there's no spaces for 'em to turn.

1222

01:12:59.575 --> 01:13:02.375  
I believe National Highways might be able to confirm that.

1223

01:13:03.175 --> 01:13:06.095  
I think Hide Ditch Road is still recognized

1224

01:13:06.095 --> 01:13:08.775  
as being an alternative route in the event of the a 14

1225

01:13:09.505 --> 01:13:10.975  
being closed, which is,

1226

01:13:11.885 --> 01:13:13.255  
it's not very satisfactory from

1227

01:13:13.255 --> 01:13:14.335  
our point of view, but it does happen.

1228

01:13:14.955 --> 01:13:16.815

And what's your observations on

1229

01:13:17.045 --> 01:13:18.695

what you've heard just now? I,

1230

01:13:18.835 --> 01:13:20.135

I'm very pleased

1231

01:13:20.245 --> 01:13:23.295

that the concern we raised has been taken forward

1232

01:13:23.635 --> 01:13:26.415

and there appears to be a plan in place to, to cope

1233

01:13:26.445 --> 01:13:30.495

with the eventuality of blockages on the A 14. Thank you.

1234

01:13:30.865 --> 01:13:32.175

Thank you Ms. Cotton.

1235

01:13:33.495 --> 01:13:35.255

I would just like to comment given that, uh, uh,

1236

01:13:35.275 --> 01:13:38.175

my house is, uh, probably the closest house to Junction 14,

1237

01:13:38.875 --> 01:13:41.375

um, and, uh, my drive is, uh,

1238

01:13:41.455 --> 01:13:43.455

just a few meters away from at the top of my drive.

1239

01:13:43.715 --> 01:13:46.455

And when the slip road accessing the A 14 is blocked,

1240

01:13:46.455 --> 01:13:49.415

which happens often, it's backed, completely backed up,

1241

01:13:49.675 --> 01:13:50.815

and I am unable to,

1242

01:13:51.035 --> 01:13:53.375

and I can only sometimes appreciate that

1243

01:13:53.375 --> 01:13:55.255

that road is blocked when I get to the top of my drive.

1244

01:13:55.955 --> 01:13:57.695

Um, and I am unable to turn

1245

01:13:58.205 --> 01:13:59.975

left in order to get onto the A 14.

1246

01:13:59.995 --> 01:14:01.135

So I often have to turn right

1247

01:14:01.635 --> 01:14:04.935

and what will happen to the traffic that's using our drive,

1248

01:14:05.395 --> 01:14:07.495

uh, to construct the transfer tunnel.

1249

01:14:07.995 --> 01:14:11.595

Um, and I want to get out of my, uh, house

1250

01:14:11.895 --> 01:14:14.435

and the, uh, the vehicles that are moving up

1251

01:14:14.435 --> 01:14:17.035

and down our drive, um, are unable

1252

01:14:17.035 --> 01:14:18.995

to turn right according to all of these.

1253

01:14:19.015 --> 01:14:23.035

And you, uh, uh, um, and it has to use the A four machine,

1254

01:14:23.035 --> 01:14:24.995

but it can't, where are they going to go

1255

01:14:25.015 --> 01:14:28.875

and am I going to be able to get outta my house?

1256

01:14:29.595 --> 01:14:31.075

Thank you. Uh, given that this happens

1257

01:14:31.105 --> 01:14:32.755

with reasonable degree of frequency

1258

01:14:32.755 --> 01:14:34.035

and that is not an exaggeration.

1259

01:14:34.535 --> 01:14:35.915

So applicant, um,

1260

01:14:36.825 --> 01:14:40.155

this may be a pointing the CTMP about managing disruption.

1261

01:14:40.535 --> 01:14:43.515

Do you have any response to Ms. Cotton's comment there?

1262

01:14:46.675 --> 01:14:49.975

Uh, my ex if applicant, uh, 00 other than the why,

1263

01:14:49.975 --> 01:14:54.135

why the access is being created, um, will be the only time

1264

01:14:54.435 --> 01:14:57.175

or the access created and also decommissioned is the only

1265

01:14:57.175 --> 01:15:00.935

time that we'll be utilizing the same access road.

1266

01:15:01.115 --> 01:15:03.815

So, um, if the there is backing up

1267

01:15:03.835 --> 01:15:06.295

or there's a police diversion in place, then um,

1268

01:15:06.395 --> 01:15:09.095

all HTVs will will likely be stay on site until,

1269

01:15:09.905 --> 01:15:12.095

until there's, they're safe to move away from.

1270

01:15:12.635 --> 01:15:14.455

Um, that, that location, is

1271

01:15:14.455 --> 01:15:16.575

That captured anywhere specifically in

1272

01:15:16.575 --> 01:15:18.215

the, the documentation? I,

1273

01:15:18.285 --> 01:15:19.815

I'll need to refer back to it, sir,

1274

01:15:19.835 --> 01:15:22.335

and if not, then happy, happy to, to add that.

1275

01:15:22.335 --> 01:15:25.695

But we have answer, I believe in some of our, uh,

1276

01:15:25.695 --> 01:15:28.855

clarification questions, uh, in regards to how we'll manage,

1277

01:15:29.435 --> 01:15:33.815

um, the, um, sharing the access at that, those brief times

1278

01:15:33.845 --> 01:15:35.695

between Ms. Cotton and,

1279

01:15:35.695 --> 01:15:38.735

and others that, um, are in the pop hall complex,

1280

01:15:38.735 --> 01:15:42.615

that we will make sure that we are, um, sympathetic with

1281

01:15:42.915 --> 01:15:46.095

how they want to use the, the, the driveway to make sure

1282  
01:15:46.095 --> 01:15:47.335  
that we're not blocking that, um,

1283  
01:15:47.395 --> 01:15:48.455  
for, for any length of time.

1284  
01:15:49.275 --> 01:15:53.055  
And how long would that construction period last?

1285  
01:15:57.175 --> 01:15:59.095  
I, I may need to return back for the exact times.

1286  
01:15:59.155 --> 01:16:00.615  
We, we we're talking a number of weeks.

1287  
01:16:00.855 --> 01:16:04.175  
I I either side why, why we form the new, the other access

1288  
01:16:04.175 --> 01:16:06.575  
that we're proposing coming off of Horton Road.

1289  
01:16:07.075 --> 01:16:09.735  
So what would happen if say, um, you know,

1290  
01:16:09.735 --> 01:16:11.055  
there's a number of residents

1291  
01:16:11.555 --> 01:16:15.175  
and there's a number of dwellings there, if say one needed

1292  
01:16:15.195 --> 01:16:17.935  
to drive to the hospital quickly, how, how would

1293  
01:16:17.935 --> 01:16:19.895  
that be managed if there was a blockage?

1294  
01:16:21.235 --> 01:16:24.375  
All, all of our operations on site are managed with,

1295  
01:16:24.485 --> 01:16:26.695



with a, with a tiered management system, um,

1296

01:16:26.695 --> 01:16:28.655  
from the site manager to the logistics

1297

01:16:28.655 --> 01:16:29.855  
manager and traffic marshals.

1298

01:16:30.275 --> 01:16:32.415  
So all operations that involve interaction

1299

01:16:32.415 --> 01:16:33.815  
with the public or or other traffic.

1300

01:16:33.875 --> 01:16:36.615  
In uh, instances we'll have traffic marshals in place, so,

1301

01:16:36.615 --> 01:16:38.775  
we'll, we will have active high visibility

1302

01:16:39.285 --> 01:16:41.855  
traffic control in that instance.

1303

01:16:42.115 --> 01:16:45.175  
So if there was a situation where a blockage could arise,

1304

01:16:46.085 --> 01:16:49.175  
that would be dealt with so that Ms. Cotton

1305

01:16:49.315 --> 01:16:52.015  
and her neighbors could still leave their site.

1306

01:16:54.255 --> 01:16:55.585  
Correct. Right. Thank you.

1307

01:16:55.905 --> 01:16:58.465  
I think it would be useful if we could put an action point

1308

01:16:58.465 --> 01:17:02.265  
down just to confirm that this is dealt with in the,

1309

01:17:02.285 --> 01:17:03.505  
the CTMP, please.

1310

01:17:03.645 --> 01:17:04.645  
Is that okay?

1311

01:17:05.645 --> 01:17:07.345  
Not a problem. Yeah. Thank you Ms. Cotton,

1312

01:17:07.485 --> 01:17:08.745  
do you have any other,

1313

01:17:10.505 --> 01:17:13.125  
Uh, no, just that I appreciate, uh, that that should be,

1314

01:17:13.145 --> 01:17:15.405  
uh, uh, uh, taken forward

1315

01:17:15.865 --> 01:17:19.125  
and I hadn't, I, I, my understanding was that the part

1316

01:17:19.125 --> 01:17:22.205  
of our drive would be continually always used with regard

1317

01:17:22.205 --> 01:17:24.365  
to the, uh, uh, access to the transfer tunnel

1318

01:17:24.625 --> 01:17:27.685  
and also obviously in, uh, forever

1319

01:17:27.945 --> 01:17:29.325  
and afterwards, uh, during the

1320

01:17:29.325 --> 01:17:31.205  
operational, uh, time as well.

1321

01:17:31.445 --> 01:17:32.685  
Although to a lesser extent,

1322

01:17:32.845 --> 01:17:34.245

I think that's a less frequent Yes.

1323

01:17:34.345 --> 01:17:35.405

Use, isn't it? Yeah. Yes.

1324

01:17:35.475 --> 01:17:37.365

Okay. Thank you. But it is an issue. Thank you. Thank

1325

01:17:37.365 --> 01:17:38.365

You.

1326

01:17:38.815 --> 01:17:42.165

Right. That's all of the questions I had.

1327

01:17:42.165 --> 01:17:43.365

Anybody else online?

1328

01:17:43.975 --> 01:17:46.125

We've been around the room, I think on this.

1329

01:17:48.905 --> 01:17:51.245

No. Anything from the applicant on this topic,

1330

01:17:52.225 --> 01:17:53.225

Sir? There is,

1331

01:17:53.225 --> 01:17:57.245

um, a point which probably logically, um,

1332

01:17:57.315 --> 01:17:59.525

fits in this morning here as well as anywhere.

1333

01:18:00.145 --> 01:18:04.365

Um, and it is to draw to everyone's attention,

1334

01:18:05.305 --> 01:18:07.965

um, an error in the

1335

01:18:08.515 --> 01:18:10.765

project description, which Mr.

1336

01:18:10.945 --> 01:18:12.325

Bowles will explain

1337

01:18:12.625 --> 01:18:16.245

and which we would like to take forward, uh, as an action

1338

01:18:16.265 --> 01:18:17.925

to correct deadline. Six.

1339

01:18:18.655 --> 01:18:22.525

Thank you. Thank you. Is that, can we continue

1340

01:18:22.525 --> 01:18:23.565

with our agenda

1341

01:18:23.625 --> 01:18:26.085

and then perhaps look at that this afternoon? Yes, of

1342

01:18:26.085 --> 01:18:27.085

Course. So whenever it's

1343

01:18:27.085 --> 01:18:27.845

convenient to you.

1344

01:18:28.575 --> 01:18:32.205

Thank you. Yeah.

1345

01:18:33.515 --> 01:18:34.565

Okay. Yeah.

1346

01:18:35.025 --> 01:18:36.045

How, which Questions? That

1347

01:18:40.625 --> 01:18:43.205

is that two one,

1348

01:18:44.285 --> 01:18:47.005

I mentioned it now because it, it, um, has a,

1349

01:18:47.285 --> 01:18:49.325

a relationship to transport,

1350

01:18:49.345 --> 01:18:51.565

but we're very happy to take it at any time

1351

01:18:51.565 --> 01:18:52.805

that suits you. That's

1352

01:18:52.805 --> 01:18:53.805

Helpful. Thank you.

1353

01:18:53.805 --> 01:18:56.965

Um, we were just looking at, um, EX one

1354

01:18:58.485 --> 01:19:01.485

responses from Anglican Water where it's noted

1355

01:19:01.485 --> 01:19:03.645

that the axis would be used for three to six months.

1356

01:19:04.185 --> 01:19:06.565

So the axis Ms. Cotton was talked

1357

01:19:06.565 --> 01:19:08.165

about, talked about, sorry.

1358

01:19:08.555 --> 01:19:11.885

Yeah. Apologies. I I may have got my weeks slightly wrong.

1359

01:19:12.055 --> 01:19:13.725

Thank you. Well, obviously it's a,

1360

01:19:13.725 --> 01:19:14.725

it's slightly longer period,

1361

01:19:14.985 --> 01:19:17.845

but if you could set out the measures in any event.

1362

01:19:18.435 --> 01:19:20.725

Yeah. Um, so that we can be certain

1363

01:19:20.755 --> 01:19:22.125  
that it's being considered

1364

01:19:22.505 --> 01:19:23.505  
Mo Most definitely. I,

1365

01:19:23.505 --> 01:19:27.165  
I think the point I was, um, trying to make was

1366

01:19:27.165 --> 01:19:28.845  
that the actual operations that happening within

1367

01:19:28.845 --> 01:19:32.005  
that land are, are of a, are a lot longer than three

1368

01:19:32.005 --> 01:19:34.285  
to three to four months with regards to the two shafts

1369

01:19:34.285 --> 01:19:35.805  
and the water beach pipeline.

1370

01:19:35.905 --> 01:19:37.765  
So it, it is not for the full duration

1371

01:19:38.025 --> 01:19:40.045  
of all the construction activities that are there.

1372

01:19:40.745 --> 01:19:42.405  
Thanks. We've got that point. Thank you.

1373

01:19:43.615 --> 01:19:46.085  
Let's move on to community then.

1374

01:19:46.345 --> 01:19:49.685  
And, um, the first point was Cambridge City council's

1375

01:19:49.925 --> 01:19:54.565  
response to EQ 2.7 0.8, which has been dealt

1376

01:19:54.565 --> 01:19:57.045

with in a additional submission.

1377

01:19:57.095 --> 01:19:59.685

There was a, I think a copy and paste error in there.

1378

01:20:00.025 --> 01:20:02.045

I'm afraid it was. Yes. I apologize for that, sir.

1379

01:20:02.065 --> 01:20:05.525

That's fine. Thank you. Next bullet point, um,

1380

01:20:06.025 --> 01:20:08.245

the effect on the Milton Traveler site.

1381

01:20:08.465 --> 01:20:12.765

Now obviously we've got a public sector equality duty to

1382

01:20:13.315 --> 01:20:15.445

discharge when we make a recommendation.

1383

01:20:16.105 --> 01:20:18.805

And in South Cams, LIR

1384

01:20:19.665 --> 01:20:23.725

it mentioned two traveler sites throughout the application

1385

01:20:24.085 --> 01:20:28.245

documentation, it's only dealt with one traveler site,

1386

01:20:28.245 --> 01:20:30.965

which was the Fen Road location, um,

1387

01:20:32.095 --> 01:20:33.725

gypsy Roma and Traveler.

1388

01:20:33.905 --> 01:20:36.085

So the whole, um, group there.

1389

01:20:36.625 --> 01:20:40.165

So was that a passing reference that we don't need

1390  
01:20:40.165 --> 01:20:42.645  
to concern ourselves with two Milton,

1391  
01:20:43.265 --> 01:20:45.205  
or is it something that has been missed?

1392  
01:20:55.245 --> 01:20:56.445  
I, I, I

1393  
01:20:56.445 --> 01:20:58.325  
Think we can let that one go, sir.

1394  
01:20:58.575 --> 01:21:02.165  
Thank you. If you wouldn't mind confirming that, we'll set

1395  
01:21:02.165 --> 01:21:05.365  
that as an action point for you to confirm whether

1396  
01:21:06.105 --> 01:21:09.085  
Milton Traveler site is something we, we don't need

1397  
01:21:09.085 --> 01:21:10.245  
to take account of please.

1398  
01:21:10.945 --> 01:21:13.445  
Um, so that we've got the trail

1399  
01:21:13.465 --> 01:21:15.325  
for our public sector quality duty.

1400  
01:21:15.385 --> 01:21:16.485  
Yes, sir. Thank you.

1401  
01:21:18.975 --> 01:21:21.445  
Third bullet point was an update on discussions

1402  
01:21:21.445 --> 01:21:23.365  
with the conservators of the river camp,

1403  
01:21:23.365 --> 01:21:26.165



but hopefully we had an update yesterday

1404

01:21:26.185 --> 01:21:30.085

and I, I imagine there's nothing to add, um, today.

1405

01:21:30.385 --> 01:21:32.765

Not from our side, sir. No, thank you.

1406

01:21:33.785 --> 01:21:36.085

So the final point, and the community relates

1407

01:21:36.145 --> 01:21:39.805

to public rights of way and permissive paths,

1408

01:21:39.865 --> 01:21:43.045

and we partly touched on this again yesterday.

1409

01:21:44.545 --> 01:21:48.125

Um, in preparation for these hearings,

1410

01:21:48.235 --> 01:21:52.325

I've been looking over the application documentation,

1411

01:21:52.745 --> 01:21:57.155

and I have to say I was, I was quite confused

1412

01:21:57.255 --> 01:21:59.835

and had to read certain points several times

1413

01:22:00.585 --> 01:22:03.475

because it talks about, for example, um,

1414

01:22:04.295 --> 01:22:07.235

the landowner wouldn't agree to permissive access and

1415

01:22:07.235 --> 01:22:09.875

therefore it's going to be a public right of way.

1416

01:22:10.295 --> 01:22:12.795

And then there's other discussion of permissive routes,

1417

01:22:13.295 --> 01:22:18.055

and those accounts of discussions haven't been tied

1418

01:22:18.155 --> 01:22:21.575

to particular stretches of the network

1419

01:22:22.395 --> 01:22:23.575

in the documentation.

1420

01:22:25.275 --> 01:22:29.095

And I wondered whether it would be helpful for the Secretary

1421

01:22:29.095 --> 01:22:33.015

of State if we could have a final drawing that shows

1422

01:22:34.515 --> 01:22:38.415

the public right of way, any permissive routes,

1423

01:22:38.995 --> 01:22:41.655

and then any other routes that would be created.

1424

01:22:43.875 --> 01:22:47.095

And I'd just like to turn up, um,

1425

01:22:47.915 --> 01:22:49.055

the l now,

1426

01:22:49.055 --> 01:22:53.415

which is rep 5 0 6 2.

1427

01:22:56.245 --> 01:22:57.305

So let's just have a,

1428

01:23:02.805 --> 01:23:03.765

a quick look at this.

1429

01:23:28.255 --> 01:23:31.105

5 0 6 2, if you just bear with me as well.

1430

01:23:35.365 --> 01:23:38.345

And some way down the document, we've got, um,

1431

01:23:38.735 --> 01:23:43.025

some drawings which set out, um, walking routes.

1432

01:23:43.095 --> 01:23:44.785

I'll just remind myself where they are.

1433

01:23:50.295 --> 01:23:54.585

Here we go. So if we look at page 40 of 84 of that document,

1434

01:24:12.735 --> 01:24:13.505

have we got there?

1435

01:24:13.505 --> 01:24:18.225

Thank you. Um, let's just look at the, if we can see

1436

01:24:18.755 --> 01:24:23.185

where it, the box saying New crossing island on Hoey Road

1437

01:24:24.205 --> 01:24:24.425

is,

1438

01:24:30.005 --> 01:24:33.865

and we've got the, um, it's kind of a pinky magenta

1439

01:24:34.765 --> 01:24:39.145

broken line, which says pedestrian only controlled access.

1440

01:24:44.045 --> 01:24:47.505

And bear in mind that this also shows existing,

1441

01:24:48.445 --> 01:24:50.625

um, rights of way.

1442

01:24:50.725 --> 01:24:53.385

So we've got the, for example, a loop path,

1443

01:24:54.125 --> 01:24:58.225

but also it illustrates the, the public right of way.

1444

01:24:59.205 --> 01:25:03.245

And one matter that I was quite confused on

1445

01:25:03.245 --> 01:25:07.085

with this drawing, I think it's a presentational matter, is

1446

01:25:07.155 --> 01:25:10.565

that it illustrates everything but the permissive route.

1447

01:25:11.865 --> 01:25:15.885

So, you know, it's, it seems to be incomplete

1448

01:25:15.885 --> 01:25:19.165

with somebody who's looking for the answer on that.

1449

01:25:19.825 --> 01:25:24.445

And then if we just jump forward to cycling routes,

1450

01:25:28.115 --> 01:25:32.105

we've got that same point.

1451

01:25:33.785 --> 01:25:38.745

Um, the bit I highlighted that's labeled

1452

01:25:38.745 --> 01:25:42.385

as pedestrian only is shown as a cycleway.

1453

01:25:44.125 --> 01:25:47.145

So there's some, in my view, inconsistency

1454

01:25:47.145 --> 01:25:50.225

between the drawings that the previous one shouldn't say

1455

01:25:51.355 --> 01:25:52.905

pedestrian only, for example.

1456

01:25:53.525 --> 01:25:56.865

And I think that ought to be thoroughly checked

1457

01:25:56.865 --> 01:26:00.185

because clearly you have put in your application

1458

01:26:00.505 --> 01:26:02.785

documentation that you were relying on this as a benefit

1459

01:26:03.025 --> 01:26:05.565

of the Yes scheme. Yep.

1460

01:26:05.865 --> 01:26:07.485

Um, so it's important.

1461

01:26:07.945 --> 01:26:12.845

And, um, we will attend to that and put it in deadline six.

1462

01:26:13.695 --> 01:26:16.645

Thank you. We'll take that as an action point then, um,

1463

01:26:17.225 --> 01:26:21.165

to review the l and any other documents

1464

01:26:21.165 --> 01:26:22.605

that illustrate these roots.

1465

01:26:23.225 --> 01:26:26.405

Um, so, so if I may, Andrew p prior to the applicant,

1466

01:26:26.565 --> 01:26:28.925

I think it might be useful to us to produce

1467

01:26:29.545 --> 01:26:32.725

one further additional figure showing the legal status

1468

01:26:33.185 --> 01:26:34.285

of each of the paths.

1469

01:26:34.305 --> 01:26:38.165

So in addition to the proposed users, which these maps show

1470

01:26:38.725 --> 01:26:41.805

a separate one, showing those which are, um,

1471

01:26:42.175 --> 01:26:44.205  
permissive within the learn area,

1472

01:26:44.265 --> 01:26:46.085  
and those which are rights of way,

1473

01:26:46.275 --> 01:26:47.965  
That seems like a helpful addition.

1474

01:26:48.785 --> 01:26:51.485  
Um, and it may be as well, um,

1475

01:26:54.305 --> 01:26:59.245  
I'm just thinking aloud here that we don't necessarily need

1476

01:26:59.245 --> 01:27:01.005  
to amend all of the documentation.

1477

01:27:01.065 --> 01:27:03.725  
If you, if you do that, then we could have

1478

01:27:04.425 --> 01:27:07.645  
one definitive map, you know, not the definitive map

1479

01:27:07.665 --> 01:27:10.765  
of course, but a definitive map that we can refer

1480

01:27:10.785 --> 01:27:13.325  
to in our report to the Secretary State.

1481

01:27:13.325 --> 01:27:14.765  
Yes. Small D. Small M

1482

01:27:15.645 --> 01:27:16.645  
Exactly.

1483

01:27:17.255 --> 01:27:20.645  
Thank you. So that, that covers off, um, that point.

1484

01:27:21.385 --> 01:27:25.485

The next bullet point relates to, I'm

1485

01:27:25.975 --> 01:27:27.525

Sorry, sir, I understand that Mr.

1486

01:27:27.885 --> 01:27:30.485

Ashman is online, who, who might be able to help

1487

01:27:30.485 --> 01:27:31.805

with this particular

1488

01:27:31.945 --> 01:27:32.945

Oh, right. I, I was gonna come

1489

01:27:32.945 --> 01:27:34.685

back to people at the end,

1490

01:27:34.705 --> 01:27:35.725

but, oh, sorry sir.

1491

01:27:35.725 --> 01:27:38.125

Well, if, if he's available now, let, let's see it from him.

1492

01:27:38.595 --> 01:27:39.925

That would be kind. Thank you.

1493

01:27:41.705 --> 01:27:43.245

Um, hello. Thank you, sir.

1494

01:27:43.265 --> 01:27:45.005

Um, it's Daniel Ashman, um, acting

1495

01:27:45.025 --> 01:27:46.125

for Cambridge County Council.

1496

01:27:46.745 --> 01:27:49.655

Um, again, in in advance of these hearings,

1497

01:27:49.655 --> 01:27:51.455

I've been looking back at previous representations

1498  
01:27:51.455 --> 01:27:53.295  
that have been made, um, by the county

1499  
01:27:53.515 --> 01:27:55.575  
and by interested user groups who,

1500  
01:27:55.635 --> 01:27:58.215  
who are obviously have a vested interest in the routes

1501  
01:27:58.215 --> 01:28:00.815  
that are being created, uh, as part of this development.

1502  
01:28:01.435 --> 01:28:03.255  
Um, and one representation

1503  
01:28:03.405 --> 01:28:06.175  
that I've come across is the British Horse Society,

1504  
01:28:06.355 --> 01:28:09.775  
who are very interested in, in the right

1505  
01:28:09.795 --> 01:28:13.455  
to access across the route labeled G on the map

1506  
01:28:13.495 --> 01:28:15.575  
that we are looking at here, the, the yellow dash line.

1507  
01:28:16.355 --> 01:28:18.155  
Um, there, there,

1508  
01:28:18.375 --> 01:28:19.675  
and I think one thing that came

1509  
01:28:19.675 --> 01:28:21.155  
to the county council is very keen on is having

1510  
01:28:21.335 --> 01:28:24.035  
as inclusive access as possible across new routes.

1511  
01:28:24.615 --> 01:28:26.915



Um, and I wondered what the applicant's thoughts were on

1512

01:28:26.915 --> 01:28:30.075

providing equestrian access on the orange dash line.

1513

01:28:30.185 --> 01:28:32.075

That would be, to my understanding,

1514

01:28:32.155 --> 01:28:33.635

a permissive, a permissive path.

1515

01:28:34.885 --> 01:28:38.245

I think they've already responded to this previously,

1516

01:28:38.265 --> 01:28:40.565

but I'm quite happy for them to respond again.

1517

01:28:41.505 --> 01:28:42.965

Yes, sir. Thank you for the opportunity.

1518

01:28:43.105 --> 01:28:47.565

Um, we dealt with this at, uh, two consultations, uh, and,

1519

01:28:47.665 --> 01:28:49.325

and in previous representations,

1520

01:28:49.505 --> 01:28:53.165

but we don't believe that the, um,

1521

01:28:53.655 --> 01:28:56.845

equestrian traffic and particularly carriage traffic would

1522

01:28:56.845 --> 01:29:00.685

be compatible with those, uh, recreational uses on very on,

1523

01:29:00.685 --> 01:29:03.285

on relatively narrow permissive paths within the site.

1524

01:29:03.665 --> 01:29:08.245

So those internal permissive paths are primarily designed

1525  
01:29:08.345 --> 01:29:10.925  
for pedestrians and recreational cyclists.

1526  
01:29:11.545 --> 01:29:15.445  
Um, there are enhanced opportunities for equestrians users

1527  
01:29:15.835 --> 01:29:18.045  
through the new, new bridal way,

1528  
01:29:18.465 --> 01:29:20.885  
and the route that was referred to in the LRP

1529  
01:29:20.945 --> 01:29:24.125  
of the equestrian route provides an additional 10 kilometers

1530  
01:29:24.125 --> 01:29:26.725  
of equestrian facilities for those users.

1531  
01:29:27.425 --> 01:29:32.365  
Um, we felt that those, uh, more, um, uh,

1532  
01:29:32.975 --> 01:29:36.125  
those uses on site weren't really particularly compatible

1533  
01:29:36.125 --> 01:29:37.445  
with equestrian uses.

1534  
01:29:37.615 --> 01:29:39.045  
Thank you. And those narrow paths.

1535  
01:29:39.505 --> 01:29:41.285  
And Mr. Ashman, the, um,

1536  
01:29:41.825 --> 01:29:45.645  
the applicant confirmed in the last set of responses

1537  
01:29:45.745 --> 01:29:47.405  
to our questions that the

1538  
01:29:47.925 --> 01:29:51.485

a 14 over bridge would now be adapted for use by equestrian,

1539

01:29:51.545 --> 01:29:54.885

so it joins up that route between the north and the South.

1540

01:29:55.705 --> 01:29:58.085

Um, and just while we're talking about that,

1541

01:29:58.105 --> 01:29:59.245

that's probably something

1542

01:29:59.245 --> 01:30:02.765

that could be usefully incorporated on the drawing that, um,

1543

01:30:03.105 --> 01:30:05.125

you are going to, to consolidate drawing.

1544

01:30:06.185 --> 01:30:07.685

Indeed, sir. We can do that.

1545

01:30:07.785 --> 01:30:09.045

And also noting of course,

1546

01:30:09.145 --> 01:30:11.565

the section 1 0 6 contribution that Mr.

1547

01:30:11.585 --> 01:30:16.125

Bowles referred to, to enhance safe equestrian access

1548

01:30:16.185 --> 01:30:17.205

to the area as well.

1549

01:30:17.335 --> 01:30:19.285

Thank you. Mr. Ashman, do you have anything else

1550

01:30:19.425 --> 01:30:20.805

to comment on there?

1551

01:30:21.585 --> 01:30:23.645

Not on that point. Thank you. Thank you.

1552

01:30:24.705 --> 01:30:26.365

Um, permissive paths,

1553

01:30:26.665 --> 01:30:28.325

and this is a point that, um,

1554

01:30:28.595 --> 01:30:30.725

safe Honey Hill Group have raised, I think a number

1555

01:30:30.725 --> 01:30:33.205

of times now relating

1556

01:30:33.345 --> 01:30:35.965

to the 30 year period for them.

1557

01:30:36.865 --> 01:30:40.245

And, um, we're also interested as an examining authority

1558

01:30:40.345 --> 01:30:43.365

how these would be secured for the 30 years.

1559

01:30:43.545 --> 01:30:45.925

So applicant, could you explain, please?

1560

01:30:47.505 --> 01:30:48.565

Yes, sir. Thank you.

1561

01:30:48.745 --> 01:30:50.885

Uh, Andrew Prior, the applicant, the intention is

1562

01:30:50.885 --> 01:30:52.485

that they're secured under the LRP

1563

01:30:52.705 --> 01:30:55.885

and the tables on, uh, delivery

1564

01:30:56.065 --> 01:30:58.005

and maintenance at the back end of the lrp.

1565

01:30:58.025 --> 01:31:00.485

The final line of each of those explains

1566

01:31:00.505 --> 01:31:03.165

how those paths will be first delivered

1567

01:31:03.165 --> 01:31:05.925

and then maintained for the period of 30 years.

1568

01:31:06.905 --> 01:31:09.205

Uh, within the DC0, there is no provision

1569

01:31:09.225 --> 01:31:12.565

for their maintenance, uh, after the 30 year period.

1570

01:31:12.835 --> 01:31:16.685

However, the applicant has a water undertaker is subject

1571

01:31:16.685 --> 01:31:18.645

to the provisions of the Water Industry Act

1572

01:31:19.185 --> 01:31:23.645

and the, uh, code of access for recreational access

1573

01:31:23.665 --> 01:31:28.245

to its land, uh, which, uh, urges undertakers

1574

01:31:28.245 --> 01:31:30.085

to maintain access to those land

1575

01:31:30.345 --> 01:31:31.485

and particularly refers

1576

01:31:31.485 --> 01:31:33.365

to permissive paths and access to paths.

1577

01:31:33.745 --> 01:31:36.165

And therefore we envisage that the access

1578

01:31:36.305 --> 01:31:38.845

to those paths would be maintained under those rights.

1579

01:31:39.305 --> 01:31:40.645

As is the case with, um,

1580

01:31:40.745 --> 01:31:43.205

the applicant's other facilities at Rutland Water Graph

1581

01:31:43.205 --> 01:31:46.845

and Water, and numerous other, uh, places across,

1582

01:31:46.985 --> 01:31:48.165

its, its catchment.

1583

01:31:48.375 --> 01:31:51.405

Sorry, could you just tell me the legislation you referred

1584

01:31:51.405 --> 01:31:52.405

To? It's in our

1585

01:31:52.405 --> 01:31:53.645

previous representation, sir,

1586

01:31:53.645 --> 01:31:55.205

but it's under the Water Industries Act,

1587

01:31:55.265 --> 01:31:58.445

and then there's a code of a, a code of con, sorry, code of

1588

01:31:59.165 --> 01:32:01.685

practice, which is secured under a separate statutory

1589

01:32:01.685 --> 01:32:03.845

instrument, which is also in our representation.

1590

01:32:04.585 --> 01:32:07.285

So if that's the intention, why don't you state

1591

01:32:07.285 --> 01:32:09.565

that it would be for the lifetime of the development?

1592

01:32:10.305 --> 01:32:12.605

Um, we could state that in the lrp, sir.

1593

01:32:12.665 --> 01:32:16.165

Um, but we didn't want to secure it under the DC0 in the lm.

1594

01:32:16.465 --> 01:32:18.645

So it would be a more flexible approach

1595

01:32:18.665 --> 01:32:21.405

and consistent with, with the way the, uh,

1596

01:32:21.475 --> 01:32:24.245

governing legislation for the industry,

1597

01:32:24.705 --> 01:32:26.485

uh, sees it.

1598

01:32:26.775 --> 01:32:30.045

Thank you. And can I come back to county

1599

01:32:30.185 --> 01:32:35.045

and ask whether you have experience of permissive paths

1600

01:32:35.045 --> 01:32:37.805

and whether using the LRP would be a,

1601

01:32:38.125 --> 01:32:40.205

a satisfactory way to secure them?

1602

01:32:41.065 --> 01:32:43.205

That's Mr. Ashman again. Ashman. Thank you.

1603

01:32:45.175 --> 01:32:46.485

Thank you. Yes. Daniel Ashman

1604

01:32:46.485 --> 01:32:47.565

for Cambridge County Council.

1605

01:32:48.105 --> 01:32:52.205

Um, I think using the lrp, um, is an acceptable way forward.

1606

01:32:52.475 --> 01:32:54.485

It's, it's publicly documented, so that's,

1607

01:32:54.765 --> 01:32:55.885

that's very encouraging.

1608

01:32:56.225 --> 01:32:59.915

Um, what, what we do in Cambridge County Council

1609

01:32:59.945 --> 01:33:02.755

with Permissive Paths is, um, we look

1610

01:33:02.755 --> 01:33:06.995

to enter into agreements with landowners, um, regarding the,

1611

01:33:06.995 --> 01:33:08.755

the access that they're permitting across their land.

1612

01:33:09.295 --> 01:33:11.975

Um, one of the reasons we're doing is this, is

1613

01:33:11.975 --> 01:33:13.295

that we can then publish it

1614

01:33:13.315 --> 01:33:16.775

and make it available to the public via our website, um, so

1615

01:33:16.775 --> 01:33:19.655

that, you know, the public are well aware and,

1616

01:33:19.655 --> 01:33:21.175

and have, know that this opportunity

1617

01:33:21.235 --> 01:33:22.335

has become available to them.

1618

01:33:22.795 --> 01:33:26.335

Um, it also helps us to establish minimum standards

1619

01:33:26.435 --> 01:33:29.655



for provisions, um, you know, in in, in collaboration

1620

01:33:29.725 --> 01:33:30.775

with the landowner.

1621

01:33:31.235 --> 01:33:33.495

So I would be interested in, in pursuing that

1622

01:33:33.495 --> 01:33:37.895

with the landowner, um, with the applicant, um, post DCO,

1623

01:33:38.535 --> 01:33:39.555

if this was to be approved,

1624

01:33:40.215 --> 01:33:42.995

Is that something that you would, you are asking us to,

1625

01:33:43.895 --> 01:33:46.075

um, recommend to the Secretary of State

1626

01:33:46.335 --> 01:33:50.355

or to put in any documents or an amended D-C-O-T-O?

1627

01:33:51.655 --> 01:33:53.835

Um, no, I don't, I don't think it needs to be,

1628

01:33:53.895 --> 01:33:54.915

um, that instructive.

1629

01:33:55.335 --> 01:33:57.715

Um, I think I would hope that angling water would,

1630

01:33:57.715 --> 01:33:59.675

would be prepared to work with Cambridge County Council on

1631

01:33:59.675 --> 01:34:01.195

good faith on that, on that sort of matter.

1632

01:34:02.495 --> 01:34:03.845

Thank you. Angling water?

1633

01:34:04.145 --> 01:34:07.005

Yes, sir. Thank you. Um, if, if it's of assistance there,

1634

01:34:07.065 --> 01:34:10.165

of course the LRP needs to be approved

1635

01:34:10.265 --> 01:34:11.885

by the relevant local authorities.

1636

01:34:11.915 --> 01:34:14.085

Yeah. And there was a provision for sharing the data

1637

01:34:15.145 --> 01:34:16.725

in there in terms of monitoring, so

1638

01:34:16.725 --> 01:34:19.405

that information would automatically pass to, um,

1639

01:34:20.305 --> 01:34:23.365

to the county to manage its recreational obligation.

1640

01:34:23.425 --> 01:34:25.445

So I don't think there'll be any problem with that.

1641

01:34:25.465 --> 01:34:27.685

And I think to some extent that's envisaged.

1642

01:34:28.075 --> 01:34:30.565

Also, I think issues like, um, compatibility of signage

1643

01:34:30.565 --> 01:34:34.365

and using the brown permissive, uh, path signage, again,

1644

01:34:34.665 --> 01:34:36.245

the council can have some control over

1645

01:34:36.245 --> 01:34:37.965

that compatibility with the wider network.

1646

01:34:38.535 --> 01:34:41.085

Thank you. And just so we are clear for our notes, where,

1647

01:34:41.265 --> 01:34:44.485

can you point us where exactly this is set out in the lump?

1648

01:34:44.645 --> 01:34:46.245

I think you said it was the final table?

1649

01:34:47.465 --> 01:34:48.965

Uh, yes, sir. It, uh,

1650

01:34:49.095 --> 01:34:50.445

let's see if I can find the document.

1651

01:34:50.475 --> 01:34:53.325

It's the, it's the two tables at the end, one on delivery

1652

01:34:53.345 --> 01:34:57.165

and one on, um, uh, maintenance.

1653

01:34:57.545 --> 01:34:58.565

I'm just scanning through.

1654

01:34:58.745 --> 01:35:02.285

Now again, we've put these in our, these references in our,

1655

01:35:02.305 --> 01:35:04.085

in our last, um, submission.

1656

01:35:04.315 --> 01:35:06.845

Yeah, I think, and from page 60,

1657

01:35:07.675 --> 01:35:09.885

this is management post planting, for example.

1658

01:35:10.065 --> 01:35:13.885

You, you talk about 30 years for maintenance and so on.

1659

01:35:14.745 --> 01:35:18.885

Um, let's have a look. Is that just for,

1660

01:35:19.665 --> 01:35:20.665

Uh, We've Got, there's

1661

01:35:20.665 --> 01:35:21.365

a delivery,

1662

01:35:21.835 --> 01:35:23.645

There's a delivery one as well, sir.

1663

01:35:23.825 --> 01:35:25.405

Um, okay. In

1664

01:35:26.075 --> 01:35:27.885

5.1, is that, Yes.

1665

01:35:27.905 --> 01:35:29.245

See, your hearing is better than mine.

1666

01:35:29.485 --> 01:35:32.045

A very loud whisper. Um,

1667

01:35:35.515 --> 01:35:36.575

so let's have a look.

1668

01:35:41.605 --> 01:35:45.985

So we've got page 72 furniture permissive paths,

1669

01:35:46.565 --> 01:35:48.745

and it's, it talks about twice a year, annually

1670

01:35:48.745 --> 01:35:50.665

for the first five years, and then every five

1671

01:35:50.665 --> 01:35:52.225

years after that.

1672

01:35:52.225 --> 01:35:57.105

And I think that might be where, um, you know,

1673

01:35:57.285 --> 01:36:00.065

at the head of that table, the first few rows, it says

1674

01:36:00.405 --> 01:36:02.545

for a minimum period of 30 years.

1675

01:36:02.645 --> 01:36:06.825

And that seems to be missing from that row there.

1676

01:36:08.285 --> 01:36:09.285

Um,

1677

01:36:09.585 --> 01:36:11.505

I will, I I will have a look through that, sir.

1678

01:36:11.505 --> 01:36:13.385

And just to ensure there's consistency Yes.

1679

01:36:13.385 --> 01:36:15.065

That, so that it confirms the 30 years.

1680

01:36:15.065 --> 01:36:17.065

And we'll also add in that additional reference

1681

01:36:17.065 --> 01:36:19.945

to the water industry act to say that would be envisaged

1682

01:36:19.945 --> 01:36:22.985

that thereafter it would be access would be

1683

01:36:23.185 --> 01:36:24.225

maintained through those provisions.

1684

01:36:24.335 --> 01:36:25.985

That would be really helpful. So we'll set that

1685

01:36:25.985 --> 01:36:27.905

as an action point to Thank you, sir.

1686

01:36:28.045 --> 01:36:30.905

Update the, um, thank you Mr. Gilder.

1687

01:36:31.035 --> 01:36:33.785

These questions have issued from your representations.

1688

01:36:33.815 --> 01:36:35.025

Have you got any further comments?

1689

01:36:36.325 --> 01:36:38.185

Um, yes, I I have one, sir.

1690

01:36:38.265 --> 01:36:39.585

I mean, you, you are well aware

1691

01:36:39.585 --> 01:36:43.345

that we've made representations on several occasions

1692

01:36:43.345 --> 01:36:47.465

that we think the, the 30 year cutoff for maintenance

1693

01:36:47.465 --> 01:36:51.505

of access, um, to the land around the works is an,

1694

01:36:51.525 --> 01:36:53.505

is an arbitrary, um, commitment.

1695

01:36:54.005 --> 01:36:57.305

Um, and that we believe that the commitment should be

1696

01:36:57.305 --> 01:36:58.385

to the lifetime of the works.

1697

01:36:58.845 --> 01:36:59.985

And I think I heard Mr.

1698

01:37:00.115 --> 01:37:02.625

Pryor suggest that he was, he was happy that

1699

01:37:02.625 --> 01:37:05.025

that 30 years changed to lifetime.

1700

01:37:05.085 --> 01:37:07.305

But perhaps I mis misheard what he said.

1701

01:37:08.325 --> 01:37:11.385

Uh, um, Mr. Pryor, uh, no, I, I, I, I said

1702

01:37:11.385 --> 01:37:13.905

that we were happy that thereafter the 30 year period,

1703

01:37:14.325 --> 01:37:15.545

the provisions of the code

1704

01:37:15.545 --> 01:37:18.225

of practice under the Water Industry Act would apply,

1705

01:37:18.435 --> 01:37:20.745

which would ordinarily allow those

1706

01:37:20.745 --> 01:37:22.225

permissive paths to be continued.

1707

01:37:23.255 --> 01:37:25.035

But there would be a number of operational reasons,

1708

01:37:25.095 --> 01:37:28.555

for example, antisocial behavior, other activities on site

1709

01:37:28.555 --> 01:37:31.235

that might not allow those permissive paths to continue.

1710

01:37:31.235 --> 01:37:32.315

But nonetheless, that code

1711

01:37:32.315 --> 01:37:34.395

of practice would continue to apply to that area.

1712

01:37:34.885 --> 01:37:38.105

Thank you. Um,

1713

01:37:38.625 --> 01:37:42.985

I think along the 30 year point, so we've, we've got, as far

1714

01:37:42.985 --> 01:37:45.145  
as we're going to get, um, I'm

1715

01:37:45.815 --> 01:37:48.905  
less comfortable than either the county council or Mr.

1716

01:37:49.115 --> 01:37:52.225  
Pryor is with relying on the LM as a means

1717

01:37:52.225 --> 01:37:53.985  
of enforcing permissive access.

1718

01:37:54.325 --> 01:37:57.805  
Um, the county council suggests that they will make, um,

1719

01:37:58.185 --> 01:38:00.965  
or in other circumstances would make an agreement

1720

01:38:00.965 --> 01:38:04.805  
with the landowner concerning, um, the maintenance

1721

01:38:04.865 --> 01:38:07.405  
or sustaining of that permissive access.

1722

01:38:07.925 --> 01:38:10.845  
I think that would be, you know, probably an essential part

1723

01:38:10.845 --> 01:38:12.925  
of the documentation over

1724

01:38:12.945 --> 01:38:15.885  
and above any commitment that's in the LMP and the

1725

01:38:16.535 --> 01:38:17.525  
Thank you. Well, we'll, and

1726

01:38:17.525 --> 01:38:19.685  
In the code of Practice, we'll consider your comments

1727

01:38:19.815 --> 01:38:20.925



along with all of the other

1728

01:38:21.525 --> 01:38:22.885

representations we've heard today.

1729

01:38:23.055 --> 01:38:26.365

Thank you. Final bullet point on community,

1730

01:38:27.535 --> 01:38:30.685

could we look at documents rep four

1731

01:38:31.755 --> 01:38:33.885

dash 0 2 8 please

1732

01:38:35.065 --> 01:38:38.565

and rep five dash 0 4 7?

1733

01:38:39.345 --> 01:38:43.365

So these are the community and transport chapters of the es.

1734

01:38:48.885 --> 01:38:51.985

The four seven is a, um, a track changes version.

1735

01:39:17.755 --> 01:39:18.665

We're just trying to find the

1736

01:39:18.665 --> 01:39:19.785

right person to answer this question,

1737

01:39:20.085 --> 01:39:21.085

Sir. Thank you.

1738

01:39:21.085 --> 01:39:21.085

1739

01:39:26.015 --> 01:39:27.015

Yeah.

1740

01:39:29.595 --> 01:39:32.375

Uh, Ian Scott, who is online is going to respond

1741

01:39:32.375 --> 01:39:33.415  
to the questions on

1742

01:39:33.415 --> 01:39:34.415  
This, sir. Thank you, Scott.

1743

01:39:34.415 --> 01:39:35.975  
Um,

1744

01:39:38.365 --> 01:39:41.295  
community chapter rep 4 0 2 8,

1745

01:39:41.645 --> 01:39:44.215  
paragraph 4.2 0.37.

1746

01:39:46.045 --> 01:39:51.015  
This is talking about public right of way 85 8 and 85 6.

1747

01:39:51.155 --> 01:39:54.575  
So this is around about the outfall construction area,

1748

01:39:55.475 --> 01:39:58.415  
and it says that despite the application of these measures,

1749

01:39:58.475 --> 01:39:59.975  
the impact would remain major.

1750

01:40:01.035 --> 01:40:02.415  
The residual effect

1751

01:40:02.415 --> 01:40:06.495  
therefore remains as moderate adverse, which is significant

1752

01:40:08.075 --> 01:40:09.535  
in the transport chapter.

1753

01:40:10.355 --> 01:40:13.415  
So that's 5.047,

1754

01:40:15.405 --> 01:40:19.935

page 174, it lists residual effect,

1755

01:40:20.335 --> 01:40:21.615  
temporary major significant,

1756

01:40:22.995 --> 01:40:25.095  
and in this track changes version

1757

01:40:26.255 --> 01:40:27.575  
moderate's been struck through.

1758

01:40:27.835 --> 01:40:30.815  
So there's a difference in the effects

1759

01:40:31.035 --> 01:40:34.135  
as they've been assessed in the transport

1760

01:40:34.235 --> 01:40:37.415  
and the community chapters of the es,

1761

01:40:38.595 --> 01:40:43.255  
Uh, Uh,

1762

01:40:43.655 --> 01:40:44.895  
Ian Scott for the applicant.

1763

01:40:45.755 --> 01:40:50.615  
So my understanding from a, the community perspective is

1764

01:40:50.615 --> 01:40:52.175  
that our assessments are different.

1765

01:40:52.875 --> 01:40:57.125  
So, so whilst they're looking at the same, uh, change

1766

01:40:57.345 --> 01:41:00.765  
and the same resource, they look at the two assessments,

1767

01:41:00.765 --> 01:41:02.365  
look at them from different, uh,

1768  
01:41:02.365 --> 01:41:03.965  
perspectives or through different lenses.

1769  
01:41:04.855 --> 01:41:06.285  
Thank you. Um,

1770  
01:41:07.265 --> 01:41:08.265  
It would be helpful.

1771  
01:41:08.365 --> 01:41:10.165  
I don't want to create too much work for the applicant,

1772  
01:41:10.225 --> 01:41:14.725  
but to have a brief, um, description of that perhaps

1773  
01:41:14.825 --> 01:41:18.405  
as an action point, we can just ask for clarification as

1774  
01:41:18.405 --> 01:41:21.725  
to why there's a different effect in two different chapters.

1775  
01:41:22.465 --> 01:41:26.285  
Um, and again, this helps with us reporting the effect

1776  
01:41:26.385 --> 01:41:28.205  
and also assessing them.

1777  
01:41:28.305 --> 01:41:30.885  
The, the related question though is

1778  
01:41:31.705 --> 01:41:35.605  
how do we weigh it in the balance without double counting?

1779  
01:41:37.385 --> 01:41:40.765  
And I wonder if that's something also to pick up in

1780  
01:41:40.765 --> 01:41:41.845  
that action point so

1781  
01:41:41.845 --> 01:41:43.925

that you can have some time to think about it.

1782

01:41:48.425 --> 01:41:51.485

Yes, sir. We'll, um, attend to that

1783

01:41:51.945 --> 01:41:54.205

and those will come in at stage six.

1784

01:41:54.375 --> 01:41:57.805

Thank you. We've reached the end of the

1785

01:41:58.385 --> 01:41:59.885

points I had in community.

1786

01:41:59.915 --> 01:42:02.925

Does anybody else in the room have any additional

1787

01:42:02.925 --> 01:42:04.125

points they'd like to make?

1788

01:42:07.365 --> 01:42:09.545

No. And is there anybody online?

1789

01:42:13.745 --> 01:42:14.745

I can't see anybody.

1790

01:42:15.285 --> 01:42:18.985

Um, just before we proceed, it's 10,

1791

01:42:19.095 --> 01:42:20.625

it's approaching 10 past one.

1792

01:42:20.995 --> 01:42:22.545

Would you like to break for lunch

1793

01:42:22.605 --> 01:42:25.105

or would you, like we could break for a longer lunch,

1794

01:42:25.405 --> 01:42:29.305

or would you like to get health outta the way?

1795  
01:42:29.305 --> 01:42:31.305  
There's not many questions on that. I,

1796  
01:42:31.465 --> 01:42:33.425  
I I think it would be nice to, uh,

1797  
01:42:33.425 --> 01:42:34.585  
bash through health. Yes.

1798  
01:42:35.325 --> 01:42:37.385  
Is everybody else happy with that? If people can.

1799  
01:42:37.525 --> 01:42:39.105  
Um, the reason I'm asking is

1800  
01:42:39.105 --> 01:42:41.985  
because of course people who don't need to stay Yes.

1801  
01:42:41.985 --> 01:42:43.905  
For our discussion on transport. Exactly.

1802  
01:42:43.905 --> 01:42:47.065  
Then leave and you could have a longer lunch. Yes. Yeah,

1803  
01:42:47.095 --> 01:42:48.585  
That would be very helpful, sir. Thank

1804  
01:42:48.585 --> 01:42:49.585  
You. Thank you.

1805  
01:42:49.585 --> 01:42:50.425  
Right.

1806  
01:42:50.565 --> 01:42:54.825  
So first bullet point of health, which relates

1807  
01:42:54.965 --> 01:42:59.585  
to document REP five dash 0 3 4.

1808  
01:43:04.115 --> 01:43:05.505

We've got, um,

1809

01:43:07.365 --> 01:43:09.905

and this is a for example reference,

1810

01:43:10.245 --> 01:43:12.585

so there may well be other references in the document.

1811

01:43:13.195 --> 01:43:17.425

We've got a mismatch between the, um, for example,

1812

01:43:17.525 --> 01:43:20.745

the community liaison framework plan, soil management plan,

1813

01:43:21.625 --> 01:43:25.665

outlined decommissioning strategy between what's said in

1814

01:43:25.665 --> 01:43:28.145

that chapter and what the names of the documents

1815

01:43:28.145 --> 01:43:29.425

that have been submitted are.

1816

01:43:30.885 --> 01:43:35.145

Um, so that may well be just an action point. Yes. Yep.

1817

01:43:35.195 --> 01:43:39.545

Thank you. So action point to review health to ensure

1818

01:43:39.545 --> 01:43:42.345

that documents mitigation, documents accord

1819

01:43:42.345 --> 01:43:43.505

with the submitted names.

1820

01:43:46.735 --> 01:43:51.645

Yeah. Thank you. Um, do you think it's worth extending

1821

01:43:51.675 --> 01:43:55.045

that to other parts of the es?

1822  
01:43:57.585 --> 01:43:59.365  
Um, I'm not going to turn around

1823  
01:43:59.365 --> 01:44:00.645  
and take instructions on this.

1824  
01:44:00.745 --> 01:44:01.925  
I'm going to go out on my own

1825  
01:44:01.945 --> 01:44:03.845  
and say, yes, thank you. I do think so.

1826  
01:44:04.075 --> 01:44:06.445  
Well, we'll amend the action point accordingly. Thank you.

1827  
01:44:08.745 --> 01:44:12.325  
And one final point, um, again,

1828  
01:44:12.395 --> 01:44:15.405  
I've reviewed this in detail for these hearings,

1829  
01:44:15.545 --> 01:44:18.485  
the mental health wellbeing impact assessment.

1830  
01:44:19.545 --> 01:44:22.645  
And I don't have any questions, but I'm raising it

1831  
01:44:22.645 --> 01:44:25.605  
because of course, um, quite a few number, sorry,

1832  
01:44:25.605 --> 01:44:27.845  
quite a number of local people raised mental

1833  
01:44:27.845 --> 01:44:29.685  
health as a concern.

1834  
01:44:30.465 --> 01:44:33.245  
And I'd like to find out whether there are any further

1835  
01:44:33.565 --> 01:44:36.045



comments that anybody would like to make.

1836

01:44:36.205 --> 01:44:38.565

I believe that the, the councils,

1837

01:44:38.745 --> 01:44:40.445

so perhaps we can go to you first.

1838

01:44:41.425 --> 01:44:45.005

The councils are now happy with both the methodology

1839

01:44:45.465 --> 01:44:48.125

and the proposed mitigation for mental health.

1840

01:44:48.705 --> 01:44:50.445

But could we hear from you please?

1841

01:44:51.545 --> 01:44:55.565

So I, we have Mr. Green from county

1842

01:44:56.105 --> 01:44:57.725

to give a few comments on that

1843

01:44:57.745 --> 01:44:59.925

and then I'll just turn to the district council.

1844

01:45:00.185 --> 01:45:01.645

Yes, of course. Thank you, Mr. Green.

1845

01:45:03.545 --> 01:45:05.085

Uh, yes, thank you, sir.

1846

01:45:05.305 --> 01:45:06.445

So, Ian Green, uh,

1847

01:45:06.445 --> 01:45:07.925

Cambridge County Council of Public Health.

1848

01:45:08.385 --> 01:45:11.685

Uh, so yes, we're happy with methodology for the mental, uh,

1849

01:45:11.715 --> 01:45:13.285  
wellbeing, uh, assessment.

1850

01:45:13.785 --> 01:45:18.365  
Uh, I think our concerns were, uh, to add some narrative as

1851

01:45:18.365 --> 01:45:20.245  
to why the assessment appeared to be half finished.

1852

01:45:20.705 --> 01:45:22.725  
Uh, it's not half finished, it is complete.

1853

01:45:22.825 --> 01:45:25.485  
It was only because you get to a certain stage

1854

01:45:25.485 --> 01:45:27.445  
of the assessment and if your, uh,

1855

01:45:27.535 --> 01:45:29.805  
assessment is negative, you then don't proceed.

1856

01:45:30.025 --> 01:45:31.525  
So we just wanted some clarification

1857

01:45:31.525 --> 01:45:32.925  
for the applicant that that is the case.

1858

01:45:33.585 --> 01:45:36.285  
Um, the one gap we have identified comes back

1859

01:45:36.285 --> 01:45:39.085  
to the earlier point regarding, uh, travelers, um,

1860

01:45:39.775 --> 01:45:42.285  
throughout the equality of what assessment

1861

01:45:42.745 --> 01:45:44.885  
and the mental health impact assessment, uh,

1862

01:45:44.885 --> 01:45:46.045

and the health input assessment.

1863

01:45:46.345 --> 01:45:48.605

Uh, travelers only gets one mention, uh,

1864

01:45:48.625 --> 01:45:51.125

and we think they are a hard to reach group,

1865

01:45:51.265 --> 01:45:54.485

but we know they suffer, um, poor health outcomes compared

1866

01:45:54.485 --> 01:45:56.685

to the rest population, uh, around working

1867

01:45:56.685 --> 01:45:58.405

with the applicant to address that issue

1868

01:45:58.405 --> 01:46:01.485

to make sure they are probably, uh, scoped into

1869

01:46:01.485 --> 01:46:04.845

that assessment and that their views are heard either

1870

01:46:04.905 --> 01:46:07.365

as part of health or as part of mental health

1871

01:46:07.545 --> 01:46:10.925

or as part of, uh, the community, uh, work.

1872

01:46:11.485 --> 01:46:12.725

'cause they are a disadvantaged group.

1873

01:46:12.905 --> 01:46:16.045

And we have two travelers sites, as you're aware, very close

1874

01:46:16.105 --> 01:46:17.245

to the assisting site.

1875

01:46:17.545 --> 01:46:20.045

So we have the Milton Road Traveler site, one side

1876

01:46:20.045 --> 01:46:21.405  
of the A 14, uh,

1877

01:46:21.585 --> 01:46:24.565  
and we have the Fen Road traveler site, um,

1878

01:46:24.695 --> 01:46:25.805  
south of the A 14.

1879

01:46:26.535 --> 01:46:29.885  
Thank you. We had clarification from, um,

1880

01:46:30.545 --> 01:46:33.925  
it was from South Cambridge District Council in, um,

1881

01:46:34.685 --> 01:46:39.445  
response to e ex Q2, I believe our last set

1882

01:46:39.445 --> 01:46:43.805  
of questions that the traveler liaison officer at South Cams

1883

01:46:43.985 --> 01:46:48.285  
had engaged, um, on a number of occasions with the,

1884

01:46:48.705 --> 01:46:51.205  
the local Gypsy Roma traveler population.

1885

01:46:51.825 --> 01:46:53.965  
Um, but there'd been a low response rate.

1886

01:46:54.825 --> 01:46:59.765  
Um, and the, the pre-application advice, sorry, the,

1887

01:46:59.785 --> 01:47:03.725  
the pre-submission consultation response has also, um,

1888

01:47:03.725 --> 01:47:06.245  
picked upon the, the disadvantaged group

1889

01:47:06.245 --> 01:47:07.405

that you were talking about.

1890

01:47:08.265 --> 01:47:12.445

Um, we've as the ex ave reviewed all of that very carefully,

1891

01:47:12.505 --> 01:47:15.125

as you're aware, um, to make sure

1892

01:47:15.155 --> 01:47:17.125

that this group has been included.

1893

01:47:18.045 --> 01:47:21.965

I wonder whether it's worth going over to South Cams just

1894

01:47:21.985 --> 01:47:24.605

to consider because they've been the ones in effect

1895

01:47:25.185 --> 01:47:29.765

who have been managing the liaison at their own request

1896

01:47:30.265 --> 01:47:31.925

to, to brief you on that,

1897

01:47:33.585 --> 01:47:34.925

If I may before you do that.

1898

01:47:35.025 --> 01:47:36.085

Oh, sorry. Yeah sir.

1899

01:47:36.705 --> 01:47:40.125

Uh, so I, I think the traveler liaison office

1900

01:47:40.125 --> 01:47:41.205

at South Cams is fine.

1901

01:47:41.685 --> 01:47:43.965

I think there are, I've other avenues

1902

01:47:43.965 --> 01:47:45.325

that would give a better response.

1903

01:47:45.865 --> 01:47:48.725

So third sector charities for example, the Almon Trust

1904

01:47:48.725 --> 01:47:49.925

who works with that traveler group

1905

01:47:50.305 --> 01:47:51.485

may get a better response.

1906

01:47:51.945 --> 01:47:55.885

Um, I think it's difficult when, uh, travelers, um,

1907

01:47:55.985 --> 01:47:58.285

are working with uh, regulatory bodies.

1908

01:47:58.785 --> 01:48:00.925

Um, they get it tend to get a different view

1909

01:48:00.925 --> 01:48:02.685

and sometimes working with a third sector

1910

01:48:03.105 --> 01:48:04.405

engage engages that group better.

1911

01:48:04.705 --> 01:48:06.845

So not to say one is is wrong, uh,

1912

01:48:06.865 --> 01:48:09.325

but I think there are other avenues to use

1913

01:48:09.785 --> 01:48:11.485

to get a better response rate from that group.

1914

01:48:12.255 --> 01:48:13.725

Thank you. That's understood.

1915

01:48:13.825 --> 01:48:15.565

So let's go to South Cams

1916

01:48:15.565 --> 01:48:17.325

and then we can invite comments from the applicant.

1917

01:48:18.265 --> 01:48:20.645

Um, thank you Sir Chen Taringa on behalf

1918

01:48:20.645 --> 01:48:24.605

of South Cambridge, we've been engaging with the applicant

1919

01:48:24.865 --> 01:48:28.805

and the county council on the, um,

1920

01:48:29.205 --> 01:48:32.125

I think the revised, uh, gypsy

1921

01:48:32.125 --> 01:48:34.165

and traveler, um, liaison plan

1922

01:48:34.165 --> 01:48:35.805

that the applicant I believe will be

1923

01:48:35.805 --> 01:48:37.125

submitting a deadline six.

1924

01:48:37.785 --> 01:48:40.725

And we believe that um, the wording

1925

01:48:40.725 --> 01:48:42.565

that the applica the applicant is going

1926

01:48:42.565 --> 01:48:44.565

to be bringing forward is acceptable to us.

1927

01:48:44.905 --> 01:48:48.765

And we do agree with, um, the county's position in terms

1928

01:48:48.765 --> 01:48:51.805

of perhaps using a different avenue in terms of engaging

1929

01:48:51.805 --> 01:48:52.885

with the hard to reach groups

1930  
01:48:53.065 --> 01:48:54.765  
Or is it an additional avenue? Yeah,

1931  
01:48:54.765 --> 01:48:56.245  
Exactly. Yes. An additional avenue.

1932  
01:48:56.865 --> 01:48:59.445  
So that would still be the, the TL0,

1933  
01:48:59.445 --> 01:49:00.725  
the traveler liaison officer,

1934  
01:49:00.985 --> 01:49:01.985  
Yes. And then that would

1935  
01:49:01.985 --> 01:49:04.365  
be an additional, additional, um, then a

1936  
01:49:04.365 --> 01:49:05.765  
Third sector representative?

1937  
01:49:05.765 --> 01:49:06.925  
That is correct, yes. Um,

1938  
01:49:07.025 --> 01:49:09.045  
and you mentioned, uh, uh,

1939  
01:49:09.485 --> 01:49:12.525  
GRT Liaison Planet deadline six. There is

1940  
01:49:12.525 --> 01:49:16.125  
That, I understand the applicant will be submitting

1941  
01:49:16.125 --> 01:49:17.205  
that a deadline six,

1942  
01:49:17.285 --> 01:49:19.405  
but perhaps the applicant would like to comment on that.

1943  
01:49:19.505 --> 01:49:22.205



And Oh, just before I go to them, are you satisfied

1944

01:49:22.225 --> 01:49:24.685

as an authority that your public sectoral quality

1945

01:49:24.835 --> 01:49:26.005

duty has been addressed?

1946

01:49:26.185 --> 01:49:27.285

Yes, we are. Thank you.

1947

01:49:27.865 --> 01:49:29.245

So over to the applicant please.

1948

01:49:30.645 --> 01:49:33.785

Yes. Um, Sophie Stevenson, uh, can reply on this

1949

01:49:35.605 --> 01:49:37.465

Sophie Stevenson for the applicant.

1950

01:49:37.965 --> 01:49:41.225

Um, so we had a meeting with Ian Green

1951

01:49:41.405 --> 01:49:44.705

and David Naughton where we discussed this issue with them.

1952

01:49:45.245 --> 01:49:48.805

Um, in response to that, we update, we've provide, sorry, we

1953

01:49:49.005 --> 01:49:51.925

provided some updated wording to them for approval,

1954

01:49:52.615 --> 01:49:57.165

which is a update to section four, um, table,

1955

01:49:57.445 --> 01:49:59.005

I believe it's 6.1

1956

01:49:59.385 --> 01:50:02.845

and the appendices, which states out all the organizations

1957

01:50:02.945 --> 01:50:04.245  
for the hard to reach groups

1958

01:50:04.505 --> 01:50:07.445  
Of which document Of the community liaison plan.

1959

01:50:07.455 --> 01:50:11.645  
Thank you. Um, to include the Ormiston trust, which is the,

1960

01:50:11.825 --> 01:50:14.525  
um, preferred option for facilitating

1961

01:50:14.905 --> 01:50:16.605  
for the traveler communities.

1962

01:50:17.085 --> 01:50:19.005  
I wonder if, have you checked with Ormiston trust

1963

01:50:19.005 --> 01:50:21.525  
that they'd be happy to be involved in this?

1964

01:50:22.145 --> 01:50:24.765  
No, I haven't. I wonder if yeah, I'll be doing that. Yes.

1965

01:50:24.835 --> 01:50:27.765  
Well, I wonder if it's worth saying the and trust or

1966

01:50:28.065 --> 01:50:30.245  
or another third sector to be agreed.

1967

01:50:30.315 --> 01:50:31.685  
Yeah, just conscious

1968

01:50:31.685 --> 01:50:33.845  
of time we've got left in the examination as well.

1969

01:50:34.865 --> 01:50:36.885  
Um, thank you for that explanation.

1970

01:50:36.985 --> 01:50:39.885

So back to, um, county Mr. Green.

1971

01:50:39.945 --> 01:50:41.885

Oh, sorry, just who's Mr. Norton?

1972

01:50:42.175 --> 01:50:45.565

David Norton you mentioned, is that

1973

01:50:45.565 --> 01:50:47.085

Yeah, uh, David Norton.

1974

01:50:47.165 --> 01:50:48.165

I think he's county.

1975

01:50:48.825 --> 01:50:51.525

County, county. Okay. Thank you Mr. Green.

1976

01:50:53.345 --> 01:50:55.925

Yes, that's fine. So David Norton works to me, uh,

1977

01:50:55.925 --> 01:50:57.165

in public health, um,

1978

01:50:57.585 --> 01:50:59.045

and yes, we're happy with that response,

1979

01:50:59.155 --> 01:51:01.125

will make a correspondence out the next deadline.

1980

01:51:01.665 --> 01:51:03.015

Thank you. And on that basis,

1981

01:51:03.305 --> 01:51:07.015

would you have any further public sector quality duty

1982

01:51:07.135 --> 01:51:09.535

concerns on the parts of the county council?

1983

01:51:11.715 --> 01:51:13.255

Not from public health point of view, no.

1984

01:51:13.785 --> 01:51:15.615

Thank you. Um,

1985

01:51:15.995 --> 01:51:18.415

that's all the questions I have on that topic.

1986

01:51:18.675 --> 01:51:21.615

So, um, Ms. Cotton, you've got your hand up.

1987

01:51:22.375 --> 01:51:25.615

I just thought it was important to, uh, uh, uh, comment

1988

01:51:25.645 --> 01:51:29.015

that the whole process has actually been incredibly, uh,

1989

01:51:29.415 --> 01:51:31.575

stressful for the local community affecting their mental

1990

01:51:32.035 --> 01:51:33.295

and physical, uh, health.

1991

01:51:33.315 --> 01:51:35.535

And it's been drawn out over a long, very long period

1992

01:51:35.535 --> 01:51:36.855

of time starting off during covid,

1993

01:51:36.905 --> 01:51:38.455

which was not easy at all.

1994

01:51:38.875 --> 01:51:43.655

And that there will be absolutely, uh, uh, the, uh,

1995

01:51:43.675 --> 01:51:45.175

the community's sense of place

1996

01:51:45.195 --> 01:51:47.855

and wellbeing is significantly negatively

1997

01:51:48.335 --> 01:51:49.775

impacted, uh, in the long term.

1998

01:51:50.435 --> 01:51:54.015

Um, and there will be absolutely no benefit to any anybody,

1999

01:51:54.195 --> 01:51:57.575

no tangible benefit at all with increased noise pollution,

2000

01:51:57.575 --> 01:51:58.975

light pollution, odor, pollution,

2001

01:51:58.975 --> 01:52:02.375

pollution from increased traffic, uh, uh, increased danger

2002

01:52:02.395 --> 01:52:04.615

to the children attending the local primary school.

2003

01:52:05.195 --> 01:52:08.215

Um, and it won't even alleviate the, uh,

2004

01:52:08.215 --> 01:52:10.015

housing crisis in Cambridge.

2005

01:52:10.015 --> 01:52:12.615

And, uh, facilitate, uh, our young families being able

2006

01:52:12.615 --> 01:52:13.855

to live here more affordably

2007

01:52:13.855 --> 01:52:16.575

because there'll be an increased housing deficit as a rebo

2008

01:52:16.715 --> 01:52:18.215

as a result of this development

2009

01:52:18.445 --> 01:52:20.255

that this will be, uh, facilitating.

2010

01:52:20.715 --> 01:52:22.815

So I just think it's very important to clock that,

2011

01:52:22.845 --> 01:52:26.375

that we have been, uh, very negatively, uh, impacted

2012

01:52:26.635 --> 01:52:28.015

and um,

2013

01:52:28.115 --> 01:52:30.615

and I think that needs to be taken into account. Thank

2014

01:52:30.615 --> 01:52:31.615

You so much. Thank, I

2015

01:52:31.615 --> 01:52:33.935

think that reflects, um, written submissions

2016

01:52:34.135 --> 01:52:35.375

that we've already had

2017

01:52:36.155 --> 01:52:39.895

and we've sought to examine areas that weren't clear

2018

01:52:39.915 --> 01:52:42.695

to the examining authority on those points.

2019

01:52:42.995 --> 01:52:46.645

And we will be taking into account all representations in,

2020

01:52:46.785 --> 01:52:47.965

in preparing our report.

2021

01:52:48.145 --> 01:52:49.685

So thank you for that comment.

2022

01:52:49.825 --> 01:52:53.285

Is there anything else that anybody would like to, to say?

2023

01:52:53.435 --> 01:52:58.025

I'll go to online? No. Well thank you.

2024

01:52:58.025 --> 01:53:01.625

There's no further comment on that topic on the agenda.

2025

01:53:01.805 --> 01:53:04.865

So before we adjourn for lunch, um,

2026

01:53:06.165 --> 01:53:09.505

the post-lunch session will be more

2027

01:53:09.505 --> 01:53:11.385

or less an administrative session

2028

01:53:12.405 --> 01:53:16.465

and people um, may wish to leave, um,

2029

01:53:17.165 --> 01:53:19.065

at lunchtime rather than staying for that.

2030

01:53:19.505 --> 01:53:22.505

Everyone's of course, welcome. I'm just raising it in case,

2031

01:53:23.165 --> 01:53:26.185

um, people feel disappointed that we're not discussing any

2032

01:53:26.205 --> 01:53:28.585

of the, the topics on the agenda.

2033

01:53:29.405 --> 01:53:33.025

Um, so we'll break for a longer period.

2034

01:53:33.485 --> 01:53:36.945

How long do you think would be helpful to you, Ms. Ellis?

2035

01:53:41.805 --> 01:53:44.865

An hour. An hour. We think an hour would be helpful.

2036

01:53:45.275 --> 01:53:48.225

There is this little, um, point from John Bowles,

2037

01:53:48.255 --> 01:53:49.665

this little point of correction.

2038

01:53:49.725 --> 01:53:53.065

Yep. Before, um, possibly people disappear.

2039

01:53:53.065 --> 01:53:55.505

Should we take that now and then if

2040

01:53:55.505 --> 01:53:57.065

You would be so good sir? Yes.

2041

01:53:57.215 --> 01:54:02.065

Perhaps we can adjourn to two 30. Yes. Yeah. Thank you Mr.

2042

01:54:02.245 --> 01:54:03.785

Bowles. Thank you sir.

2043

01:54:03.875 --> 01:54:05.745

Thank you. John Bowles, the applicant.

2044

01:54:06.285 --> 01:54:10.825

Um, yesterday in, at, in a, uh, agenda item two,

2045

01:54:11.315 --> 01:54:15.985

which was the, uh, session on the draft DC0, there was a,

2046

01:54:16.445 --> 01:54:20.905

um, series of questions, uh, raised regarding the sizing

2047

01:54:20.925 --> 01:54:23.465

of the car parking requirement, um,

2048

01:54:24.245 --> 01:54:27.505

and the provisions that are made within the draft EC0

2049

01:54:27.605 --> 01:54:31.305

for parking and, uh, those related

2050

01:54:31.565 --> 01:54:35.625

or overlapped the discussion around associated development.

2051

01:54:37.005 --> 01:54:39.785



So I have taken an action away to produce a,

2052

01:54:40.185 --> 01:54:41.625

a note which sets out

2053

01:54:41.645 --> 01:54:44.745

and breaks down the requirement for parking, um,

2054

01:54:45.005 --> 01:54:46.905

for the different component parts of act

2055

01:54:46.905 --> 01:54:48.425

of the activities on site.

2056

01:54:49.365 --> 01:54:52.665

In the course of preparing that note, which isn't ready now,

2057

01:54:52.765 --> 01:54:55.745

but will be, uh, submitted a deadline six.

2058

01:54:56.525 --> 01:54:59.665

Um, there is a discrepancy in

2059

01:55:00.485 --> 01:55:02.305

the project description.

2060

01:55:03.125 --> 01:55:06.345

Um, there is a table 2.23

2061

01:55:07.285 --> 01:55:09.345

in chapter two of the ES,

2062

01:55:10.115 --> 01:55:12.465

which is rep 4 0 2 2,

2063

01:55:12.715 --> 01:55:16.785

Table 2.3, Table 2.23

2064

01:55:16.785 --> 01:55:18.265

20, sorry, I beg your pardon. Thank

2065

01:55:18.265 --> 01:55:19.265

You. Uh, rep

2066

01:55:19.265 --> 01:55:20.905

4 0 22.

2067

01:55:22.285 --> 01:55:25.865

And that, um, has effectively I, uh,

2068

01:55:25.995 --> 01:55:27.905

lists the total number of parking spaces.

2069

01:55:30.365 --> 01:55:33.705

It emits the two disabled parking spaces at the front

2070

01:55:33.705 --> 01:55:36.065

of the building in that table now

2071

01:55:36.415 --> 01:55:41.025

that those spaces are identified in, um,

2072

01:55:42.055 --> 01:55:43.925

part 18 of the draft ECO.

2073

01:55:44.025 --> 01:55:45.565

So it's an omission, if you like,

2074

01:55:45.565 --> 01:55:46.965

in the project description table.

2075

01:55:47.465 --> 01:55:48.805

And so I will flag that

2076

01:55:48.905 --> 01:55:51.485

and we will make that correction to the project description.

2077

01:55:51.735 --> 01:55:53.485

Thank you. Does that affect any part

2078

01:55:53.485 --> 01:55:54.565

of the transport assessment?

2079

01:55:54.905 --> 01:55:56.205

No, it does not, Sir. Thank you.

2080

01:55:56.775 --> 01:55:58.245

Thank you for that clarification.

2081

01:55:58.785 --> 01:56:01.765

And um, hopefully that will be picked up along

2082

01:56:01.765 --> 01:56:03.805

with any other ar when you

2083

01:56:04.385 --> 01:56:06.405

do your final submission of documents.

2084

01:56:07.435 --> 01:56:11.285

Yeah. Thank you. Well, lets thank you for taking that now.

2085

01:56:11.495 --> 01:56:15.165

Thank you. Let's adjourn for lunch now until two 30.

2086

01:56:16.255 --> 01:56:16.685

Thank you.