

1

00:00:00,085 --> 00:00:00,845

Good morning everyone.

2

00:00:00,875 --> 00:00:03,245

This is now 9:30 AM and time for this hearing.

3

00:00:03,265 --> 00:00:06,485

To begin, I would like to welcome you all to this issue,

4

00:00:06,685 --> 00:00:09,125

specific hearing on traffic and transport matters.

5

00:00:09,705 --> 00:00:12,045

Um, can I just confirm that everybody can hear me clearly?

6

00:00:12,295 --> 00:00:15,805

First of all. Okay, great. Thank you very much.

7

00:00:19,865 --> 00:00:22,125

Can also confirm with Ms. Allen that the live streaming

8

00:00:22,125 --> 00:00:23,365

of this event has commenced.

9

00:00:32,965 --> 00:00:34,265

Ms. Allen, can I just confirm

10

00:00:34,265 --> 00:00:35,625

that the live streaming has commenced?

11

00:00:37,955 --> 00:00:40,505

Sorry. One moment. We're just checking on that. Okay.

12

00:00:52,895 --> 00:00:54,225

Okay. It has, thank you

13

00:00:54,885 --> 00:00:56,465

for those people watching the live stream.

14

00:00:56,805 --> 00:00:57,905

Can I also advise that?

15

00:00:57,905 --> 00:01:00,385

Should you, should we adjourn proceedings this morning?

16

00:01:01,235 --> 00:01:02,865

We'll have to stop the live stream in order

17

00:01:02,865 --> 00:01:04,225

to give us clear recording files

18

00:01:04,815 --> 00:01:07,425

when we commence the hearing and restart the live stream.

19

00:01:07,445 --> 00:01:09,265

You'll need to refresh your browser page

20

00:01:09,325 --> 00:01:10,905

to view the restart of stream.

21

00:01:12,815 --> 00:01:14,905

This issue specific hearing is in relation

22

00:01:14,905 --> 00:01:16,545

to the application made by Ang

23

00:01:16,545 --> 00:01:19,305

and Water Services Limited, who we will refer to

24

00:01:19,305 --> 00:01:22,705

as the applicant for an order granting development consent

25

00:01:23,045 --> 00:01:24,825

for the Cambridge Wastewater treatment

26

00:01:24,825 --> 00:01:26,065

plant relocation project.

27

00:01:26,795 --> 00:01:28,225

Thank you for attending this hearing.

28

00:01:30,285 --> 00:01:32,465

My name is Alex Hudson. I'm a chartered town planner

29

00:01:32,465 --> 00:01:33,905

and a chartered landscape planner.

30

00:01:34,445 --> 00:01:36,225

I'm a planning inspector employed

31

00:01:36,225 --> 00:01:37,425

by the planning Inspectorate

32

00:01:38,125 --> 00:01:39,945

and have been appointed by the Secretary of State

33

00:01:39,965 --> 00:01:41,745

for leveling up housing and communities

34

00:01:42,245 --> 00:01:43,585

to be the lead member of the panel

35

00:01:43,605 --> 00:01:44,865

to examine this application.

36

00:01:46,965 --> 00:01:48,945

I'm now going to ask the other panel member here today

37

00:01:49,005 --> 00:01:51,185

who has also been appointed by the same Secretary of State

38

00:01:51,185 --> 00:01:53,785

to examine the application to introduce himself.

39

00:01:55,175 --> 00:01:57,025

Morning. My name is Paul Burley.

40

00:01:57,165 --> 00:01:59,985

I'm also a chartered town planner and planning inspector.

41

00:02:00,655 --> 00:02:02,185

I'll hand back to Mr. Hudson now.

42

00:02:03,475 --> 00:02:04,585

Thank you, Mr. Burley.

43

00:02:06,065 --> 00:02:08,225

Together we, along with Helena Aki,

44

00:02:08,565 --> 00:02:11,065

who is not present today constitute the examining

45

00:02:11,065 --> 00:02:12,545

authority for this application.

46

00:02:13,725 --> 00:02:15,545

And we will be reporting to the Secretary of State

47

00:02:15,545 --> 00:02:18,625

for Environment Food and Rural Affairs with a recommendation

48

00:02:18,645 --> 00:02:21,145

as to whether the development consent order should be made.

49

00:02:23,445 --> 00:02:24,985

Um, if there are no new attendees

50

00:02:24,985 --> 00:02:26,585

and I can shorten the housekeeping matters.

51

00:02:27,125 --> 00:02:29,505

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

52

00:02:30,485 --> 00:02:31,545

who wishes to speak

53

00:02:32,005 --> 00:02:33,785

and who did not attend the preliminary meeting

54

00:02:34,365 --> 00:02:35,705

or any previous hearings?

55

00:02:35,705 --> 00:02:37,745

Either in person or virtually,

56

00:02:37,765 --> 00:02:39,465

or watch the live stream of these events?

57

00:02:45,015 --> 00:02:47,385

Okay. I'm not seeing any hands raised, so

58

00:02:49,925 --> 00:02:51,145

in that case, I'll move on.

59

00:02:52,765 --> 00:02:54,705

I'd like to remind you that this hearing's being recorded

60

00:02:54,805 --> 00:02:56,825

and that the recording will be retained

61

00:02:56,825 --> 00:02:58,665

for five years from the Secretary of State's decision

62

00:02:59,545 --> 00:03:00,725

by the planning inspectors.

63

00:03:01,565 --> 00:03:04,085

A digital recording of today's hearing will be available on

64

00:03:04,085 --> 00:03:06,205

the project page of the National Infrastructure Planning

65

00:03:06,235 --> 00:03:07,885

website as soon as practicable.

66

00:03:07,885 --> 00:03:12,135

After the hearing, please remember to unmute your microphone

67

00:03:12,135 --> 00:03:13,535

and turn on your camera When speaking.

68

00:03:15,125 --> 00:03:16,935

When you speak, could you please speak clearly

69

00:03:16,935 --> 00:03:18,695

and give your name every time you do so.

70

00:03:18,875 --> 00:03:20,695

And if you're representing an organization,

71

00:03:21,075 --> 00:03:22,895

please state the name of the organization.

72

00:03:24,975 --> 00:03:26,575

Remember to mute your microphone and turn off your

73

00:03:26,575 --> 00:03:27,695

camera when you're not speaking.

74

00:03:28,595 --> 00:03:29,895

Um, and if there is a matter you wish

75

00:03:29,895 --> 00:03:31,535

to raise when you have not been called to speak,

76

00:03:31,535 --> 00:03:33,015

please use the raise hand function.

77

00:03:34,785 --> 00:03:37,415

Could also also ask that you turn phones off

78

00:03:37,515 --> 00:03:38,975

or switch them to silent please.

79

00:03:40,795 --> 00:03:42,655

We intend to take a break around 11:00 AM

80

00:03:42,715 --> 00:03:44,095

and further breaks as necessary.

81

00:03:44,755 --> 00:03:46,095

Um, I also understand that

82

00:03:47,075 --> 00:03:49,295

the applicant is expecting a fire alarm at

83

00:03:49,295 --> 00:03:53,175

around 11 o'clock, so we'll aim to break, um,

84

00:03:53,935 --> 00:03:55,855

possibly just before 11 o'clock in that case.

85

00:03:57,865 --> 00:04:02,725

Thank you. This hearing will follow the

86

00:04:02,725 --> 00:04:04,445

agenda as published on the project page

87

00:04:04,445 --> 00:04:05,765

of the National Infrastructure Planning

88

00:04:05,805 --> 00:04:07,245

Websites on the 2nd of April.

89

00:04:08,105 --> 00:04:11,355

You can also find the agenda available at examination

90

00:04:11,355 --> 00:04:14,275

library reference EV 0 0 9 A.

91

00:04:16,375 --> 00:04:18,155

Please have a copy of the agenda to hand.

92

00:04:18,575 --> 00:04:19,835

We are currently on item one.

93

00:04:20,775 --> 00:04:22,315

The agenda is for guidance only,

94

00:04:22,815 --> 00:04:24,355

and we may add other considerations

95

00:04:24,355 --> 00:04:25,595

or issues as we progress.

96

00:04:26,925 --> 00:04:28,195

We'll conclude the hearing as soon

97

00:04:28,195 --> 00:04:29,755

as all relevant contributions have been made

98

00:04:29,775 --> 00:04:31,675

and all questions asked and responded to.

99

00:04:32,615 --> 00:04:34,635

But if the discussions can't be concluded,

100

00:04:35,385 --> 00:04:37,715

then it may be necessary for us to prioritize matters.

101

00:04:38,315 --> 00:04:40,835

Likewise, if you cannot answer the questions being asked

102

00:04:40,895 --> 00:04:42,555

or require time to get the information,

103

00:04:43,385 --> 00:04:45,595

then you can please indicate that you need

104

00:04:45,595 --> 00:04:48,995

to respond in writing and we invite you to submit your

105

00:04:49,725 --> 00:04:52,375

written summary of your oral submissions to this hearing

106

00:04:52,715 --> 00:04:55,535

by deadline seven, which is Friday the 12th of April.

107

00:04:58,135 --> 00:05:00,205

Throughout the hearing, we'll be likely referring

108

00:05:00,205 --> 00:05:02,805

to a number of application documents which we will provide



109

00:05:03,205 --> 00:05:05,005  
examination library references for if so,

110

00:05:05,745 --> 00:05:06,965  
and which we may also ask

111

00:05:06,965 --> 00:05:08,845  
that these are shared on the screen by the applicant.

112

00:05:11,175 --> 00:05:14,245  
Thank you. I'm now going to ask those of you

113

00:05:14,245 --> 00:05:15,885  
who are participating in today's hearing

114

00:05:16,025 --> 00:05:17,365  
to briefly introduce yourselves.

115

00:05:18,315 --> 00:05:19,885  
When I say your organization's name,

116

00:05:19,895 --> 00:05:21,765  
could you introduce yourself, stating your name

117

00:05:21,765 --> 00:05:23,805  
and whom you represent, uh,

118

00:05:23,805 --> 00:05:25,205  
and also how you wish to be addressed.

119

00:05:26,185 --> 00:05:28,245  
So can we start please, with the applicant

120

00:05:28,245 --> 00:05:29,565  
and any of its advisors?

121

00:05:29,855 --> 00:05:30,855  
Thank you.

122

00:05:32,055 --> 00:05:34,805

Thank you very much, sir. And good morning at last.

123

00:05:35,065 --> 00:05:37,965

As you've heard, we've had some technical problems getting

124

00:05:38,025 --> 00:05:41,725

in and we're very grateful, um, to pins for, um,

125

00:05:41,865 --> 00:05:44,125

for helping us with, with overcoming those.

126

00:05:44,865 --> 00:05:49,005

Um, my name is Ms. Morag Ellis, uh, King's Council.

127

00:05:49,625 --> 00:05:54,005

Uh, I'm instructed by Mr. Paul May of Eversheds,

128

00:05:54,985 --> 00:05:56,685

who is in the room with me,

129

00:05:56,705 --> 00:05:58,645

but you probably can't see him on screen.

130

00:05:59,545 --> 00:06:01,365

Um, it, it, that's

131

00:06:01,365 --> 00:06:05,685

because he doesn't, uh, I I don't think Mr. May is likely

132

00:06:05,745 --> 00:06:07,245

to speak this morning at least.

133

00:06:08,105 --> 00:06:12,765

Um, but our likely lead speakers are, um,

134

00:06:13,625 --> 00:06:15,245

uh, sitting on my left.

135

00:06:15,315 --> 00:06:17,125

I'll ask them to introduce themselves.

136

00:06:17,145 --> 00:06:20,205

And then we also have, um, uh, Ms.

137

00:06:21,085 --> 00:06:24,205

Squires online and I'll ask her to introduce herself

138

00:06:24,815 --> 00:06:28,405

after the, um, transport, uh, experts please.

139

00:06:28,585 --> 00:06:29,585

So,

140

00:06:29,945 --> 00:06:30,945

Uh, good morning, sir. Uh,

141

00:06:30,945 --> 00:06:33,285

John, Mr. John Weather, uh, Mark McDonald,

142

00:06:33,505 --> 00:06:34,805

uh, representing the applicant.

143

00:06:36,745 --> 00:06:38,805

Uh, good morning. Uh, my name is Mike Axon.

144

00:06:38,825 --> 00:06:40,485

I'm the Global Director for transport

145

00:06:40,485 --> 00:06:42,565

for SLR representing the applicant.

146

00:06:42,705 --> 00:06:46,565

Mr. Mr. Get told off for that.

147

00:06:49,915 --> 00:06:52,045

Okay. Thank you. Is that everyone for the applicant?

148

00:06:53,745 --> 00:06:56,725

Uh, we've got Ms. Squires online.

149

00:06:56,985 --> 00:06:59,085

If she could come in now, please. Here she comes.

150

00:07:00,235 --> 00:07:02,645

Good morning, Ms. Claire Squires for the applicant.

151

00:07:05,575 --> 00:07:08,685

Thank you very much. Um, in that case, can we then move on

152

00:07:08,685 --> 00:07:09,845

to organizations?

153

00:07:09,985 --> 00:07:12,565

So, uh, firstly Cambridge County Council.

154

00:07:14,475 --> 00:07:16,725

Good morning, sir. My name is Selena Kahu.

155

00:07:16,785 --> 00:07:20,045

I'm council instructed by Cambridge County Council.

156

00:07:20,825 --> 00:07:24,925

Um, I, I have online, um, Ms. Alice Tithecott and Mr.

157

00:07:25,265 --> 00:07:28,205

Tuttle who, um, I believe you would've met before.

158

00:07:28,905 --> 00:07:32,845

Um, uh, uh, so would you prefer me

159

00:07:32,845 --> 00:07:34,565

to leave my camera on, um,

160

00:07:34,915 --> 00:07:37,325

forgive me if I had missed the instructions on this.

161

00:07:37,785 --> 00:07:40,165

Uh, or, or is the, is the protocol

162

00:07:40,165 --> 00:07:42,285

that I turn my camera off when I'm not speaking?

163

00:07:44,365 --> 00:07:48,085

I think the idea is to turn cameras off when not speaking.

164

00:07:48,785 --> 00:07:50,085

That's, that's fine, sir.

165

00:07:50,245 --> 00:07:52,045

'cause otherwise the, the screen may get slightly.

166

00:07:53,205 --> 00:07:54,205

I, I, I understand.

167

00:07:54,625 --> 00:07:56,285

Uh, sir, uh, uh,

168

00:07:56,505 --> 00:07:59,245

and, um, forgive me, you, you didn't ask that for the next,

169

00:07:59,305 --> 00:08:01,085

but I'm also here on behalf

170

00:08:01,265 --> 00:08:03,845

of South Cambridge District Council, uh,

171

00:08:03,865 --> 00:08:06,325

and the city council, uh, and Ms.

172

00:08:06,645 --> 00:08:09,445

Chenge Saraga is here on behalf of, of the,

173

00:08:09,445 --> 00:08:10,685

the combined authorities.

174

00:08:11,745 --> 00:08:14,205

So I have another small point for those online,

175

00:08:14,625 --> 00:08:17,805

but, uh, it may not have, have, have been pointed out

176

00:08:17,805 --> 00:08:20,045

to you, but, but yours, uh, and Mr.

177

00:08:20,345 --> 00:08:22,645

Um, Burley's names have been swapped, swapped

178

00:08:22,645 --> 00:08:24,205

around on the screens.

179

00:08:24,825 --> 00:08:29,485

So just in case those who are watching are confused, um,

180

00:08:29,645 --> 00:08:32,085

I thought I might just be pointing it out. Thank you, sir.

181

00:08:32,105 --> 00:08:34,925

Oh, thank, thank you for pointing that out. Um, also, Ms.

182

00:08:35,115 --> 00:08:37,165

Kaho, your camera wasn't on when you were speaking then,

183

00:08:37,165 --> 00:08:38,645

just to just let you know that.

184

00:08:38,645 --> 00:08:40,325

Oh, can you see me now?

185

00:08:42,085 --> 00:08:46,385

Um, I can't. Oh, um, it still shows your camera is, um,

186

00:08:46,745 --> 00:08:48,785

I think that's because Angling Water's camera's

187

00:08:48,785 --> 00:08:49,825

on. We can't see.

188

00:08:49,925 --> 00:08:53,905

Oh, ah, yeah. Okay. I'm so sorry. Can you see me now, sir?

189

00:08:54,765 --> 00:08:56,605

Um, still not yet,

190

00:08:59,345 --> 00:09:03,105  
but there we go.

191

00:09:03,125 --> 00:09:05,385  
Ah. Oh, yes, there we are. Oh, hello.

192

00:09:05,895 --> 00:09:07,465  
Okay. Hello, sir. Hi.

193

00:09:08,175 --> 00:09:09,465  
Okay, thank you. That's working again.

194

00:09:09,485 --> 00:09:11,625  
Um, I think the applicant briefly had their hand up

195

00:09:11,685 --> 00:09:13,985  
for a second then as well, so if we could

196

00:09:13,985 --> 00:09:15,025  
swap back to the applicant now?

197

00:09:15,085 --> 00:09:17,385  
Yes. I'll turn my camera off and make sure. Thank you.

198

00:09:18,245 --> 00:09:19,985  
Yes, it was just to say, sir,

199

00:09:19,985 --> 00:09:24,305  
that your names are correctly attributed on our

200

00:09:24,305 --> 00:09:25,625  
screen, so, okay.

201

00:09:25,815 --> 00:09:27,385  
It's very odd. Ms. Cahoon is

202

00:09:27,385 --> 00:09:28,625  
obviously seeing something different.

203

00:09:29,615 --> 00:09:32,385

Okay. I think there's often a few gremlins in the

204

00:09:32,645 --> 00:09:33,745  
system for some people.

205

00:09:34,525 --> 00:09:35,705  
Um, okay.

206

00:09:35,725 --> 00:09:39,705  
In that case, let's then move on to, um, ton Parish Council.

207

00:09:42,895 --> 00:09:45,905  
Good morning, sir. Charles Jones from Ton Parish Council.

208

00:09:46,455 --> 00:09:49,385  
Good morning. Thank you, Mr. Jones and National Highways.

209

00:09:52,215 --> 00:09:54,305  
Good morning, sir. Um, Alice Lawman,

210

00:09:54,335 --> 00:09:55,945  
spatial planner at National Highways.

211

00:09:57,775 --> 00:10:00,465  
Good morning, sir. Sarah Marshall, senior Planning lawyer,

212

00:10:00,735 --> 00:10:03,265  
head of highways and Planning National Highways. Thank you.

213

00:10:03,675 --> 00:10:07,145  
Thank you. And, um, safe group.

214

00:10:08,055 --> 00:10:09,945  
Good morning. An good morning.

215

00:10:09,965 --> 00:10:13,625  
Andrew Rosamond, uh, third party works, national Highways.

216

00:10:14,575 --> 00:10:17,465  
Okay. Good morning. Thank you for that.



217

00:10:17,605 --> 00:10:19,865

And, um, we have Save Honey Hill Group.

218

00:10:22,925 --> 00:10:24,105

Uh, good morning, sir.

219

00:10:24,785 --> 00:10:28,385

Margaret Starkey, save Honey Hill Group. Um, Mr.

220

00:10:28,745 --> 00:10:30,185

Ian Gilder is also on.

221

00:10:32,275 --> 00:10:34,525

Good morning. Good morning, sir.

222

00:10:34,705 --> 00:10:37,085

Um, Ian Gilder on behalf of Save Honey Hill.

223

00:10:38,395 --> 00:10:39,645

Good morning. Thank you for that.

224

00:10:40,225 --> 00:10:44,765

And finally, I think we have Elizabeth Cotton. I,

225

00:10:48,435 --> 00:10:51,445

Good morning, Elizabeth Cotton local resident.

226

00:10:53,575 --> 00:10:56,055

Thank you. Um,

227

00:10:56,155 --> 00:10:58,335

and is there anybody else who wishes to speak

228

00:10:58,865 --> 00:11:01,815

today who I've not mentioned?

229

00:11:03,095 --> 00:11:03,215

I,

230

00:11:07,935 --> 00:11:11,995

I'm seeing no hands raised, in which case I'll move on.

231

00:11:16,345 --> 00:11:18,525

Um, I would also just like to say that when speaking today,

232

00:11:18,525 --> 00:11:20,805

please bear in mind that we have read all submissions made

233

00:11:20,825 --> 00:11:22,045

so far, and you

234

00:11:22,045 --> 00:11:23,925

therefore don't need to read out previous submissions.

235

00:11:24,675 --> 00:11:26,045

However, if you want to refer

236

00:11:26,045 --> 00:11:27,165

to something you have submitted

237

00:11:27,165 --> 00:11:30,205

before, we'd be grateful if you give the appropriate pins

238

00:11:30,485 --> 00:11:32,885

examination library reference so that we can all follow.

239

00:11:35,025 --> 00:11:36,245

Are there any other comments anyone

240

00:11:36,245 --> 00:11:37,405

wishes to make under agenda?

241

00:11:37,625 --> 00:11:38,725

Agenda item one?

242

00:11:44,315 --> 00:11:46,685

Okay. I'm saying no hands raised.

243

00:11:47,065 --> 00:11:49,925

So if not, that concludes the item of the agenda.

244

00:11:51,105 --> 00:11:52,605  
Um, I'll now hand over to Mr.

245

00:11:52,665 --> 00:11:55,725  
Burley for agenda item two, which is traffic and transport.

246

00:11:57,415 --> 00:12:00,525  
Thank you Mr. Hudson. Um, just a note for everybody

247

00:12:00,555 --> 00:12:03,525  
that we are working off the examination library dated

248

00:12:03,785 --> 00:12:06,605  
8th of April, 2024.

249

00:12:07,465 --> 00:12:12,085  
Um, and that includes some further submissions

250

00:12:12,085 --> 00:12:15,245  
of transport documents, which are labeled

251

00:12:15,385 --> 00:12:17,685  
as REP six in the REP six series.

252

00:12:18,665 --> 00:12:20,045  
Now, I'm aware that, um,

253

00:12:20,045 --> 00:12:22,965  
parties have already submitted some comments on

254

00:12:23,585 --> 00:12:27,725  
the additional submission transport documents, which, um,

255

00:12:27,795 --> 00:12:30,405  
were received late March, 2024.

256

00:12:31,265 --> 00:12:34,725  
Um, there may be some minor paragraph differences.

257

00:12:35,185 --> 00:12:39,685

Um, I'm planning to refer primarily to the Rev six series,

258

00:12:39,945 --> 00:12:44,765

so the documents that were received, um, at deadline six

259

00:12:44,985 --> 00:12:48,045

and, um, which were published a few days ago.

260

00:12:48,585 --> 00:12:50,685

But, um, I'm sure we can manage our way

261

00:12:50,685 --> 00:12:53,325

through any differences in, um, paragraph

262

00:12:53,345 --> 00:12:54,445

or reference numbers.

263

00:12:56,105 --> 00:12:58,365

Um, first, can we start

264

00:12:58,365 --> 00:13:00,805

with an update from the applicant, please?

265

00:13:00,805 --> 00:13:02,645

This is point A on the agenda.

266

00:13:03,305 --> 00:13:06,325

If you could summarize the work that was undertaken since

267

00:13:07,055 --> 00:13:10,445

issue specific hearing for, um, the changes made

268

00:13:10,445 --> 00:13:11,925

to the application documents,

269

00:13:12,625 --> 00:13:15,445

and, um, also then whether you think

270

00:13:15,445 --> 00:13:19,005

that the changes necessitate any alterations

271

00:13:19,185 --> 00:13:20,885  
to the other ES chapters.

272

00:13:24,265 --> 00:13:27,165  
Yes, thank you very much indeed, sir.

273

00:13:28,105 --> 00:13:32,685  
Um, the in summary, uh,

274

00:13:32,705 --> 00:13:35,165  
as an overview of the work, as,

275

00:13:35,265 --> 00:13:38,725  
as you will probably have gleaned already from the written

276

00:13:39,165 --> 00:13:44,045  
materials, uh, there has been a thorough review of

277

00:13:44,965 --> 00:13:47,005  
ES chapter 19, um,

278

00:13:47,345 --> 00:13:51,725  
and the, uh, uh, transport appraisal, um,

279

00:13:52,265 --> 00:13:56,165  
and associated documents both by, um,

280

00:13:56,985 --> 00:13:59,485  
the mots team who produced them

281

00:14:00,225 --> 00:14:05,125  
and also, uh, an independent external, uh, review,

282

00:14:05,705 --> 00:14:07,245  
uh, led by Mr.

283

00:14:07,355 --> 00:14:11,165  
Mike Axon of SLR, uh, who has, uh,

284

00:14:11,165 --> 00:14:12,645

already introduced himself

285

00:14:13,225 --> 00:14:17,685

and who has, as you know, uh, produced a, a, a document, um,

286

00:14:18,165 --> 00:14:19,845

summarizing, uh, his work.

287

00:14:20,785 --> 00:14:24,525

Um, so within that work, um,

288

00:14:24,785 --> 00:14:28,765

and, um, very much to answer the second part

289

00:14:29,105 --> 00:14:32,165

of the first question that you've just put to us.

290

00:14:32,905 --> 00:14:37,485

Uh, there has also been, um, a, uh, uh, a reappraisal

291

00:14:37,865 --> 00:14:42,365

of the rest of the environmental statement in the light of,

292

00:14:42,985 --> 00:14:47,565

um, some, uh, changes to numbers

293

00:14:48,585 --> 00:14:53,405

coming out of that first, uh, part of the exercise.

294

00:14:53,465 --> 00:14:57,845

So in other words, uh, where, um, revised numbers

295

00:14:58,595 --> 00:15:03,525

have emerged from the review of the chapter 19

296

00:15:03,985 --> 00:15:06,845

and the ta, may I call it the TA for short.

297

00:15:07,815 --> 00:15:11,325

Thank you. Um, then those

298

00:15:11,835 --> 00:15:16,365  
have been taken across to, um, those who are responsible

299

00:15:16,385 --> 00:15:20,445  
for the other chapters, um, in the environmental statement,

300

00:15:21,025 --> 00:15:22,965  
uh, and, um, assessed.

301

00:15:23,585 --> 00:15:24,845  
And, um, Ms.

302

00:15:25,485 --> 00:15:30,085  
Squires, who, uh, is the lead, um, coordinator

303

00:15:30,425 --> 00:15:35,245  
of the es, um, can tell you more about that in,

304

00:15:35,425 --> 00:15:38,325  
in summary, um, sir, um,

305

00:15:39,105 --> 00:15:43,925  
the only two chapters of the es uh, where, um,

306

00:15:44,655 --> 00:15:49,085  
there are substantive, um, where there are changes,

307

00:15:49,865 --> 00:15:54,485  
um, uh, which in a sense are, are actually called for some,

308

00:15:54,635 --> 00:15:58,085  
some, um, examination if, uh,

309

00:15:58,265 --> 00:16:02,325  
are unsurprisingly the noise and air quality chapters.

310

00:16:03,305 --> 00:16:06,525  
Um, there are, um,

311

00:16:07,635 --> 00:16:10,925

some chapters where it's, um, it,

312

00:16:10,945 --> 00:16:12,925

it doesn't touch upon them at all.

313

00:16:13,625 --> 00:16:17,245

And then there are some chapters which are, as it were,

314

00:16:17,555 --> 00:16:20,525

parasitic on noise and air quality, and

315

00:16:20,525 --> 00:16:23,245

therefore, as it were, sub parasitic on

316

00:16:24,205 --> 00:16:27,965

transport particularly matters like, uh, biodiversity.

317

00:16:29,145 --> 00:16:33,565

Um, but, uh, so as Squires can explain to you,

318

00:16:34,145 --> 00:16:37,325

um, the, that, that the work that's been done,

319

00:16:37,825 --> 00:16:42,365

and then we've also, uh, arranged, and I apologize,

320

00:16:42,745 --> 00:16:45,005

but we didn't introduce them at the beginning,

321

00:16:45,465 --> 00:16:48,925

but we have available, um, for further explanation,

322

00:16:49,625 --> 00:16:54,045

Mr. James Brooks, who is the, uh, chapter, uh, author

323

00:16:54,225 --> 00:16:56,605

for Air quality and Mr.

324

00:16:56,755 --> 00:17:00,765

John Ed House, who is the author of the Noise chapter.



325

00:17:01,865 --> 00:17:06,645

And, um, so they can explain, uh, in, uh, uh,

326

00:17:06,805 --> 00:17:11,485

a little more detail of the process that they've been

327

00:17:11,485 --> 00:17:13,125

through and the,

328

00:17:13,135 --> 00:17:16,365

their conclusions arising out of, out of that.

329

00:17:16,745 --> 00:17:19,845

And at the risk of being the most awful plot spoiler in

330

00:17:19,845 --> 00:17:24,765

history, um, the, the, the result of all that work where,

331

00:17:24,765 --> 00:17:26,245

where we're headed to,

332

00:17:26,385 --> 00:17:30,805

but they can explain how we get there, um, is that, uh,

333

00:17:31,265 --> 00:17:34,845

it makes that the changes emerging from chapter 19

334

00:17:35,515 --> 00:17:39,685

make no substantive difference to either the noise

335

00:17:39,905 --> 00:17:42,645

or the air quality, uh, conclusions.

336

00:17:43,945 --> 00:17:44,965

Um, and

337

00:17:44,965 --> 00:17:47,245

therefore no difference

338

00:17:47,745 --> 00:17:50,965

to those other chapters such as biodiversity,

339

00:17:51,415 --> 00:17:55,805

which are themselves, uh, to to some extent, uh, parasitic

340

00:17:55,805 --> 00:17:58,925

or at least linked with noise and air quality.

341

00:17:59,065 --> 00:18:02,645

And therefore, as it were linked also indirectly

342

00:18:02,645 --> 00:18:06,005

to chapter 19, it makes no difference to any of of those.

343

00:18:06,465 --> 00:18:09,685

So, as I say, that's the end point, but,

344

00:18:09,865 --> 00:18:13,845

but, um, uh, the, the three, um, experts

345

00:18:14,465 --> 00:18:18,285

can give you more detail on how one arrives at

346

00:18:18,285 --> 00:18:19,445

that end point, sir,

347

00:18:20,095 --> 00:18:21,095

Thank you. And is, is

348

00:18:21,095 --> 00:18:23,285

that a very broad terms

349

00:18:23,285 --> 00:18:27,085

because there hasn't been a, a worsening of the transport

350

00:18:27,745 --> 00:18:28,965

in the transport assessment

351

00:18:30,265 --> 00:18:31,725

In very broad terms, sir?

352

00:18:31,905 --> 00:18:36,645

Yes. Um, certainly no material, um, changes,

353

00:18:37,185 --> 00:18:39,525

no material worsenings, right?

354

00:18:39,785 --> 00:18:42,405

Yes. Um, in, in a nutshell, yes.

355

00:18:43,995 --> 00:18:46,605

Okay. Perhaps we could add those on.

356

00:18:47,545 --> 00:18:51,245

Um, I'm just thinking about timing here and, um, yes.

357

00:18:51,835 --> 00:18:54,485

What we need to, um, think about.

358

00:18:54,585 --> 00:18:56,525

But I don't want those people to hang

359

00:18:56,525 --> 00:18:58,845

around unnecessarily either.

360

00:18:59,105 --> 00:19:01,405

So, um, well, should we have a very,

361

00:19:01,475 --> 00:19:03,725

very brief explanation now?

362

00:19:04,145 --> 00:19:07,325

Yes. From the, um, from Mr. Brooke and Ms. Ed house?

363

00:19:08,145 --> 00:19:09,245

Yes. Yeah.

364

00:19:09,705 --> 00:19:11,645

Um, yes, they're online, so,

365

00:19:11,665 --> 00:19:14,125

so they can be available at any point in the

366

00:19:14,125 --> 00:19:15,165

day that you choose.

367

00:19:15,625 --> 00:19:17,685

But thank you very much for your consideration.

368

00:19:18,145 --> 00:19:22,845

Um, uh, I don't mind, um, for my part, whether we start

369

00:19:22,845 --> 00:19:25,205

with air or noise, what would suit you best, sir?

370

00:19:25,785 --> 00:19:27,645

Um, let's do air alphabet

371

00:19:27,745 --> 00:19:28,745

An order. Okay.

372

00:19:28,745 --> 00:19:29,565

Okay. Yes.

373

00:19:30,065 --> 00:19:32,965

So that's, if we can, um, hand away from me.

374

00:19:41,015 --> 00:19:43,405

Hello, James Brooks for the applicant, um,

375

00:19:43,545 --> 00:19:45,365

the Air Quality Specialist.

376

00:19:45,905 --> 00:19:50,325

Um, if I just run you through then, sort of briefly

377

00:19:50,345 --> 00:19:54,165

as I can, uh, what I've done, um, since this sort,

378

00:19:54,165 --> 00:19:57,165

this new data has come to light, um, the,

379

00:19:58,985 --> 00:20:00,485  
and I sort of could briefly set out

380

00:20:00,745 --> 00:20:02,925  
how I've defined my study area, basically.

381

00:20:02,945 --> 00:20:04,645  
Yes. And what we've done now with this update.

382

00:20:05,225 --> 00:20:08,885  
Um, what, how that's sort of affected within the changes

383

00:20:08,905 --> 00:20:10,845  
to construction traffic, and then any changes

384

00:20:10,945 --> 00:20:12,605  
to the operational assessment as well.

385

00:20:13,345 --> 00:20:17,885  
Um, the, I should say, the air quality model,

386

00:20:18,505 --> 00:20:22,525  
um, that was, uh, the modeling that was taken for the es,

387

00:20:23,185 --> 00:20:25,565  
uh, that uses all the same information, uh,

388

00:20:25,565 --> 00:20:27,365  
for vehicle movements as we had in the

389

00:20:27,365 --> 00:20:28,605  
chapter 19 traffic and transport.

390

00:20:28,605 --> 00:20:31,965  
And from the transport assessment, um, the,

391

00:20:32,145 --> 00:20:35,845  
and all the updated traffic is also, um, the same

392

00:20:35,845 --> 00:20:36,925

as those documents too.

393

00:20:37,865 --> 00:20:41,965

Um, so we've reviewed those changes for construction,

394

00:20:41,965 --> 00:20:43,085

operational vehicle movements.

395

00:20:43,865 --> 00:20:48,245

Um, and the way we sort of set the study area in broad terms

396

00:20:48,465 --> 00:20:53,205

for air quality is by checking what,

397

00:20:53,865 --> 00:20:56,365

uh, where we think we're gonna get the largest changes in,

398

00:20:57,105 --> 00:20:58,525

um, air quality in the largest

399

00:20:59,125 --> 00:21:01,165

concentrations in total within 200 meters of

400

00:21:01,165 --> 00:21:02,765

what we call an affected road.

401

00:21:03,505 --> 00:21:07,565

Now an affected road, um, is any road as defined

402

00:21:07,585 --> 00:21:08,805

by the EPUK

403

00:21:08,805 --> 00:21:13,325

and IQM, uh, where the daily change on an A A DT basis.

404

00:21:13,505 --> 00:21:15,485

So an annual average daily traffic basis

405

00:21:16,025 --> 00:21:18,205

is more than 500 light duty vehicles

406

00:21:18,665 --> 00:21:20,645

or more than a hundred heavy duty vehicles.

407

00:21:21,705 --> 00:21:26,325

Um, so what we've done is for thees,

408

00:21:26,325 --> 00:21:28,645

we've looked at where those criteria are met.

409

00:21:28,665 --> 00:21:31,765

If they're met, we've modeled them at receptors within 200

410

00:21:31,865 --> 00:21:34,445

meters of those roads where we've got the largest change

411

00:21:34,445 --> 00:21:35,565

of large concentrations.

412

00:21:36,625 --> 00:21:39,285

Um, what we've done now

413

00:21:39,415 --> 00:21:41,285

where we've had this change in construction, so

414

00:21:41,285 --> 00:21:45,725

for the construction phase specifically, um, we basically,

415

00:21:45,825 --> 00:21:48,765

we looked at the proposed wastewater treatment plant,

416

00:21:48,865 --> 00:21:51,725

the transfer tunnel, the water beach pipeline, north access,

417

00:21:52,145 --> 00:21:53,605

so vehicles going up the A 10

418

00:21:54,145 --> 00:21:56,685

and the existing Cambridge wastewater

419

00:21:56,705 --> 00:21:58,485

and the sort of transfer tunnel Southern access.

420

00:21:58,585 --> 00:22:02,085

So anything going down the A 1 3 0 9, uh, Milton Road.

421

00:22:02,705 --> 00:22:04,885

So those are our sort of four key areas

422

00:22:04,935 --> 00:22:07,165

where we expected construction traffic to move around.

423

00:22:08,145 --> 00:22:11,605

Um, and we looked at those separately in terms of

424

00:22:11,605 --> 00:22:14,965

what receptors we have, but in aggregate in terms of

425

00:22:15,155 --> 00:22:16,445

what vehicles are moving

426

00:22:16,445 --> 00:22:17,445

and where they're going to be moving.

427

00:22:18,945 --> 00:22:23,205

Um, so for the ES previously, those, the roads

428

00:22:23,205 --> 00:22:25,005

that then screened in, so the roads

429

00:22:25,005 --> 00:22:27,525

that met the 500 LDV change

430

00:22:27,545 --> 00:22:31,525

or the a hundred HDV change were the A 14

431

00:22:31,525 --> 00:22:32,725

between junction 32

432

00:22:32,725 --> 00:22:36,965

and 34, the junction 34 entry and exit ramps.



433

00:22:37,265 --> 00:22:39,685

And then Hoey Road, as you sort

434

00:22:39,685 --> 00:22:44,085

of get into the site accesses the A 10 section

435

00:22:44,265 --> 00:22:47,205

and the A 1 3 0 9 section, they screened out

436

00:22:47,205 --> 00:22:49,245

because the changes in traffic were too small,

437

00:22:49,625 --> 00:22:51,925

so they didn't meet that the IQM criteria.

438

00:22:53,345 --> 00:22:54,725

So that's the, that's the es.

439

00:22:54,905 --> 00:22:59,765

Now the change since the es, um, is for

440

00:23:00,525 --> 00:23:02,125

vehicles going towards the proposed

441

00:23:02,125 --> 00:23:03,165

wastewater treatment plant.

442

00:23:03,215 --> 00:23:06,005

We've got, apparently we've got 10 fewer HD VS now

443

00:23:06,265 --> 00:23:07,965

and nine more L dvs.

444

00:23:08,225 --> 00:23:09,565

So there's a small balance there.

445

00:23:09,635 --> 00:23:11,285

Overall, we've got less total traffic.

446

00:23:11,715 --> 00:23:14,525

It's worth saying that HD vs have lower emissions associated

447

00:23:14,525 --> 00:23:15,565  
than with LD vs due.

448

00:23:15,565 --> 00:23:17,005  
So there should be a higher weighting applied

449

00:23:17,065 --> 00:23:20,165  
to a reduction in HDV than an increase in LDV.

450

00:23:20,915 --> 00:23:24,045  
Okay. So we've got 10 fewer hvs, nine more L dvs on balance,

451

00:23:24,095 --> 00:23:27,605  
fewer traffic, we've got five fewer HD vs.

452

00:23:27,605 --> 00:23:28,805  
And no change in L dvs

453

00:23:28,805 --> 00:23:30,525  
for those accessing the transfer tunnel section.

454

00:23:31,105 --> 00:23:33,565  
So again, overall balance on the slip roads

455

00:23:33,725 --> 00:23:36,365  
and the site accessing the HORING zero road area

456

00:23:36,865 --> 00:23:37,885  
is fewer traffic.

457

00:23:38,265 --> 00:23:42,425  
And actually most of that fewer traffic is from fewer HD vs.

458

00:23:42,425 --> 00:23:43,825  
Which is a positive thing for air quality.

459

00:23:44,845 --> 00:23:49,505  
Um, there's in the, for the, for those vehicles going up

460

00:23:49,505 --> 00:23:50,865  
to water beach pipeline north work.

461

00:23:50,925 --> 00:23:53,665  
So those going up the A 10, we've got, uh, no change

462

00:23:53,725 --> 00:23:54,865  
to HD vs.

463

00:23:55,195 --> 00:23:58,265  
We've got 14 more L dvs and

464

00:23:58,625 --> 00:24:01,185  
likewise on the A 1 3 0 9,

465

00:24:01,275 --> 00:24:05,585  
we've got no change in the dvs going south off the, uh,

466

00:24:05,825 --> 00:24:08,905  
junction 33 and we've got eight more L dvs.

467

00:24:08,925 --> 00:24:10,945  
So there's a very, very minor

468

00:24:11,165 --> 00:24:14,105  
and should stress non-material increase in L dvs going up

469

00:24:14,105 --> 00:24:16,025  
those often down those two roads.

470

00:24:16,525 --> 00:24:21,385  
Um, the, the,

471

00:24:21,935 --> 00:24:23,305  
it's worth resting at this point though,

472

00:24:23,305 --> 00:24:26,825  
that the air quality modeling would usually, um,

473

00:24:27,005 --> 00:24:28,825

use the annual average daily traffic flow.

474

00:24:29,205 --> 00:24:30,945

So that is the total volume

475

00:24:30,965 --> 00:24:34,185

of traffic on a road in any given year divided by 365.

476

00:24:34,405 --> 00:24:36,585

So the average number of movements on a, in a day on a road,

477

00:24:37,525 --> 00:24:39,305

um, the,

478

00:24:39,805 --> 00:24:42,105

and that's what's been used for the base

479

00:24:42,125 --> 00:24:45,425

of the existing flows plus any sort of growth between now

480

00:24:45,425 --> 00:24:47,265

and the construction and now in the operational years.

481

00:24:47,645 --> 00:24:49,705

So we've got the annual FIC daily traffic in the model.

482

00:24:50,805 --> 00:24:53,655

The traffic we've just been talking about

483

00:24:53,655 --> 00:24:58,175

for the construction phase is a typical daily construction

484

00:24:58,965 --> 00:25:01,695

vehicle movements during a combined construction peak.

485

00:25:01,955 --> 00:25:03,095

So it really is a,

486

00:25:03,165 --> 00:25:05,015

this is the most number of vehicles you're gonna get.

487

00:25:05,395 --> 00:25:08,015  
Um, and so it sort of assumes

488

00:25:08,015 --> 00:25:09,095  
that lots of things going on at once.

489

00:25:09,215 --> 00:25:10,855  
I let the, the traffic transport team

490

00:25:10,855 --> 00:25:12,055  
talk more about that if they need to.

491

00:25:12,715 --> 00:25:14,615  
Um, but in terms of air quality,

492

00:25:14,615 --> 00:25:18,735  
what we're saying is we're adding a peak construction to an

493

00:25:18,885 --> 00:25:21,815  
what to an annual average daily traffic to assess against,

494

00:25:22,115 --> 00:25:24,775  
uh, an annual mean air quality objective.

495

00:25:25,645 --> 00:25:29,805  
Okay. Um, so in terms

496

00:25:29,805 --> 00:25:31,405  
of assessing air quality, um,

497

00:25:31,715 --> 00:25:35,125  
what we would do is we would take the, we take the A A DT,

498

00:25:35,265 --> 00:25:37,645  
so the flow without traffic, um,

499

00:25:38,065 --> 00:25:39,725  
and then we add on the flow with the traffic

500

00:25:39,785 --> 00:25:41,685

and assess the two scenarios, one against the other.

501

00:25:42,745 --> 00:25:47,245

Um, so the at, at the proposed wastewater treatment plant

502

00:25:47,265 --> 00:25:49,845

and the transfer tunnel area, the,

503

00:25:49,865 --> 00:25:53,925

the change in the daily construction vehicle movements, uh,

504

00:25:53,985 --> 00:25:55,605

are reductions as we've talked about.

505

00:25:56,305 --> 00:25:59,765

Um, and that would only decrease the emissions

506

00:25:59,765 --> 00:26:01,565

to air from the construction phase in that area.

507

00:26:02,105 --> 00:26:03,965

Um, and, but that decrease would be

508

00:26:04,345 --> 00:26:05,725

mar marginal non-material.

509

00:26:06,465 --> 00:26:08,725

Um, and if we were to run a model again,

510

00:26:08,985 --> 00:26:11,085

it would probably come out given the changes as more

511

00:26:11,085 --> 00:26:13,405

or less the same concentration be probably change

512

00:26:13,425 --> 00:26:16,005

to less than 0.1 microns meter cubed.

513

00:26:17,025 --> 00:26:21,205

Um, the water beach pipeline north area

514

00:26:21,585 --> 00:26:24,325  
and the, um, existing Cambridge

515

00:26:24,325 --> 00:26:27,485  
and the transfer tunnel south access areas, as I said,

516

00:26:27,485 --> 00:26:30,525  
they've got, uh, some extra L DVS 14

517

00:26:30,545 --> 00:26:32,245  
for the A ten eighth going south.

518

00:26:33,105 --> 00:26:37,125  
Um, but they, in total, that changes from

519

00:26:37,645 --> 00:26:41,165  
14 LDBs as we assessed in the ES to 28 going up

520

00:26:41,165 --> 00:26:42,205  
to Water Beach Pipeline North.

521

00:26:42,825 --> 00:26:47,445  
And the a increase on the A 1 3 0 9 goes from

522

00:26:47,445 --> 00:26:48,565  
47 to 55.

523

00:26:49,265 --> 00:26:50,485  
And when you put that in context

524

00:26:50,665 --> 00:26:52,925  
of the 500 LDV screening criteria,

525

00:26:53,875 --> 00:26:56,245  
it's still substantially less than that screening.

526

00:26:56,245 --> 00:26:58,925  
So those two areas that we didn't assess in the ES still

527

00:26:58,925 --> 00:27:00,845

would not screen into an assessment now.

528

00:27:01,955 --> 00:27:06,685

Okay. Um, for the operational phase,

529

00:27:06,945 --> 00:27:08,965

um, a little bit different.

530

00:27:08,965 --> 00:27:12,245

So the operational phase, the areas we looked into were

531

00:27:12,815 --> 00:27:15,565

those approaching haringey road up junction 34 slip roads

532

00:27:15,565 --> 00:27:17,325

is, uh, vehicles, uh, go

533

00:27:17,325 --> 00:27:19,005

to the proposed wastewater treatment plant.

534

00:27:20,225 --> 00:27:22,365

The graphic data we had

535

00:27:22,465 --> 00:27:25,285

for the modeling had a flow HDV flow

536

00:27:25,285 --> 00:27:28,485

of 146 movements per day that has not changed.

537

00:27:29,145 --> 00:27:32,885

And, uh, an LDV flow of 92 movements per day, um,

538

00:27:32,955 --> 00:27:35,525

that 92 movements is being increased

539

00:27:35,545 --> 00:27:39,685

to 176 movements per day, which is an 84 increase.

540

00:27:40,625 --> 00:27:45,525

Um, the, the,



541

00:27:45,525 --> 00:27:47,285

that that a hundred to, to put that into context,

542

00:27:47,355 --> 00:27:48,525

what those numbers mean in terms

543

00:27:48,525 --> 00:27:53,245

of air quality 146 HVS 92 L dvs equated

544

00:27:53,245 --> 00:27:56,005

to a change in pollutant concentrations

545

00:27:56,005 --> 00:27:58,925

of less than not 0.1 micrograms per meter cubed.

546

00:27:59,225 --> 00:28:00,925

I'm gonna say less when we look into the numbers.

547

00:28:01,115 --> 00:28:02,485

They are, they,

548

00:28:02,485 --> 00:28:04,485

they were rem Moree towards the N point N one

549

00:28:04,485 --> 00:28:05,845

nor point N two range.

550

00:28:06,505 --> 00:28:09,805

Um, so they are very, very low, um, primarily

551

00:28:10,005 --> 00:28:11,405

'cause the, there's quite a big distance

552

00:28:11,405 --> 00:28:13,365

between the road sources and the receptors.

553

00:28:14,345 --> 00:28:18,445

Um, so as the concentrations

554

00:28:18,475 --> 00:28:22,525

that we predicted are, well are less than 75%

555

00:28:22,705 --> 00:28:26,205  
of the standard, the air quality standards, um,

556

00:28:27,025 --> 00:28:30,045  
the criteria from the IQN that we adopted to assess change

557

00:28:30,045 --> 00:28:32,365  
and assess significance would actually allow a change

558

00:28:32,365 --> 00:28:34,845  
of two micrograms for oh two and PM 10

559

00:28:35,145 --> 00:28:37,605  
and up to one microgram for PM 2.5.

560

00:28:38,145 --> 00:28:42,005  
So considering you've got a model change

561

00:28:42,005 --> 00:28:43,365  
of less than not 0.1,

562

00:28:43,785 --> 00:28:45,925  
and we could actually go up for two, a change of one

563

00:28:45,925 --> 00:28:49,285  
for PM 2.5 or a change of two, Reno two and PM 10 the,

564

00:28:50,145 --> 00:28:54,325  
and still have a negligible effect, um, you know, that

565

00:28:54,325 --> 00:28:55,845  
that's quite a lot of headroom

566

00:28:55,905 --> 00:28:57,805  
and you would need quite a lot of extra traffic

567

00:28:58,465 --> 00:29:00,085  
to produce those level of changes.

568

00:29:01,025 --> 00:29:03,845

Um, and you know, that, that, that would equate

569

00:29:03,845 --> 00:29:06,205

to a substantial change in emissions sort of well beyond

570

00:29:06,205 --> 00:29:07,605

what we're considering here.

571

00:29:08,425 --> 00:29:12,885

Um, the, so in terms of, uh,

572

00:29:13,525 --> 00:29:16,125

document updates and what we think needs doing at the moment

573

00:29:17,025 --> 00:29:21,485

is just to add, uh, an explanatory paragraph to the chapter

574

00:29:21,625 --> 00:29:24,325

to explain the difference between the construction phase

575

00:29:24,325 --> 00:29:25,325

and the operational phase numbers.

576

00:29:25,745 --> 00:29:29,965

Um, and, you know, we can, we can do that by deadline seven.

577

00:29:31,035 --> 00:29:32,045

Okay. That would be helpful.

578

00:29:32,425 --> 00:29:37,005

And just to be clear, do any of the magnitudes

579

00:29:37,025 --> 00:29:38,605

of impact change?

580

00:29:40,105 --> 00:29:41,845

No, they wouldn't do, no. Okay.

581

00:29:42,225 --> 00:29:44,045

You, you would need substantial

582

00:29:44,045 --> 00:29:45,325  
changes to actually get to the level. Yeah.

583

00:29:45,325 --> 00:29:46,725  
So there's, there's no change in the

584

00:29:46,725 --> 00:29:48,245  
significance of effect, either.

585

00:29:49,065 --> 00:29:51,205  
Not at all. No. Okay. That's helpful.

586

00:29:51,545 --> 00:29:54,125  
And, um, I suppose it would, you know,

587

00:29:54,315 --> 00:29:55,605  
perhaps an obvious point,

588

00:29:55,665 --> 00:29:57,365  
but then would there be any

589

00:29:58,105 --> 00:30:00,685  
impact on air quality objectives in the area?

590

00:30:01,705 --> 00:30:03,285  
No. No. Okay. Thank you.

591

00:30:03,345 --> 00:30:05,005  
No, the, the, the total concentrations are

592

00:30:05,005 --> 00:30:06,085  
well below the objectives.

593

00:30:06,895 --> 00:30:09,485  
Thank you. Um, thank you for that explanation.

594

00:30:09,485 --> 00:30:12,085  
Should we move on to noise now, just

595

00:30:12,105 --> 00:30:14,485

for a very brief update on that as well, please?

596

00:30:18,875 --> 00:30:22,645

Good morning. Um, John Ed House, um, uh, Mr.

597

00:30:22,675 --> 00:30:24,605

John Ed House, uh, for the applicant's, um, noise

598

00:30:24,605 --> 00:30:29,205

and vibration specialist, um, as, as my colleague, um,

599

00:30:29,205 --> 00:30:33,805

Mr. Brooks has described the, the changes are, are, um,

600

00:30:34,235 --> 00:30:37,005

very minor, very small, um, changes in traffic.

601

00:30:37,665 --> 00:30:40,685

The approach in methodology for noise of preparation, um,

602

00:30:40,865 --> 00:30:43,045

to determine the magnitude of impact, um,

603

00:30:43,385 --> 00:30:45,845

and setting out study areas is slightly different.

604

00:30:46,465 --> 00:30:47,805

Um, the methodology

605

00:30:47,835 --> 00:30:50,725

that we have used within the environmental statement follows

606

00:30:50,985 --> 00:30:55,525

the design manual for Roads of bridges, um, DMRB LA 1 1 1,

607

00:30:56,545 --> 00:30:59,045

um, and the methodology set out in chapter 17,

608

00:30:59,045 --> 00:31:01,965

noise probation, which is application

609

00:31:02,845 --> 00:31:04,845

reference rep 6 0 3 3.

610

00:31:05,785 --> 00:31:10,685

Um, the construction phase, um,

611

00:31:12,505 --> 00:31:16,005

uh, construction phase, road traffic noise impacts, um,

612

00:31:16,335 --> 00:31:18,005

accounting for the, the changes

613

00:31:18,005 --> 00:31:21,365

that my colleague Mr. Brooks has, has indicated, um,

614

00:31:21,375 --> 00:31:24,965

would result in a, a change in noise levels of, um,

615

00:31:25,145 --> 00:31:27,685

no greater than naught 0.1 decibels.

616

00:31:28,145 --> 00:31:29,485

Um, I should stress

617

00:31:29,485 --> 00:31:30,965

that the changes are very, very marginal.

618

00:31:31,265 --> 00:31:34,245

Um, in, in terms of, in terms

619

00:31:34,245 --> 00:31:35,605

of the noise impacts that result.

620

00:31:36,105 --> 00:31:38,925

Um, to be very brief, there is no,

621

00:31:39,785 --> 00:31:41,405

no change in the magnitude of impact

622

00:31:41,405 --> 00:31:42,845  
or significant effects as a result

623

00:31:42,845 --> 00:31:44,285  
of those changes for construction noise.

624

00:31:44,865 --> 00:31:48,565  
Um, the very similarly, um,

625

00:31:48,665 --> 00:31:52,885  
for the changes in operational, um, road traffic noise, um,

626

00:31:52,985 --> 00:31:57,325  
the methodology also follows DMRB, um, morum, uh,

627

00:31:57,325 --> 00:32:01,085  
the methodology and guidance from from that, um, from

628

00:32:01,085 --> 00:32:04,925  
that standard, the change in, um,

629

00:32:06,425 --> 00:32:08,645  
in traffic flow values, again, as my, my colleague,

630

00:32:08,645 --> 00:32:12,645  
Mr. Brooks, um, described from 92 to 107, uh, 76,

631

00:32:13,465 --> 00:32:17,605  
um, vehicles would result again in a, a noise level change

632

00:32:17,605 --> 00:32:21,365  
of less than oh 0.1 decibels, um, uh, in terms

633

00:32:21,365 --> 00:32:22,565  
of the magnitude of impact.

634

00:32:22,825 --> 00:32:24,365  
So there, there again, there's no change

635

00:32:24,365 --> 00:32:25,485

in the magnitude of impact.

636

00:32:25,745 --> 00:32:30,285

Um, for the operational traffic noise, the, the, uh, banks

637

00:32:30,285 --> 00:32:33,565

of impact remains negligible for the, um,

638

00:32:34,795 --> 00:32:36,725

operational traffic routes that we have assessed.

639

00:32:36,865 --> 00:32:38,725

And the significance impact has unchanged.

640

00:32:40,695 --> 00:32:42,445

Thank you. And, um,

641

00:32:43,605 --> 00:32:45,245

likewise with air quality,

642

00:32:45,295 --> 00:32:47,925

would you be providing an explanation of that in your

643

00:32:48,405 --> 00:32:50,325

Document in Yes, absolutely indeed.

644

00:32:50,385 --> 00:32:53,845

So we will be, um, updating the, the relevant chapters,

645

00:32:54,045 --> 00:32:58,165

relevant sections in the chapter 17 relating to construction

646

00:32:58,185 --> 00:33:00,245

and operational traffic noise, um,

647

00:33:00,715 --> 00:33:02,525

assessments for deadline seven.

648

00:33:03,365 --> 00:33:05,965

Deadline seven. Okay. That's great. Thank you for that.



649

00:33:06,585 --> 00:33:08,685

Um, should we move on to, um,

650

00:33:08,945 --> 00:33:11,605

the next point under point a then please?

651

00:33:11,615 --> 00:33:15,285

Which is, I think we already touched on this purpose of

652

00:33:16,475 --> 00:33:18,485

SR'S transport review and, um, Mr.

653

00:33:18,805 --> 00:33:20,445

Axons already been introduced today.

654

00:33:20,475 --> 00:33:25,405

This is really just a point of clarification for the XA as

655

00:33:25,405 --> 00:33:28,605

to how we report on, um, the documentation,

656

00:33:28,605 --> 00:33:32,285

because we've obviously got the, um, TA chapter 19

657

00:33:32,345 --> 00:33:35,765

and then alongside it, um, the SLR reviews.

658

00:33:40,745 --> 00:33:42,445

Yes, sir. Mr.

659

00:33:42,765 --> 00:33:46,525

Axon here, um, if I can go through your question one

660

00:33:46,525 --> 00:33:47,645

by one, it'll take about a minute.

661

00:33:47,745 --> 00:33:52,725

So the, um, the purpose of my review as I understood it was

662

00:33:52,845 --> 00:33:56,245

that, um, at the last hearing, um, it been detected

663

00:33:56,245 --> 00:33:58,325

that there was lack of competence in some

664

00:33:58,325 --> 00:33:59,525

of the work that had been undertaken.

665

00:33:59,525 --> 00:34:02,725

So if you, like, my purpose was to review peer review

666

00:34:03,265 --> 00:34:04,845

the work that had been undertaken.

667

00:34:04,945 --> 00:34:06,885

And, and what I wanted to understand were,

668

00:34:07,275 --> 00:34:08,725

were the judgments reasonable

669

00:34:08,985 --> 00:34:11,885

and were they based on reasonable evidence?

670

00:34:12,105 --> 00:34:13,645

That's the approach that I took.

671

00:34:14,025 --> 00:34:17,325

Uh, and, and so looking at your actual question, only

672

00:34:17,985 --> 00:34:21,165

if my review produced this result, it would be

673

00:34:21,185 --> 00:34:22,405

to corroborate, um,

674

00:34:22,905 --> 00:34:25,645

the applicant's other transport documents.

675

00:34:26,025 --> 00:34:28,685

And really, so the purpose was if, if that was the case to

676

00:34:29,525 --> 00:34:32,965

bolster confidence, uh, for use, uh, in the technical work

677

00:34:32,965 --> 00:34:34,205

that supported the application

678

00:34:34,205 --> 00:34:35,685

and the judgments that flowed from that.

679

00:34:36,225 --> 00:34:38,685

Um, you'll see in my report the approach

680

00:34:38,685 --> 00:34:40,285

that I actually took to that.

681

00:34:40,445 --> 00:34:43,285

I, I, I wanted to review the approach, I wanted

682

00:34:43,305 --> 00:34:44,525

to review the assumptions,

683

00:34:44,585 --> 00:34:46,645

and I wanted to review the, the modeling

684

00:34:47,145 --> 00:34:50,245

and the results that came from all of that.

685

00:34:50,705 --> 00:34:54,885

And I wanted to make my own judgment on this, cognizant

686

00:34:54,885 --> 00:34:57,525

of all of that, the approach, the limitations,

687

00:34:57,525 --> 00:34:59,245

which there always are of assumptions

688

00:34:59,245 --> 00:35:01,845

and modeling the results that flow from that.

689

00:35:02,265 --> 00:35:05,165

Um, and also neither on the likely sensitivity

690

00:35:05,505 --> 00:35:09,285

of the network to variation, um, wasn't reasonable

691

00:35:09,285 --> 00:35:10,765

to make judgments in, in that case.

692

00:35:10,945 --> 00:35:14,285

And so you'll see my conclusion that I was satisfied

693

00:35:14,285 --> 00:35:17,645

that the work that had been done was in fact sound,

694

00:35:17,865 --> 00:35:21,405

the judgments could be relied upon, um, in that context.

695

00:35:21,905 --> 00:35:24,525

Um, sir, what I'm saying in, in answer

696

00:35:24,525 --> 00:35:28,365

to your last question, though, in my view, that the XA can

697

00:35:28,825 --> 00:35:31,405

and should give weight to the conclusions

698

00:35:31,405 --> 00:35:34,445

that I've drawn when making its own recommendation.

699

00:35:36,255 --> 00:35:40,285

Thank you. That's helpful. And is it fair to say that, um,

700

00:35:40,675 --> 00:35:44,525

your review guided the review

701

00:35:44,545 --> 00:35:45,885

of chapter 19?

702

00:35:47,225 --> 00:35:48,765

Yes, that's, that's correct, sir.

703

00:35:49,225 --> 00:35:51,565

As a result of the questions that we asked

704

00:35:51,565 --> 00:35:55,965

and the work that we looked at, um, uh, what McDonald

705

00:35:56,845 --> 00:36:01,645

actually updated some elements of chapter 19,

706

00:36:01,705 --> 00:36:04,165

and I'll call it the TA as well, accordingly.

707

00:36:04,345 --> 00:36:07,125

So there's been a bit of dialogue and iteration,

708

00:36:07,425 --> 00:36:09,605

and that's led to the updates in the es.

709

00:36:12,895 --> 00:36:17,885

Thank you. Um, can I just go back to you, Ms. Ellis, that,

710

00:36:18,065 --> 00:36:22,725

um, before we, we talked about these updates to the,

711

00:36:23,185 --> 00:36:25,685

to chapters noise and air quality.

712

00:36:25,905 --> 00:36:29,125

You said that a number of others were parasitic, such

713

00:36:29,125 --> 00:36:30,245

as biodiversity.

714

00:36:31,585 --> 00:36:33,765

Um, do those need any updates

715

00:36:34,025 --> 00:36:37,365

or perhaps even just a, a clarification note

716

00:36:37,515 --> 00:36:38,965

that nothing would change?

717

00:36:40,905 --> 00:36:44,685

Uh, yes. So, or, or no, they don't need updating.

718

00:36:45,345 --> 00:36:49,725

And, um, that question has been, um, discussed,

719

00:36:50,265 --> 00:36:51,685

uh, by, uh, Ms.

720

00:36:51,925 --> 00:36:54,085

Squires with the chapter authors.

721

00:36:54,665 --> 00:36:58,885

Um, but yes, sir, I'm sure that it would be, uh, appropriate

722

00:36:59,585 --> 00:37:03,045

to include, um, notes explaining that at,

723

00:37:03,265 --> 00:37:04,325

uh, deadline seven.

724

00:37:05,225 --> 00:37:07,925

Um, if, if you want to hear from Ms.

725

00:37:08,085 --> 00:37:10,085

Squires, um, anymore,

726

00:37:10,265 --> 00:37:12,845

but she's the person who's had the conversations

727

00:37:12,875 --> 00:37:15,285

with the author chapters, not me.

728

00:37:15,905 --> 00:37:19,765

Um, and so I'm relaying to you my understanding

729

00:37:19,825 --> 00:37:23,685

of the position on instructions, though, obviously, um,

730

00:37:25,025 --> 00:37:27,485

you know, it's immediately apparent to anybody who stops

731

00:37:27,485 --> 00:37:31,565

and thinks about this, uh, uh, uh, which, uh, which areas

732

00:37:31,625 --> 00:37:35,565

of the S one should be giving, uh, close attention to, such

733

00:37:35,565 --> 00:37:36,565

as noise, air quality.

734

00:37:37,225 --> 00:37:41,045

But if you, if you want to hear anything more, um,

735

00:37:41,895 --> 00:37:44,565

about, um, the, the, the conversations

736

00:37:44,835 --> 00:37:47,605

that underlie the conclusion, then Ms.

737

00:37:47,725 --> 00:37:50,645

Squires, but we can certainly put in a noted deadline,

738

00:37:50,645 --> 00:37:54,205

seven confirming, uh, that, uh, that, that,

739

00:37:54,275 --> 00:37:55,605

that work has been done.

740

00:37:55,865 --> 00:37:57,565

And those are the conclusions of it.

741

00:37:58,695 --> 00:38:02,525

Thank you. Um, why not, let's go to, to Ms.

742

00:38:02,645 --> 00:38:04,205

Squires, and if you could just tell us

743

00:38:04,205 --> 00:38:08,085

what we will be expecting in terms of, um,

744

00:38:08,505 --> 00:38:10,645

the sounds called some parasitic chapters.

745

00:38:10,895 --> 00:38:13,245

Which ones would you be commenting on?

746

00:38:15,915 --> 00:38:17,405

Good morning, guys, guys for the applicant.

747

00:38:18,865 --> 00:38:22,445

Um, so the chapters that are

748

00:38:24,165 --> 00:38:27,845

relating back to the findings of, uh, air noise

749

00:38:28,185 --> 00:38:29,645

and, uh, traffic

750

00:38:29,705 --> 00:38:33,525

and transport are

751

00:38:37,425 --> 00:38:42,235

chapter eight, biodiversity rep 6 0 1 5, chapter 11,

752

00:38:42,235 --> 00:38:46,435

community rep 6 0 2 1, chapter 12,

753

00:38:46,435 --> 00:38:48,835

health rep 6 0 2 3,

754

00:38:49,495 --> 00:38:53,675

and chapter 30, historic environment rep 6 0 2 5, as well

755

00:38:53,755 --> 00:38:55,235

as chapter 15, landscape

756

00:38:55,235 --> 00:38:58,835

and visual amenity rep 6 0 2 9



757

00:38:58,975 --> 00:39:02,835  
and chapter 22, active effects rep 6 0 4 3.

758

00:39:03,335 --> 00:39:08,275  
But all of those chapters would rely on the findings

759

00:39:08,295 --> 00:39:12,675  
of the assessments, traffic, transport, air, quality, noise,

760

00:39:13,175 --> 00:39:14,915  
and as there are no, sorry.

761

00:39:15,175 --> 00:39:16,595  
Oh, I thank you. Pardon? I was just going

762

00:39:16,595 --> 00:39:18,595  
to ask if carbon comes into that as well,

763

00:39:18,595 --> 00:39:19,595  
and if not, why not?

764

00:39:20,255 --> 00:39:23,035  
So carbon does represent carbon from construction

765

00:39:23,035 --> 00:39:26,395  
and operation, but the models used for that purpose

766

00:39:26,935 --> 00:39:28,235  
do not directly relate

767

00:39:28,235 --> 00:39:30,595  
to the vehicle movements, so, right. Thank

768

00:39:30,715 --> 00:39:32,155  
You. Yeah,

769

00:39:32,535 --> 00:39:34,755  
You're quite right that carbon does consider

770

00:39:35,795 --> 00:39:37,675

trafficking transport related embodied carbon,

771

00:39:37,815 --> 00:39:39,715

but not in a way that relates back to the chapter.

772

00:39:40,305 --> 00:39:44,515

Yeah, thank you. Um, and similarly, major accidents

773

00:39:44,515 --> 00:39:47,475

and disasters would also refer to hazard lows.

774

00:39:47,495 --> 00:39:51,235

No, none of the movements, um,

775

00:39:51,425 --> 00:39:54,435

that have altered are additional hazardous loads.

776

00:39:54,455 --> 00:39:59,275

So the conclusions of chapter 19

777

00:40:00,015 --> 00:40:03,555

in relation to, um, hazardous loads remain unchanged, and

778

00:40:03,555 --> 00:40:06,355

therefore there's no changes to major accidents

779

00:40:06,355 --> 00:40:09,915

and disasters chapter, which is rep 6 0 4 1.

780

00:40:10,645 --> 00:40:12,435

Thank you. That's really, I'm sorry,

781

00:40:13,055 --> 00:40:14,715

do you have anything else to say that,

782

00:40:16,335 --> 00:40:19,435

So in terms of the, those chapters which are reliant on,

783

00:40:19,615 --> 00:40:23,555

um, the findings of related chapters, we hadn't intended to,

784

00:40:24,575 --> 00:40:26,035  
um, update those chapters,

785

00:40:26,035 --> 00:40:28,435  
but we can add a note into each one

786

00:40:28,435 --> 00:40:31,715  
for clarity to explain.

787

00:40:33,395 --> 00:40:35,835  
I think we'd be happy with, uh,

788

00:40:36,155 --> 00:40:37,875  
a separate standalone note.

789

00:40:38,615 --> 00:40:41,555  
Um, you know, I'm thinking pragmatically here in the,

790

00:40:42,055 --> 00:40:45,315  
the volume of documents that we've already had submitted.

791

00:40:46,215 --> 00:40:50,675  
Um, and my question was also going to relate to those other,

792

00:40:50,895 --> 00:40:54,355  
the air quality and noise chapters, whether, um, given

793

00:40:54,355 --> 00:40:57,635  
that there's not going to be any changes to the conclusions,

794

00:40:57,635 --> 00:40:58,995  
whether we need those updates

795

00:40:59,015 --> 00:41:01,675  
or whether they can be dealt with by way of the,

796

00:41:02,175 --> 00:41:04,715  
an addendum note, what's your views on that?

797

00:41:07,535 --> 00:41:09,555

For the noise assessment?

798

00:41:09,935 --> 00:41:14,555

We can add in the flows that are altered

799

00:41:14,855 --> 00:41:16,515

and, and update the numbers,

800

00:41:18,095 --> 00:41:21,635

but for the remaining chapters, a technical note know

801

00:41:23,005 --> 00:41:24,315

would be a more efficient way.

802

00:41:24,985 --> 00:41:27,035

Okay. Well, let's, let's do it that way then.

803

00:41:27,415 --> 00:41:28,955

So we'll take away in action,

804

00:41:29,215 --> 00:41:33,445

and I think your colleague said for deadline seven, is

805

00:41:33,445 --> 00:41:36,325

that achievable for the technical note

806

00:41:36,325 --> 00:41:38,085

for the other chapters as well?

807

00:41:38,515 --> 00:41:40,165

Yeah, that's fine. Thank you.

808

00:41:44,935 --> 00:41:48,365

Right. Should we move on then to point beyond the agenda?

809

00:41:48,455 --> 00:41:49,645

Thank you, Ms. Squires.

810

00:41:49,785 --> 00:41:52,605

Um, and there's a another couple

811

00:41:52,605 --> 00:41:54,645

of points I'd like to add in here.

812

00:41:55,625 --> 00:42:00,085

Um, following a, a brief review of some

813

00:42:00,085 --> 00:42:01,685

of the deadline six submissions.

814

00:42:01,735 --> 00:42:06,285

Could we turn up please, the emergency services SOCG,

815

00:42:06,285 --> 00:42:08,045

which is rep 6 1 0 6,

816

00:42:11,665 --> 00:42:15,405

and if we go to table 4.2 in that, please.

817

00:42:24,545 --> 00:42:25,645

So thank you.

818

00:42:25,785 --> 00:42:28,445

So would, would you like us to, um, get

819

00:42:28,725 --> 00:42:31,165

that on screen somehow? Is that gonna

820

00:42:31,195 --> 00:42:32,195

Help? Yes, if, if you

821

00:42:32,195 --> 00:42:34,365

can, so, so that's the

822

00:42:35,565 --> 00:42:39,485

deadline six emergency services statement, a common ground.

823

00:42:40,345 --> 00:42:42,685

If you could just give us a moment or two, that's

824

00:42:42,685 --> 00:42:43,685

Fine. Yes.

825

00:42:43,685 --> 00:42:47,765

And

826

00:42:47,845 --> 00:42:49,605

as I said earlier, I'm working from

827

00:42:50,225 --> 00:42:53,605

the deadline six submissions, so 6 1 0 6.

828

00:42:54,075 --> 00:42:57,685

Okay. Thank you. Now, the point here is, um,

829

00:42:58,975 --> 00:43:01,165

we've been sent this as a signed document,

830

00:43:02,105 --> 00:43:06,525

and if we look in the, the last column, it says,

831

00:43:07,265 --> 00:43:10,085

um, the proposal is, this is about halfway down,

832

00:43:11,075 --> 00:43:15,005

that this would be with, I just lost it there.

833

00:43:15,985 --> 00:43:18,165

Yep. Thank you. The proposal is

834

00:43:18,165 --> 00:43:20,565

that this would be within the COCP part A,

835

00:43:21,305 --> 00:43:23,605

an additional wording added as follows.

836

00:43:24,785 --> 00:43:28,765

Now, now if we look at part A of the

837

00:43:29,525 --> 00:43:33,645

DOCP, the code of construction practice, um,

838

00:43:33,995 --> 00:43:36,685  
that wording doesn't seem to have followed through.

839

00:43:37,965 --> 00:43:39,445  
I dunno if you'd like to call that up.

840

00:43:39,445 --> 00:43:41,885  
That's rep six zero four nine.

841

00:43:42,185 --> 00:43:46,165  
So just as a reminder, we're, we're being told in the state

842

00:43:46,165 --> 00:43:49,685  
to common ground that the applicant will continue the

843

00:43:49,685 --> 00:43:53,045  
emergency services transport working group, TWG,

844

00:43:53,945 --> 00:43:58,725  
and if we look at paragraph 3.1, point 10 of the

845

00:44:00,525 --> 00:44:03,605  
COCP rep, 6 0 4 9.

846

00:44:16,675 --> 00:44:20,655  
So just while that document is being found, um,

847

00:44:21,835 --> 00:44:26,495  
and, and it may be helpful for me to say at this stage, um,

848

00:44:26,675 --> 00:44:30,775  
we are aware that the updated COCP

849

00:44:31,375 --> 00:44:34,885  
needs to go in deadline seven, um,

850

00:44:35,225 --> 00:44:37,845  
to give the necessary tie up on this point.

851

00:44:38,735 --> 00:44:41,685

Thank you. But thank you very much for going

852

00:44:41,685 --> 00:44:42,725  
through it Now, it's helpful.

853

00:44:44,955 --> 00:44:47,245  
Here we go. This is 3.1 0.1,

854

00:44:47,905 --> 00:44:51,925  
and it talks about Marshall Natural England, um,

855

00:44:52,205 --> 00:44:53,725  
I think I said transport working group.

856

00:44:53,755 --> 00:44:56,725  
It's technical working group. Yes. CWG.

857

00:44:57,545 --> 00:44:59,885  
Um, it doesn't mention emergency services.

858

00:45:00,045 --> 00:45:01,885  
I think you've already got the point on this one,

859

00:45:02,625 --> 00:45:05,645  
but I think this may well be an issue that, um,

860

00:45:06,275 --> 00:45:07,765  
effects other documents.

861

00:45:08,145 --> 00:45:10,245  
And we've looked at the state what's of common ground.

862

00:45:10,245 --> 00:45:13,845  
There seem to be other undertakings that have been agreed

863

00:45:14,705 --> 00:45:17,925  
and they don't follow through into the, uh,

864

00:45:18,015 --> 00:45:19,285  
mitigation documents.



865

00:45:19,345 --> 00:45:22,205

So it's, it's obviously up to you.

866

00:45:22,465 --> 00:45:24,525

Um, but we would suggest

867

00:45:24,595 --> 00:45:28,725

that you really carefully review those mitigation measures

868

00:45:28,725 --> 00:45:30,685

in the SOC genes

869

00:45:31,145 --> 00:45:33,685

and double check with all of the mitigation documents

870

00:45:33,685 --> 00:45:35,245

that they have been carried across.

871

00:45:36,185 --> 00:45:38,205

Yes, Thank you.

872

00:45:38,705 --> 00:45:42,445

Yes, sir. Thank you very much. Uh, we will do that.

873

00:45:43,425 --> 00:45:45,645

And sorry, can you remind me when you

874

00:45:45,645 --> 00:45:46,685

said you'd submit that?

875

00:45:47,915 --> 00:45:49,485

Yeah, deadline seven sir.

876

00:45:49,885 --> 00:45:51,205

Deadline seven. Thanks. Well, we'll,

877

00:45:51,215 --> 00:45:52,765

we'll set an action for that.

878

00:45:52,985 --> 00:45:57,685

Um, yes, the, another observation from the statements

879

00:45:57,705 --> 00:46:00,365

of common ground are that some were submitted in draft,

880

00:46:00,545 --> 00:46:03,485

but the version control says

881

00:46:03,485 --> 00:46:04,845

that they are the final version.

882

00:46:05,185 --> 00:46:08,085

So, um, I think it's, it's just a mismatch

883

00:46:08,085 --> 00:46:11,045

between the version we've been sent and the version control,

884

00:46:11,185 --> 00:46:13,805

but, um, I'm raising that just so

885

00:46:13,805 --> 00:46:16,005

that other people aren't misled by it.

886

00:46:16,865 --> 00:46:18,485

Yep. Um,

887

00:46:19,785 --> 00:46:22,085

can we just turn up next please?

888

00:46:22,465 --> 00:46:26,605

The, um, deadline six, um,

889

00:46:27,565 --> 00:46:29,725

recreational management plan, the learn,

890

00:46:30,255 --> 00:46:33,485

which is rep 6 0 6 5.

891

00:46:57,905 --> 00:47:02,845

And when we've got that move to figure three point 12,

892

00:47:02,855 --> 00:47:04,525  
which is the walking roots figure

893

00:47:08,825 --> 00:47:10,485  
on page 36, I think.

894

00:47:25,695 --> 00:47:28,125  
Thank you. Um, that's good.

895

00:47:28,205 --> 00:47:29,725  
I was just gonna say, could we see the key?

896

00:47:30,005 --> 00:47:31,445  
Somebody's preempted that. Thank you.

897

00:47:33,105 --> 00:47:34,685  
The point on this is

898

00:47:35,225 --> 00:47:38,605  
the 4.3 kilometer walking route seems

899

00:47:38,705 --> 00:47:40,765  
to have disappeared from the map.

900

00:47:40,885 --> 00:47:42,565  
I think other updates have been made

901

00:47:42,565 --> 00:47:46,285  
and perhaps a layer on the mapping software has been turned

902

00:47:46,305 --> 00:47:47,365  
off or something.

903

00:47:48,145 --> 00:47:52,285  
Um, the, this was following an action at the last issue,

904

00:47:52,565 --> 00:47:55,165  
specific hearing, and I think it's clearer now,

905

00:47:55,225 --> 00:47:58,605

but, um, it's really, you know, you might not,

906

00:47:58,665 --> 00:48:00,205

you might choose not to update it,

907

00:48:00,305 --> 00:48:04,485

but as you're putting forward the roots as a benefit, um,

908

00:48:04,505 --> 00:48:07,805

it might be clearer just to check these

909

00:48:07,945 --> 00:48:10,205

and, um, resubmit them. Yeah.

910

00:48:11,175 --> 00:48:13,165

Thank you. Yes, I think Mr.

911

00:48:13,695 --> 00:48:17,085

Pryor, um, spoke to this at the last session.

912

00:48:17,945 --> 00:48:21,805

Uh, and, um, yes, we will go back and check.

913

00:48:21,805 --> 00:48:25,085

Certainly the aim is to produce a document,

914

00:48:25,085 --> 00:48:27,125

which was comprehensive, so thank you very much,

915

00:48:27,305 --> 00:48:28,885

surfer highlighting that.

916

00:48:29,735 --> 00:48:32,725

Thank you. Um, so we'll set that

917

00:48:32,825 --> 00:48:34,165

as an action as well, yes.

918

00:48:34,545 --> 00:48:36,205

To just review that.

919

00:48:37,185 --> 00:48:40,485

Um, and deadline seven again?

920

00:48:41,625 --> 00:48:43,485

Yes, Yes. Thank you.

921

00:48:45,375 --> 00:48:48,925

Could we turn up please the applicant's response to

922

00:48:49,855 --> 00:48:52,845

issue specific hearing for actions, which is

923

00:48:53,705 --> 00:48:57,765

rep 6 1 1 6 and go to page 18.

924

00:49:01,145 --> 00:49:03,165

That's rep 6 1, 1 6,

925

00:49:23,155 --> 00:49:23,885

page 18.

926

00:49:37,445 --> 00:49:40,475

Thank you. So this relates to the,

927

00:49:41,905 --> 00:49:43,235

just searching for it now.

928

00:49:44,055 --> 00:49:47,555

Um, it's, if we just hold it there. Thank you.

929

00:49:47,705 --> 00:49:51,035

It's about the seventh line down where it starts.

930

00:49:51,105 --> 00:49:53,915

Furthermore, the water resources use

931

00:49:53,915 --> 00:49:56,675

of the sixth spaces are likely to be temporary in nature

932

00:49:57,135 --> 00:49:59,635

and will be gradually superseded in time.

933

00:50:00,575 --> 00:50:05,435

What's the difference between, um, WROL

934

00:50:05,615 --> 00:50:07,995

and water resource as mentioned here?

935

00:50:16,125 --> 00:50:17,595

Sorry, I'm sorry, sir.

936

00:50:17,775 --> 00:50:21,555

I'm struggling to read this on screen, but I think Mr.

937

00:50:21,975 --> 00:50:25,395

Dexter is on the point. Thank you. Yeah, good morning.

938

00:50:25,495 --> 00:50:26,795

Uh, Mike Dexter

939

00:50:26,795 --> 00:50:27,795

For the applicant. Um, yeah,

940

00:50:27,795 --> 00:50:28,725

water resources

941

00:50:28,725 --> 00:50:32,685

and WRL are, are two separate, um, functions within

942

00:50:33,385 --> 00:50:35,125

the Anglia water and water resources,

943

00:50:35,345 --> 00:50:37,725

our water resources team plan, uh,

944

00:50:37,865 --> 00:50:39,805

our water resources manager plan and,

945

00:50:39,825 --> 00:50:42,565

and how we, um, supply water to our customers.

946

00:50:42,565 --> 00:50:46,445  
Whereas WROL, which used to be RES,

947

00:50:46,505 --> 00:50:49,205  
as you might read in our, uh, original applications,

948

00:50:49,205 --> 00:50:50,845  
but subsequently changed the name, they,

949

00:50:50,845 --> 00:50:52,525  
they manage our tanker fleet, um,

950

00:50:52,705 --> 00:50:55,925  
but both of which are based within, uh,

951

00:50:55,985 --> 00:50:58,365  
the current Milton building of the existing,

952

00:50:58,505 --> 00:50:59,605  
uh, wastewater treatment plan.

953

00:51:00,295 --> 00:51:05,245  
Thank you. And why, uh, why is their use, um,

954

00:51:05,985 --> 00:51:09,325  
for water resources use likely to be temporary?

955

00:51:47,005 --> 00:51:48,645  
I, I believe so we are trying

956

00:51:48,645 --> 00:51:50,885  
to describe our future aspirations

957

00:51:50,905 --> 00:51:52,485  
for sustainable transport use.

958

00:51:52,905 --> 00:51:57,525  
Um, water is also intended to use the facilities,

959

00:51:57,525 --> 00:52:00,605

but we are trying to move towards a more sustainable means

960

00:52:00,605 --> 00:52:03,365

of, of transporting the gateway in the gateway building,

961

00:52:04,585 --> 00:52:07,325

But then it, it says it'll be gradually

962

00:52:08,615 --> 00:52:09,845

superseded over time.

963

00:52:10,905 --> 00:52:13,325

So does that mean

964

00:52:13,325 --> 00:52:16,885

that those parking spaces will be used by another party?

965

00:52:17,025 --> 00:52:20,285

And if so, who is envisaged to use those?

966

00:52:32,645 --> 00:52:34,405

I think it might. Thank you.

967

00:52:34,705 --> 00:52:39,205

So I think it might help, um, perhaps to hear from Mr.

968

00:52:39,605 --> 00:52:42,885

Axon here, because another part of the work that Mr.

969

00:52:43,245 --> 00:52:46,765

Axon has been undertaking with the team, um, is

970

00:52:46,785 --> 00:52:48,605

to think in greater depth and,

971

00:52:48,745 --> 00:52:52,445

and to, to, well, collaboratively to think in greater depth

972

00:52:53,295 --> 00:52:56,605

about, uh, sustainable transport generally



973

00:52:56,865 --> 00:52:58,525  
and parking management.

974

00:52:58,785 --> 00:53:00,165  
As a part of that.

975

00:53:00,865 --> 00:53:04,845  
Um, we've seen that you've got some later questions, uh,

976

00:53:05,015 --> 00:53:08,045  
about sustainable transport and policy compliance.

977

00:53:08,705 --> 00:53:12,645  
Um, and it may be that you want to hear from Mr.

978

00:53:13,005 --> 00:53:14,605  
Axon in totality at that stage,

979

00:53:15,065 --> 00:53:18,165  
but he's indicating to me that he can probably help you

980

00:53:18,195 --> 00:53:21,525  
with this question now, if you are happy to hear from him.

981

00:53:22,545 --> 00:53:24,165  
Yes. Thank you. Yes.

982

00:53:24,345 --> 00:53:27,245  
Uh, thanks sir. So I've been having, um, discussions

983

00:53:27,245 --> 00:53:29,565  
with the applicant at Anglia Water about, um,

984

00:53:29,995 --> 00:53:33,845  
more detail about how sustainable transport

985

00:53:35,145 --> 00:53:37,285  
can work and what the intention is for that,

986

00:53:37,465 --> 00:53:39,285

and that does relate to parking as well.

987

00:53:39,865 --> 00:53:43,805

Um, one of the, as you'll be aware, one of the, the issues

988

00:53:43,835 --> 00:53:47,885

with parking is that if you provide it, um, to some extent,

989

00:53:47,985 --> 00:53:50,645

you, there's danger of you encouraging people

990

00:53:50,705 --> 00:53:53,285

to actually use it, um, and

991

00:53:53,285 --> 00:53:54,885

therefore, um, to, to travel

992

00:53:54,945 --> 00:53:56,725

by single occupancy car to the site.

993

00:53:56,785 --> 00:53:59,005

So the discussions that we've been having are these that,

994

00:53:59,545 --> 00:54:04,325

um, for the most part, um, we say that the number

995

00:54:04,325 --> 00:54:06,725

of parking spaces that are currently proposed as part

996

00:54:06,725 --> 00:54:08,685

of this scheme are not needed,

997

00:54:08,745 --> 00:54:10,965

and it's not desirable that they're all filled

998

00:54:11,425 --> 00:54:14,365

by day-to-day operation of the site.

999

00:54:15,105 --> 00:54:17,525

Um, uh, and there are various reasons for that.

1000

00:54:18,465 --> 00:54:19,565

So the approach

1001

00:54:19,565 --> 00:54:22,605

that we're talking about now is a management approach

1002

00:54:23,145 --> 00:54:25,485

to those spaces that are going to be made available.

1003

00:54:26,095 --> 00:54:29,685

There are times, I mean, for, for a facility such as this,

1004

00:54:30,025 --> 00:54:33,005

and if I can put it this way, abnormality is normal.

1005

00:54:33,645 --> 00:54:37,645

IE there are circumstances where for in emergencies

1006

00:54:37,645 --> 00:54:40,805

or at times of, of of different weather conditions,

1007

00:54:41,135 --> 00:54:44,085

there does need to be a, a number of people on site

1008

00:54:44,085 --> 00:54:47,005

that wouldn't normally need to be on site at that time.

1009

00:54:48,305 --> 00:54:51,405

And so the management system we're talking about is actually

1010

00:54:51,765 --> 00:54:55,365

segregating the car parking spaces into those that are going

1011

00:54:55,365 --> 00:54:56,565

to be used day to day,

1012

00:54:56,625 --> 00:54:59,685

and those that are effectively going to be used in emergency

1013

00:54:59,685 --> 00:55:01,565

or abnormal situations.

1014

00:55:02,425 --> 00:55:05,365

And for those spaces that are going to be used day to day.

1015

00:55:05,365 --> 00:55:08,005

And bear in mind, this will be a live management system.

1016

00:55:08,665 --> 00:55:11,285

Um, what we want to do, uh, this is our intention

1017

00:55:11,345 --> 00:55:13,485

to prioritize parking,

1018

00:55:14,305 --> 00:55:18,645

but for these, um, categories, so for car sharing vehicles,

1019

00:55:18,865 --> 00:55:22,805

we intend to prioritize for EV vehicles,

1020

00:55:22,805 --> 00:55:23,965

we intend to prioritize.

1021

00:55:24,185 --> 00:55:26,285

And of course, for operational vans,

1022

00:55:26,285 --> 00:55:29,325

which we've been talking about, we intend to prioritize,

1023

00:55:29,815 --> 00:55:32,245

which means that there may be some circumstances

1024

00:55:32,975 --> 00:55:36,605

where we are saying to people coming to the site,

1025

00:55:36,995 --> 00:55:40,205

regular day-to-day staff, that there isn't necessarily

1026

00:55:40,845 --> 00:55:42,365

a parking space for you to use

1027

00:55:42,865 --> 00:55:46,245

unless you fit into one of those categories, even when

1028

00:55:46,815 --> 00:55:50,565

we've segregated out an area of parking that remains free

1029

00:55:50,905 --> 00:55:52,725

and available for emergency use.

1030

00:55:53,585 --> 00:55:55,325

But forgive me, sir, that's actually part

1031

00:55:55,325 --> 00:55:57,685

of a wider discussion on sustainability

1032

00:55:58,265 --> 00:56:00,885

and the intention about how we manage this site

1033

00:56:00,885 --> 00:56:03,685

for sustainability, um, that we've been having.

1034

00:56:03,785 --> 00:56:06,485

But I thought it might be useful just to mention it now,

1035

00:56:06,485 --> 00:56:07,645

given that you've raised parking

1036

00:56:07,905 --> 00:56:09,485

and in particular, what happens

1037

00:56:09,545 --> 00:56:11,685

to parking spaces if they're not being used

1038

00:56:12,195 --> 00:56:15,445

effectively beyond, thank you. Pleasure. Um,

1039

00:56:15,625 --> 00:56:18,245

And in terms of the operational stuff, numbers

1040

00:56:19,035 --> 00:56:23,605

that are projected to increase, this is beyond 2041,

1041

00:56:24,355 --> 00:56:27,645

what does that increase comprise in the order

1042

00:56:27,665 --> 00:56:29,205

of magnitude of the increase

1043

00:56:38,555 --> 00:56:39,555

IDEX for the applicant?

1044

00:56:39,825 --> 00:56:44,285

Um, post 2041, um, obviously technology

1045

00:56:45,225 --> 00:56:48,205

may change and is likely to change in that time period, uh,

1046

00:56:48,305 --> 00:56:52,485

as the, the works will likely expand, um, to, to treat a,

1047

00:56:52,605 --> 00:56:54,605

a greater, um, population.

1048

00:56:55,105 --> 00:56:59,645

Uh, it's quite difficult to put, uh, um, an exact number,

1049

00:57:00,185 --> 00:57:03,285

uh, of what the wastewater treatment plant operations, um,

1050

00:57:03,685 --> 00:57:05,085

employees number would increase to.

1051

00:57:05,665 --> 00:57:10,325

Um, but it, it, it won't be, um, a large percentage of, of,

1052

00:57:10,625 --> 00:57:11,805

of what we currently have there.

1053

00:57:11,925 --> 00:57:14,165

I think we're currently nominated about 12 for the

1054

00:57:14,945 --> 00:57:16,685

actual operation of, of the works.

1055

00:57:17,225 --> 00:57:19,925

Um, the additional plan, uh,

1056

00:57:19,985 --> 00:57:23,605

at time will willing involve, uh, additional resource

1057

00:57:23,705 --> 00:57:25,365

to increase maintenance requirements

1058

00:57:25,425 --> 00:57:26,685

and, and, and operation.

1059

00:57:26,985 --> 00:57:30,565

Um, but it, it, it won't, it won't be a large number, sir.

1060

00:57:30,705 --> 00:57:32,765

It, it, it will be incremental

1061

00:57:32,825 --> 00:57:35,845

of the wastewater treatment plan, uh, operatives

1062

00:57:35,845 --> 00:57:36,845

that we have there, current plan.

1063

00:57:37,495 --> 00:57:40,885

Thank you. And in terms of the parking that Mr.

1064

00:57:41,205 --> 00:57:45,685

Axon just discussed, um, are there any proposals to

1065

00:57:46,675 --> 00:57:47,805

control this or,

1066

00:57:47,985 --> 00:57:51,565

or put in a, um, a management raging

1067

00:57:52,345 --> 00:57:53,405

via the DC0?

1068

00:58:00,085 --> 00:58:03,325

Actually, B,

1069

00:58:19,045 --> 00:58:19,585

yes, sir.

1070

00:58:20,215 --> 00:58:24,945

This, the, the mechanism, uh, will be the buyer,

1071

00:58:25,125 --> 00:58:29,905

the operational, um, workers' travel plan, uh,

1072

00:58:29,905 --> 00:58:34,585

which is a document which will need to be, uh, agreed

1073

00:58:34,645 --> 00:58:37,865

and approved by Cambridge to county council.

1074

00:58:38,885 --> 00:58:41,425

Um, and provision is made for

1075

00:58:41,425 --> 00:58:44,105

that via requirement 12, I believe.

1076

00:58:44,325 --> 00:58:48,545

12, yes. So that's how it into the scheme.

1077

00:58:49,445 --> 00:58:52,945

And the, so far as I'm aware, the

1078

00:58:53,745 --> 00:58:57,025

OWTP hasn't been updated, has it to include this

1079

00:58:58,935 --> 00:58:59,935

Correct. Not,

1080

00:58:59,935 --> 00:59:02,545

not specifically to include these things.



1081

00:59:05,525 --> 00:59:09,425

So will it, We we could, we could do so, sir, um,

1082

00:59:10,285 --> 00:59:13,505

to add greater transparency and specificity.

1083

00:59:14,735 --> 00:59:17,065

Well, it tends entirely up to you whether you do want

1084

00:59:17,065 --> 00:59:19,145

to do that, but my next question would be,

1085

00:59:19,145 --> 00:59:23,045

if it's not in there, how much weight could we give to Yes.

1086

00:59:23,155 --> 00:59:25,125

What Mr. Access just described?

1087

00:59:25,785 --> 00:59:29,045

Yes. Um, so could you, um,

1088

00:59:29,495 --> 00:59:32,605

maybe give me the opportunity to take instructions over

1089

00:59:32,605 --> 00:59:35,525

that at, at our next Yes, of course. Thank you. Well,

1090

00:59:35,585 --> 00:59:38,485

It, you know, it's not, it's not particularly urgent,

1091

00:59:39,025 --> 00:59:43,005

but, you know, you can take it away with you if you'd like.

1092

00:59:43,005 --> 00:59:46,725

Yeah. But, um, what I'm saying is that if it's not in the o

1093

00:59:47,425 --> 00:59:50,325

wtp Yes, then clearly we can't give it

1094

00:59:50,345 --> 00:59:51,685

any, any great weight.

1095

00:59:51,835 --> 00:59:53,965

Yeah. Thank you. Yeah.

1096

00:59:54,745 --> 00:59:58,565

Uh, um, it's actually, I, I'll, I, I hope

1097

00:59:58,565 --> 01:00:02,845

to be in a position to respond, uh, uh, later on today on

1098

01:00:02,845 --> 01:00:05,485

that and, uh, also a deadline. So

1099

01:00:05,935 --> 01:00:06,935

Thank you. Well, perhaps

1100

01:00:06,935 --> 01:00:10,125

we, we'll put it on the list of action points,

1101

01:00:10,155 --> 01:00:13,485

just so it's not forgotten by us and such as anything.

1102

01:00:13,555 --> 01:00:14,685

Yeah. Thank you.

1103

01:00:15,455 --> 01:00:19,085

Thank you, sir. Okay, let's go back to the agenda.

1104

01:00:19,185 --> 01:00:21,365

And these are the bullet points already on there,

1105

01:00:21,425 --> 01:00:23,845

so hopefully we can get through those quite quickly.

1106

01:00:24,945 --> 01:00:29,125

Um, the first one is table 1.4

1107

01:00:29,345 --> 01:00:30,885

of ES chapter 19,

1108

01:00:31,665 --> 01:00:34,125  
and this is a reference to, um,

1109

01:00:34,445 --> 01:00:37,485  
a document documents entitled traffic survey data.

1110

01:00:37,585 --> 01:00:38,245  
In comparison,

1111

01:00:43,465 --> 01:00:45,645  
we haven't been able to find that document.

1112

01:00:53,625 --> 01:00:57,165  
Um, Yes, uh, um, your, um,

1113

01:00:57,165 --> 01:00:58,525  
you've, you've correctly picked up.

1114

01:00:58,545 --> 01:01:03,485  
So the application document reference 5.4 0.1 is correct,

1115

01:01:03,665 --> 01:01:05,805  
but the name attributed to that is incorrect.

1116

01:01:05,985 --> 01:01:08,925  
It should be baseline traffic surveys, which is, uh,

1117

01:01:10,005 --> 01:01:11,845  
document reference app 1 4 1.

1118

01:01:12,335 --> 01:01:16,165  
Thank you. Sorry, is that Mr. Weber talking? It

1119

01:01:16,165 --> 01:01:17,165  
Is, yes. Weber.

1120

01:01:17,165 --> 01:01:18,765  
Okay.

1121

01:01:19,655 --> 01:01:23,565

Thank you. Um, next point, clarification

1122

01:01:23,565 --> 01:01:24,805  
of bus frequency.

1123

01:01:25,105 --> 01:01:29,565  
Um, we're just asking this because the date is from 2022,

1124

01:01:29,565 --> 01:01:33,165  
and we're aware more generally that frequencies were altered

1125

01:01:33,165 --> 01:01:36,285  
during Covid and took a while to come back up

1126

01:01:36,285 --> 01:01:38,205  
to the regular frequencies.

1127

01:01:38,385 --> 01:01:42,445  
So, um, has there been any change to frequencies since then,

1128

01:01:44,425 --> 01:01:45,425  
Uh, Mr. Weather on behalf

1129

01:01:45,425 --> 01:01:46,565  
of the applicant? Um, yes.

1130

01:01:46,615 --> 01:01:48,805  
We've, uh, uh, undertaken a review

1131

01:01:48,945 --> 01:01:53,525  
of bus services in the area, um, as of 5th of April,

1132

01:01:53,985 --> 01:01:56,645  
and we can confirm that the information presented in the TA

1133

01:01:56,985 --> 01:01:59,845  
is accurate scope, so there's no changes

1134

01:02:00,025 --> 01:02:01,405  
to the services that are mentioned.

1135

01:02:02,095 --> 01:02:04,645

Thank you. Um,

1136

01:02:04,705 --> 01:02:08,685

and then just clarification on the, the route 19 journeys.

1137

01:02:08,785 --> 01:02:11,445

Are they four journeys in one direction

1138

01:02:11,505 --> 01:02:14,325

or two journeys to return journeys?

1139

01:02:15,755 --> 01:02:16,645

Yeah, uh, whatsoever.

1140

01:02:16,645 --> 01:02:17,765

Again, November behalf of the applicant.

1141

01:02:18,065 --> 01:02:21,425

Um, so yes, as we set out in the transport assessment,

1142

01:02:21,425 --> 01:02:25,545

paragraph 4 3 17, um, the bus service

1143

01:02:26,225 --> 01:02:28,585

19 operates, uh, four services in total,

1144

01:02:28,645 --> 01:02:30,505

and it's two services in each direction.

1145

01:02:31,165 --> 01:02:34,985

Um, so in the morning you've got two services heading, uh,

1146

01:02:35,015 --> 01:02:37,905

from Land Beach into Cambridge City Center,

1147

01:02:38,095 --> 01:02:39,385

running at 7:00 AM

1148

01:02:39,445 --> 01:02:42,905

and 9:30 AM And then in the, uh, afternoon,

1149

01:02:42,915 --> 01:02:45,665

we've got two services running northbound, uh,

1150

01:02:45,895 --> 01:02:49,305

from the Cambridge City center towards Land Beach at 1230

1151

01:02:49,645 --> 01:02:51,825

and 5 55 in the evening respectively.

1152

01:02:52,405 --> 01:02:54,105

So in answer your question,

1153

01:02:54,335 --> 01:02:56,185

it's two journeys in each direction

1154

01:02:56,605 --> 01:02:58,745

To thank you In the morning to,

1155

01:02:59,765 --> 01:03:04,305

And does the proposed development involve any improvements

1156

01:03:04,305 --> 01:03:05,705

to public transport services,

1157

01:03:07,125 --> 01:03:09,305

Uh, Mr. Weber on behalf of the applicant?

1158

01:03:09,305 --> 01:03:10,345

Again, uh, no, it doesn't.

1159

01:03:10,345 --> 01:03:14,745

Uh, so, um, if you take the number of, uh, staff

1160

01:03:14,825 --> 01:03:17,545

that are expected to be OP based at the site once it's fully

1161

01:03:17,545 --> 01:03:19,185

operational, uh, six,

1162  
01:03:19,645 --> 01:03:21,425  
and the M0 chair targets

1163  
01:03:21,425 --> 01:03:24,465  
that we have set out in the operational workers travel plan,

1164  
01:03:24,465 --> 01:03:28,665  
which is, um, a total of 5% of workers traveling

1165  
01:03:28,725 --> 01:03:30,065  
by public transport, that's rail

1166  
01:03:30,165 --> 01:03:34,825  
or bus, um, that equates to three people per day.

1167  
01:03:35,245 --> 01:03:37,665  
And, and our view is that that level

1168  
01:03:37,665 --> 01:03:39,585  
of additional demand doesn't warrant improvements

1169  
01:03:39,605 --> 01:03:40,985  
to public transport services.

1170  
01:03:41,445 --> 01:03:43,625  
Um, and, and nor have the local authorities

1171  
01:03:43,625 --> 01:03:45,105  
requested any such improvements.

1172  
01:03:45,795 --> 01:03:49,105  
Thank you. And, um, are you aware

1173  
01:03:49,105 --> 01:03:53,225  
of any other improvements that will be taking place planned

1174  
01:03:53,925 --> 01:03:56,785  
by the authorities or by public transport operators?

1175  
01:03:57,765 --> 01:04:00,505

So, so, uh, again, as part of our, our review

1176

01:04:00,525 --> 01:04:02,265  
of the bus services, we've checked

1177

01:04:02,265 --> 01:04:03,625  
to see whether there are any plan changes.

1178

01:04:03,805 --> 01:04:05,625  
The only one that we've been able

1179

01:04:05,625 --> 01:04:09,225  
to identify is a new shuttle bus service, um, linked

1180

01:04:09,225 --> 01:04:10,425  
to Water Beach, Newtown,

1181

01:04:10,965 --> 01:04:13,945  
and that service will connect the new town to the park

1182

01:04:13,945 --> 01:04:15,345  
and ride sites at Milton.

1183

01:04:15,885 --> 01:04:18,225  
Um, there's no date for that to commence,

1184

01:04:18,325 --> 01:04:20,265  
but also worth noting that the roots of

1185

01:04:20,265 --> 01:04:23,665  
that service wouldn't, um, be, uh, on any

1186

01:04:23,665 --> 01:04:25,345  
of the roads in the, the vicinity

1187

01:04:25,345 --> 01:04:27,065  
of the proposed wastewater treatment plant.

1188

01:04:27,755 --> 01:04:29,625  
Thank you. Um,



1189  
01:04:29,965 --> 01:04:34,345  
and paragraph 3.1, 0.3 of chapter 19

1190  
01:04:34,445 --> 01:04:37,105  
of the es, I don't think we need to turn it up,

1191  
01:04:37,165 --> 01:04:40,065  
but that relates to the distance, um,

1192  
01:04:40,245 --> 01:04:41,385  
to Water Beach Station.

1193  
01:04:41,445 --> 01:04:42,745  
Is that the existing station?

1194  
01:04:44,725 --> 01:04:47,385  
Uh, yes. So John, on behalf of the applicant, um, so

1195  
01:04:47,935 --> 01:04:52,345  
paragraph 3, 1 30, just to be crystal clear, is describing,

1196  
01:04:52,605 --> 01:04:56,705  
um, transport connections, uh, oh, sorry.

1197  
01:04:56,945 --> 01:04:59,825  
Distances in relation to the village of Hoey. Mm-Hmm.

1198  
01:04:59,885 --> 01:05:02,545  
So the distance that is reported is, um,

1199  
01:05:02,785 --> 01:05:06,025  
a crow fly distance from, uh, a point in the middle

1200  
01:05:06,025 --> 01:05:08,505  
of warning Z to the existing water beach station.

1201  
01:05:09,885 --> 01:05:12,425  
Um, if you actually measure the distance, not

1202  
01:05:12,445 --> 01:05:16,145

as a crow flies, but as, as you would follow the, the roads,

1203

01:05:16,605 --> 01:05:18,525

um, it's 2.9 kilometers.

1204

01:05:20,955 --> 01:05:23,605

Okay. And what's the distance from the

1205

01:05:24,125 --> 01:05:27,165

proposed wastewater treatment plant to the closest?

1206

01:05:29,705 --> 01:05:32,365

So, um, if you measure, um,

1207

01:05:34,945 --> 01:05:38,205

the journey distance from the wastewater treatment plant,

1208

01:05:38,425 --> 01:05:40,605

the closest station is actually Cambridge North,

1209

01:05:40,905 --> 01:05:42,605

not water beach existing station.

1210

01:05:43,545 --> 01:05:48,325

Um, so distance from, uh, the proposed site

1211

01:05:48,385 --> 01:05:51,365

to Cambridge north is 3.6 kilometers.

1212

01:05:52,345 --> 01:05:54,965

Um, the distance to water beach in the visiting station,

1213

01:05:55,035 --> 01:05:58,365

just for reference would be, uh, 4.1 kilometers,

1214

01:05:59,905 --> 01:06:01,285

One to water beach.

1215

01:06:01,825 --> 01:06:03,645

And you said just a couple of moments ago

1216

01:06:03,755 --> 01:06:06,405

that you'd assume people would come by rail or bus.

1217

01:06:06,985 --> 01:06:09,045

Is that realistic to assume that people would come

1218

01:06:09,065 --> 01:06:13,845

by rail if the closest station is 3.6 kilometers away?

1219

01:06:15,625 --> 01:06:19,045

So Very happy no go.

1220

01:06:19,585 --> 01:06:21,485

So if, if it's my accent here, sorry.

1221

01:06:21,585 --> 01:06:25,805

Um, I, I've got a view on this, which is that it's unlikely

1222

01:06:26,115 --> 01:06:29,725

that we'll see people walking from the railway stations

1223

01:06:29,985 --> 01:06:32,005

to the site with any regularity.

1224

01:06:32,665 --> 01:06:34,325

Um, it is possible to do so,

1225

01:06:34,625 --> 01:06:37,605

but it's going to take in best part of an hour to do that.

1226

01:06:38,105 --> 01:06:40,245

Um, my view, sir, is that the benefit

1227

01:06:40,345 --> 01:06:42,405

of the railway station here is for those people

1228

01:06:42,405 --> 01:06:46,565

that be using micro mobility such as cycling or scooting,

1229

01:06:47,225 --> 01:06:50,125

and, um, the, the county may have something

1230

01:06:50,125 --> 01:06:52,365  
to say about the potential expansion

1231

01:06:52,365 --> 01:06:55,845  
of their scooting network, um, uh, in due course,

1232

01:06:56,385 --> 01:06:59,965  
but that's, uh, forgive me, I, I jumped in across Mr. Web,

1233

01:07:00,305 --> 01:07:03,845  
That's house and just, just in turn, oh,

1234

01:07:03,845 --> 01:07:05,125  
sorry. I think, pardon?

1235

01:07:05,775 --> 01:07:07,405  
Sorry. Sorry. The other part

1236

01:07:07,405 --> 01:07:08,685  
of your question was about buses

1237

01:07:09,785 --> 01:07:12,605  
and you, you asked questions about Route 19.

1238

01:07:13,905 --> 01:07:17,125  
Uh, route 19 is effectively the practical bus route

1239

01:07:17,195 --> 01:07:19,365  
that might serve the site,

1240

01:07:19,505 --> 01:07:21,245  
but as you all already have noticed, sir,

1241

01:07:21,245 --> 01:07:23,605  
that the frequency regularity

1242

01:07:23,605 --> 01:07:25,205  
of those services is actually quite low.

1243

01:07:25,985 --> 01:07:28,445

And so I class that as if you like a social,

1244

01:07:28,785 --> 01:07:32,765

social inclusive service, um, as opposed

1245

01:07:32,865 --> 01:07:37,645

to something that that, um, is a, is is a good attractor

1246

01:07:38,305 --> 01:07:39,365

on a day-to-day basis.

1247

01:07:39,505 --> 01:07:41,485

And it's for that reason, sir, that I've been speaking

1248

01:07:41,505 --> 01:07:44,445

to Anglia Water about their management system

1249

01:07:44,625 --> 01:07:48,205

and their travel planning system that they might use

1250

01:07:48,205 --> 01:07:49,805

to augment those sy those

1251

01:07:50,445 --> 01:07:51,885

existing public transport networks.

1252

01:07:52,435 --> 01:07:54,965

Forgive me, sir. I, I spoke across Mr. Weber.

1253

01:07:55,605 --> 01:07:58,485

I thought that might be helpful. Thank you, Mr. Taking the

1254

01:07:58,485 --> 01:07:59,485

Words out of my mouth. That's,

1255

01:07:59,485 --> 01:08:04,405

that's helpful. Um, in terms, I was just going

1256

01:08:04,405 --> 01:08:07,685

to ask you, when you said about, um, micro mobility,

1257

01:08:08,915 --> 01:08:12,725

when you look at the proposed modal splits,

1258

01:08:13,585 --> 01:08:17,525

how would that be recorded if, say somebody did come by rail

1259

01:08:17,585 --> 01:08:19,205

and took their bike on the train

1260

01:08:19,265 --> 01:08:22,405

and um, then cycled the last few kilometers?

1261

01:08:22,695 --> 01:08:25,565

Would that be recorded as a cycle trip or a rail trip?

1262

01:08:26,525 --> 01:08:27,725

A a a Actually, sir,

1263

01:08:27,785 --> 01:08:29,765

it would be recorded in exactly the way you've just

1264

01:08:29,765 --> 01:08:32,965

described it because what we're talking about here is quite

1265

01:08:33,045 --> 01:08:34,165

a small number of people.

1266

01:08:34,475 --> 01:08:36,325

It's not a high employment density site.

1267

01:08:36,825 --> 01:08:39,845

And what we've been talking about is the travel plan

1268

01:08:39,915 --> 01:08:42,125

coordinator, as it's mentioned in the documents,

1269

01:08:42,155 --> 01:08:44,885

effectively the site concierge is there

1270

01:08:44,905 --> 01:08:49,125

to actually understand pretty much how everybody travels to

1271

01:08:49,125 --> 01:08:50,805

and from the site nuances that,

1272

01:08:50,865 --> 01:08:52,645

and I think that that your,

1273

01:08:52,645 --> 01:08:53,885

your question's a really good one

1274

01:08:53,885 --> 01:08:57,245

because often in surveys, um, the question is asked,

1275

01:08:57,245 --> 01:09:01,845

what's your main mode of travel for this particular site?

1276

01:09:02,235 --> 01:09:03,845

It's more personal to ask, how,

1277

01:09:04,025 --> 01:09:05,645

how did you come to this site today?

1278

01:09:06,065 --> 01:09:08,285

And if it includes more than one mode of travel

1279

01:09:08,595 --> 01:09:09,605

that is pertinent

1280

01:09:09,715 --> 01:09:11,285

because that goes to

1281

01:09:11,665 --> 01:09:13,765

how the site is actually managed going forward.

1282

01:09:14,385 --> 01:09:16,005

So for, for instance,

1283

01:09:16,825 --> 01:09:19,565

and I'm going to say this almost going further now,

1284

01:09:19,975 --> 01:09:21,565

we've been talking about whether

1285

01:09:21,665 --> 01:09:24,365

or not for instance, there are loan bikes

1286

01:09:24,365 --> 01:09:27,285

as mentioned in the, um, travel plan document at the moment

1287

01:09:27,955 --> 01:09:30,445

that enable you to cycle, for instance, from the site

1288

01:09:30,445 --> 01:09:33,205

to the railway station, or whether there are incentives

1289

01:09:33,465 --> 01:09:35,325

to help you buy a bicycle,

1290

01:09:35,415 --> 01:09:37,085

which you might leave at the railway station,

1291

01:09:37,295 --> 01:09:39,285

which if you look at Cambridge North is something

1292

01:09:39,285 --> 01:09:40,845

that many people seem to do.

1293

01:09:41,825 --> 01:09:43,125

So it's a long-winded answer,

1294

01:09:43,265 --> 01:09:45,205

but the answer is all of what you just said.

1295

01:09:46,455 --> 01:09:47,605

Thank you, Ms. Cotten,

1296

01:09:47,605 --> 01:09:49,205

did you have anything to come in on that point?



1297

01:09:52,985 --> 01:09:56,765

Yes, I just wanted to, um, uh, say that, um,

1298

01:09:57,095 --> 01:09:59,645

there will be young children between the ages of,

1299

01:09:59,785 --> 01:10:01,725

for seven years of their young lives, between the ages

1300

01:10:01,725 --> 01:10:05,685

of four and 11, who will be standing at that, uh, junction,

1301

01:10:06,585 --> 01:10:09,245

uh, 34, um, twice a day.

1302

01:10:09,585 --> 01:10:14,405

So that is actually, um, 2,660 exposures

1303

01:10:14,405 --> 01:10:17,045

to the extra, uh, traffic pollution,

1304

01:10:17,045 --> 01:10:19,205

even though it has suggested that it is minimal,

1305

01:10:19,205 --> 01:10:20,285

that is still excessive

1306

01:10:20,285 --> 01:10:23,965

and cumulative effects on their young lung, young lungs, and

1307

01:10:23,965 --> 01:10:27,885

therefore parents might, uh, uh, be thinking about wanting

1308

01:10:27,905 --> 01:10:29,125

to avoid that exposure

1309

01:10:29,545 --> 01:10:31,525

and possibly needing extra, uh,

1310

01:10:31,885 --> 01:10:33,165

transport to get across that junction.

1311

01:10:33,265 --> 01:10:35,325

Has that been taken into consideration,

1312

01:10:40,025 --> 01:10:41,025

Ms. Squires,

1313

01:10:41,025 --> 01:10:42,605

can you help with that point?

1314

01:10:42,605 --> 01:10:44,845

Perhaps that's something that would be dealt with.

1315

01:10:45,705 --> 01:10:48,445

Um, in the update to the ess it

1316

01:10:51,105 --> 01:10:53,725

Hi for the applicant, um, that specific

1317

01:10:55,025 --> 01:10:56,685

matter wouldn't, hasn't been considered.

1318

01:10:56,685 --> 01:10:58,925

My colleague James Brooks may wish to come in at this point,

1319

01:10:59,105 --> 01:11:03,885

but because there's such a minimal change

1320

01:11:04,105 --> 01:11:08,645

to air quality and hasn't triggered a, an effect change,

1321

01:11:09,795 --> 01:11:11,685

effectively, there's no change to the assessment.

1322

01:11:11,945 --> 01:11:15,965

So that particular point hasn't been reconsidered in,

1323

01:11:16,065 --> 01:11:18,085

in the health or community assessments.

1324

01:11:18,785 --> 01:11:20,845

Mr. Brooks, you like to come in quickly on that point?

1325

01:11:25,155 --> 01:11:28,805

Yeah. Brooks, for the applicant, um, yeah, the,

1326

01:11:29,865 --> 01:11:32,605

as we were saying before, the flows that go down towards

1327

01:11:32,605 --> 01:11:34,845

that part of the, the development, um,

1328

01:11:35,735 --> 01:11:37,685

don't trigger the need for assessment in that area.

1329

01:11:38,505 --> 01:11:43,045

Um, it's, you know, worth saying that the receptors

1330

01:11:43,045 --> 01:11:46,245

that we have modeled all have very low concentrations,

1331

01:11:46,245 --> 01:11:48,485

total concentrations, both in the without

1332

01:11:48,505 --> 01:11:51,445

and the width scheme, um, when you compare them

1333

01:11:51,445 --> 01:11:53,005

to the air quality objectives

1334

01:11:53,005 --> 01:11:57,925

and the objectives are set with keeping, um, you know,

1335

01:11:58,065 --> 01:11:59,485

uh, uh, public health in mind

1336

01:11:59,545 --> 01:12:00,485

and for the protection of the

1337

01:12:00,485 --> 01:12:01,605

most vulnerable people in society.

1338

01:12:02,855 --> 01:12:04,285

Thank you. And Mr. Jones,

1339

01:12:04,385 --> 01:12:05,645

do you have something to come in on Ms.

1340

01:12:05,645 --> 01:12:06,645

Point?

1341

01:12:07,585 --> 01:12:10,085

Yes, please. Mr. Charles Jones Offenders

1342

01:12:10,085 --> 01:12:12,645

and Parish Council in our earlier submission,

1343

01:12:12,645 --> 01:12:15,205

and I think the point's just been raised in relation

1344

01:12:15,205 --> 01:12:18,805

to sustainable travel under operational conditions, um,

1345

01:12:19,105 --> 01:12:20,765

I'm a bit concerned about the absence

1346

01:12:20,765 --> 01:12:22,765

of baseline information about what happens

1347

01:12:22,765 --> 01:12:25,725

to existing works, where in fact the public transport links

1348

01:12:25,725 --> 01:12:28,605

are go much better than they would be at the proposed site.

1349

01:12:29,225 --> 01:12:30,645

And I wondered if the applicant had,

1350

01:12:30,655 --> 01:12:32,245

would also have anything to say about that.

1351

01:12:33,455 --> 01:12:37,005

Thank you. Um, you probably will recall if the examining

1352

01:12:37,005 --> 01:12:38,365

authority did try to

1353

01:12:39,305 --> 01:12:41,525

get some baseline information from the applicant,

1354

01:12:41,585 --> 01:12:42,765

but it wasn't provided.

1355

01:12:43,945 --> 01:12:48,005

Um, it's been a a point that we were interested in.

1356

01:12:48,845 --> 01:12:50,405

I wonder if the, um,

1357

01:12:50,405 --> 01:12:52,125

applicant could come back on that point.

1358

01:12:58,025 --> 01:13:00,685

Mr. Jones, just, do you want to add anything

1359

01:13:00,685 --> 01:13:01,965

before the applicant comes back?

1360

01:13:05,705 --> 01:13:07,285

No, thank you, sir. I'm sorry,

1361

01:13:07,365 --> 01:13:08,725

I saw your hand go up again.

1362

01:13:09,015 --> 01:13:09,525

Thank you.

1363

01:13:14,435 --> 01:13:15,525

Okay, applicant, please.

1364

01:13:16,345 --> 01:13:19,605

Yes. Um, so I'll turn to Mr. Dexter first of all.

1365

01:13:20,385 --> 01:13:24,245

Uh, Uh, so, uh, Mike Dexter, the applicant just

1366

01:13:24,245 --> 01:13:28,685

to update, um, says on our, our current progress for

1367

01:13:29,385 --> 01:13:32,245

our sustainable fuels, uh, across fleet.

1368

01:13:32,425 --> 01:13:37,005

Uh, currently, uh, we have, uh, 833 registered company cars.

1369

01:13:37,375 --> 01:13:41,245

387 of them are currently full electric vehicles, uh,

1370

01:13:41,245 --> 01:13:42,445

80 45%.

1371

01:13:42,745 --> 01:13:47,285

Uh, we have 80 of our 2000 vans are fully EV and 50 hybrid.

1372

01:13:47,825 --> 01:13:50,325

Uh, we are one of the first world companies to have, uh,

1373

01:13:50,635 --> 01:13:53,885

four, uh, fully ev HG vs.

1374

01:13:54,025 --> 01:13:55,485

Uh, in the production line as we speak.

1375

01:13:55,945 --> 01:13:58,845

Uh, and we'll be rolled out into our fleet, uh, in,

1376

01:13:58,845 --> 01:13:59,925

in the next couple of months.

1377

01:14:00,185 --> 01:14:04,005

Uh, we have got strong commitment as a business for, uh,

1378

01:14:04,005 --> 01:14:06,205  
carbon net by by 2030,

1379

01:14:06,305 --> 01:14:10,845  
and, uh, use alternative fuels for our HGV is a large part

1380

01:14:10,845 --> 01:14:15,725  
of that, whether it be by, uh, biogas or, uh, by ev.

1381

01:14:15,945 --> 01:14:19,445  
Um, we, we are, we are progressively moving towards a a a a

1382

01:14:19,665 --> 01:14:20,965  
no diesel, uh, fleet.

1383

01:14:21,655 --> 01:14:24,125  
Thank you. Is that in response to Ms. Cotton's client?

1384

01:14:24,865 --> 01:14:29,445  
Um, so could, could I bring in MS at this point please?

1385

01:14:29,795 --> 01:14:32,445  
Well, yes, I was, I was looking for a response on the,

1386

01:14:32,505 --> 01:14:35,125  
the public transport accessibility. Thank you.

1387

01:14:35,865 --> 01:14:37,125  
Uh, yes. Sorry. Mr.

1388

01:14:37,445 --> 01:14:41,885  
Dexter's point about, um, the electrification of the fleet,

1389

01:14:42,545 --> 01:14:45,965  
um, adds to the, the technical response

1390

01:14:45,965 --> 01:14:49,085  
that you've had on air quality thank in response

1391

01:14:49,185 --> 01:14:51,085

to Ms. Cotton and Mr.

1392

01:14:51,525 --> 01:14:55,965

Axon now, which is to, um, come, come in in response

1393

01:14:55,985 --> 01:14:57,085

to these questions too.

1394

01:14:57,585 --> 01:14:58,885

Yes, thank you, sir.

1395

01:14:58,985 --> 01:15:01,325

Please tell me to, to be quiet if I've gone off pitch,

1396

01:15:01,325 --> 01:15:02,925

but you've heard, um, a number of answers

1397

01:15:02,945 --> 01:15:05,445

to perhaps different questions at the moment,

1398

01:15:05,585 --> 01:15:07,925

and I thought it might be helpful just to try

1399

01:15:07,925 --> 01:15:11,725

and complete the picture on accord it, sustainability,

1400

01:15:11,785 --> 01:15:13,765

public transport or accessibility.

1401

01:15:14,565 --> 01:15:16,685

Actually, more importantly, um,

1402

01:15:17,075 --> 01:15:20,045

because the, the way that certainly I've been speaking

1403

01:15:20,045 --> 01:15:23,885

to Ang and Water about accessibility is, um,

1404

01:15:23,885 --> 01:15:24,885

under two headings.



1405

01:15:24,885 --> 01:15:26,525

The first one is social inclusion,

1406

01:15:26,945 --> 01:15:29,645

and second one is carbon effects of travel,

1407

01:15:30,095 --> 01:15:32,485

which together go to sustainability.

1408

01:15:33,225 --> 01:15:36,325

Um, the first one, which is the social inclusion point, is

1409

01:15:36,705 --> 01:15:40,885

to ensure that no member of staff is disadvantaged, um,

1410

01:15:41,385 --> 01:15:45,285

by not having access to a car in terms of traveling

1411

01:15:45,285 --> 01:15:46,525

to and from the site.

1412

01:15:46,625 --> 01:15:49,565

And that's going to be one of the thrusts of the, uh,

1413

01:15:49,595 --> 01:15:51,205

more detailed travel planning

1414

01:15:51,275 --> 01:15:53,085

that Anglia Mortal is going to go through.

1415

01:15:53,555 --> 01:15:55,565

That takes into account a number of factors.

1416

01:15:55,665 --> 01:15:58,165

It takes into account the public transport network

1417

01:15:58,595 --> 01:15:59,885

that we've just been talking about.

1418

01:16:00,585 --> 01:16:02,725

It takes into account, for instance,

1419

01:16:02,745 --> 01:16:04,565  
the active travel network, the walking

1420

01:16:04,625 --> 01:16:07,805  
and cycling network that actually exists in Cambridge

1421

01:16:07,805 --> 01:16:10,165  
and extends, um, to this site.

1422

01:16:10,665 --> 01:16:13,365  
But it also has to take into account, for instance,

1423

01:16:13,425 --> 01:16:16,365  
the measures that the travel plan has to bring to bear.

1424

01:16:16,665 --> 01:16:18,605  
Uh, one of the very good ones is cost sharing.

1425

01:16:18,745 --> 01:16:22,205  
And we know, I understand at the moment that,

1426

01:16:22,205 --> 01:16:24,525  
that there are informal car sharing networks

1427

01:16:24,525 --> 01:16:26,045  
around the Ang and water plants.

1428

01:16:26,505 --> 01:16:28,845  
And what we would want to do in this case is actually

1429

01:16:28,915 --> 01:16:32,405  
formalize that because that actually of anything is a very,

1430

01:16:32,405 --> 01:16:35,365  
very good way of penetrating, um, the hinter land

1431

01:16:35,365 --> 01:16:37,085  
and providing accessibility to those

1432  
01:16:37,085 --> 01:16:39,485  
that don't have access to a car.

1433  
01:16:39,585 --> 01:16:43,165  
So if you like, that's the social inclusion point.

1434  
01:16:43,505 --> 01:16:47,325  
Um, the minimizing carbon effects of travel are more to do

1435  
01:16:47,325 --> 01:16:49,885  
with making sure that if you are traveling,

1436  
01:16:49,885 --> 01:16:52,565  
that you are making, uh, responsible choices.

1437  
01:16:53,305 --> 01:16:55,005  
And, uh, my Mr.

1438  
01:16:55,225 --> 01:16:58,165  
Dexter was alluding to the approach being adopted

1439  
01:16:58,225 --> 01:17:00,325  
by Anglia Water at the moment, um,

1440  
01:17:00,375 --> 01:17:04,565  
which is a target net zero by 2030, um, approach,

1441  
01:17:04,565 --> 01:17:06,525  
which is actually quite ambitious.

1442  
01:17:07,305 --> 01:17:10,205  
Um, and a, a a, a number of elements form.

1443  
01:17:10,235 --> 01:17:12,885  
Part of that one will be, for instance, the

1444  
01:17:13,435 --> 01:17:16,565  
parking management system that we will apply to the site.

1445  
01:17:16,955 --> 01:17:20,365

Another one is the, the rollout of EVs.

1446

01:17:20,905 --> 01:17:22,525

Now, we know that in terms of carbon,

1447

01:17:23,065 --> 01:17:27,125

the biggest effect on minimizing carbon will be a move from

1448

01:17:27,205 --> 01:17:29,605

the internal combustion engine to the EVs.

1449

01:17:29,605 --> 01:17:31,645

It's something actually that my company does, uh,

1450

01:17:31,845 --> 01:17:34,005

research work for, for the European Commission.

1451

01:17:34,425 --> 01:17:36,445

So, and we know that Anglia water at the moment

1452

01:17:36,445 --> 01:17:39,125

with about 50% of the car fleet

1453

01:17:39,905 --> 01:17:42,325

EVs is actually doing be better than most, uh, and that,

1454

01:17:42,325 --> 01:17:44,925

and that will continue to, to improve.

1455

01:17:45,065 --> 01:17:46,205

So, um,

1456

01:17:47,545 --> 01:17:50,245

and I, I'll only mention this, so I don't want

1457

01:17:50,245 --> 01:17:52,125

to get involved because it's not my, my field,

1458

01:17:52,125 --> 01:17:54,645

but I, I will say in in response, I, I think

1459

01:17:54,645 --> 01:17:58,405

to the question about, um, how people currently travel

1460

01:17:58,465 --> 01:17:59,685

to the existing site.

1461

01:18:00,025 --> 01:18:02,285

And I suppose the follow up question, how that might change.

1462

01:18:03,475 --> 01:18:06,925

When I ask the question of Anglia water, my understanding is

1463

01:18:06,925 --> 01:18:10,045

that, uh, a significant portion of those traveling

1464

01:18:10,065 --> 01:18:13,285

to the existing site, um, travel in their vans

1465

01:18:13,625 --> 01:18:15,525

and their cars for the necessity

1466

01:18:15,525 --> 01:18:17,565

of the way in which they, they work.

1467

01:18:18,145 --> 01:18:21,365

Um, but equally, of course there is the opportunity for them

1468

01:18:21,365 --> 01:18:24,765

to take advantage of the very good public transport

1469

01:18:24,785 --> 01:18:27,165

and active travel networks that exist in that area.

1470

01:18:27,805 --> 01:18:29,045

I, I might say, sir,

1471

01:18:29,425 --> 01:18:32,245

and I just mentioned this in passing, that um,

1472

01:18:32,635 --> 01:18:36,685

it's a very low employment density site to some extent.

1473

01:18:36,705 --> 01:18:41,165

Moving it to enable a higher density location for people

1474

01:18:41,895 --> 01:18:43,365

means that the higher density

1475

01:18:43,505 --> 01:18:45,245

of people can take greater advantage

1476

01:18:45,345 --> 01:18:46,845

of those existing active travel

1477

01:18:46,845 --> 01:18:48,845

and public transport networks in that location.

1478

01:18:49,185 --> 01:18:51,405

So it's really creating, there's an opportunity

1479

01:18:51,405 --> 01:18:52,845

created, forgive me sir. You

1480

01:18:52,845 --> 01:18:56,125

Said there a very good public transport.

1481

01:18:57,545 --> 01:18:59,445

Are you referring to the existing site?

1482

01:19:00,405 --> 01:19:02,125

I am, sir. Thank you.

1483

01:19:02,545 --> 01:19:05,125

Um, and how does that compare

1484

01:19:05,125 --> 01:19:07,885

to public transport accessibility to the proposed site?

1485

01:19:08,545 --> 01:19:10,165

The proposed site's not as good, sir.

1486

01:19:10,895 --> 01:19:14,405

Thank you. And

1487

01:19:14,405 --> 01:19:17,845

therefore, um, that's our task to actually

1488

01:19:18,365 --> 01:19:23,045

maximize the opportunity that we have to provide

1489

01:19:23,045 --> 01:19:26,365

that social inclusion and minimize that carbon effect.

1490

01:19:26,765 --> 01:19:30,885

I think what I'm saying, so is it is a, a managed new site

1491

01:19:31,825 --> 01:19:34,085

in my view, should be able to do as well as

1492

01:19:35,225 --> 01:19:36,485

the existing site, which

1493

01:19:37,185 --> 01:19:39,045

is not quite managed in that way at the moment.

1494

01:19:39,845 --> 01:19:43,965

I think the difficulty we have in, um, assessing

1495

01:19:43,965 --> 01:19:46,565

that comparison is we haven't got the baseline data.

1496

01:19:47,225 --> 01:19:52,045

Um, and I have to express our surprise, I think that

1497

01:19:52,075 --> 01:19:56,645

that couldn't be collected given the relatively low number

1498

01:19:56,645 --> 01:20:00,245

of employees we are told occupy the existing site.

1499

01:20:01,025 --> 01:20:04,625

Um, and of course it's, it's up to you to decide

1500

01:20:04,625 --> 01:20:07,325

what you'd like to submit, but if it's not

1501

01:20:07,325 --> 01:20:10,245

before us, then it makes it very difficult for us

1502

01:20:10,245 --> 01:20:11,925

to draw a conclusion on that point.

1503

01:20:13,525 --> 01:20:14,765

I, I understand that.

1504

01:20:15,185 --> 01:20:19,485

So maybe I can just pass that question back to Mr. Dexter.

1505

01:20:20,025 --> 01:20:24,165

Um, well, we've already been told I think

1506

01:20:24,165 --> 01:20:26,245

that we won't be getting that information.

1507

01:20:26,395 --> 01:20:29,085

It's not available, so I don't want to

1508

01:20:29,145 --> 01:20:31,445

to spend any unnecessary time on it.

1509

01:20:32,265 --> 01:20:35,725

But the, the other points you made, I think are all points

1510

01:20:35,875 --> 01:20:37,925

that, uh, um, not

1511

01:20:38,025 --> 01:20:41,165

yet crystallized in any application documentation.

1512

01:20:41,165 --> 01:20:42,165

Is that right?



1513

01:20:44,545 --> 01:20:48,245

Yes, sir. And they are embraced within that matter,

1514

01:20:48,255 --> 01:20:50,525

which I am going to take instructions Yes.

1515

01:20:50,625 --> 01:20:52,685

On, uh, further today.

1516

01:20:53,065 --> 01:20:57,485

Um, and hope to come back to you further today on that.

1517

01:20:57,905 --> 01:21:00,365

Uh, uh, and if not at deadline seven.

1518

01:21:00,985 --> 01:21:03,325

So sir, all the matters that Mr.

1519

01:21:03,645 --> 01:21:04,885

Axons just been talking about.

1520

01:21:05,585 --> 01:21:10,045

And so if, if I might just add in response to the point

1521

01:21:10,045 --> 01:21:13,285

that you've made expressing frustration about the lack

1522

01:21:13,285 --> 01:21:16,485

of data from the existing site in a sense.

1523

01:21:17,425 --> 01:21:19,845

So I suggests that that part of what Mr.

1524

01:21:20,165 --> 01:21:23,405

Axon has been talking about, and if you read Mr.

1525

01:21:23,725 --> 01:21:26,685

Axons credentials to save his blushes, it, it, he

1526

01:21:26,685 --> 01:21:31,485

and his company are real world leading experts in the

1527

01:21:31,485 --> 01:21:35,885

whole business of sustainable travel design and opportunity.

1528

01:21:36,745 --> 01:21:40,685

Um, and, uh, and so bringing him

1529

01:21:41,065 --> 01:21:45,245

and his colleagues into the conversation, um, has,

1530

01:21:45,625 --> 01:21:50,565

has helped, uh, to, um, to, in, to,

1531

01:21:50,665 --> 01:21:53,365

to, to bring to life perhaps, um,

1532

01:21:53,745 --> 01:21:57,405

the commitments which were, uh, already there in the various

1533

01:21:58,005 --> 01:22:00,445

documents that sit under requirement 12.

1534

01:22:00,865 --> 01:22:02,125

But it's really starting

1535

01:22:02,185 --> 01:22:06,005

to enliven those in the discussion within the team.

1536

01:22:06,105 --> 01:22:09,685

And, and we very much take your point about the need

1537

01:22:09,685 --> 01:22:12,805

to capture that, uh, within the, the,

1538

01:22:12,945 --> 01:22:15,085

the DCO amalgam of documents.

1539

01:22:15,785 --> 01:22:20,565

But, but so, um, in a sense, the,

1540

01:22:20,665 --> 01:22:24,005

the fact that the base data is not available from the

1541

01:22:24,005 --> 01:22:28,645

current site, um, it perhaps demonstrates,

1542

01:22:29,265 --> 01:22:34,165

um, that there hasn't, um, been at that site up until now,

1543

01:22:34,225 --> 01:22:38,125

the sort of forward thinking management, which Mr.

1544

01:22:38,615 --> 01:22:41,245

Axons advice is starting to open up

1545

01:22:41,265 --> 01:22:43,005

as a reality for the new site.

1546

01:22:43,745 --> 01:22:47,845

Um, but, uh, I, I can't say anymore, um, than, than

1547

01:22:47,845 --> 01:22:49,885

that the, the, the data isn't there.

1548

01:22:50,585 --> 01:22:54,605

Um, but uh, certainly what we are hearing from Mr.

1549

01:22:55,005 --> 01:22:59,005

Axon is that with, with the advice that he can bring

1550

01:22:59,005 --> 01:23:03,125

to bear from his expertise elsewhere, he can enable,

1551

01:23:03,865 --> 01:23:05,925

um, water

1552

01:23:06,545 --> 01:23:11,325

to set about making the new site, um, fully on board

1553

01:23:11,595 --> 01:23:15,085

with, uh, with the latest thinking so that um,

1554

01:23:15,625 --> 01:23:18,645  
the data can be collected and utilized.

1555

01:23:19,495 --> 01:23:21,765  
Thank you. Thank you, sir.

1556

01:23:22,955 --> 01:23:26,485  
Back to you agenda and um, the point that begins

1557

01:23:26,485 --> 01:23:30,805  
with ES chapter 19, paragraph 4.2, 0.299,

1558

01:23:32,715 --> 01:23:35,525  
hopefully quick point clarification of the,

1559

01:23:35,745 --> 01:23:39,885  
the period over which the two-way re so sorry,

1560

01:23:39,885 --> 01:23:42,725  
two-way movements, um, would cover

1561

01:23:43,065 --> 01:23:46,405  
and why the numbers increased from one 90 to two 80.

1562

01:23:49,355 --> 01:23:51,365  
It's, uh, Ms. Weber on behalf the applicant.

1563

01:23:51,665 --> 01:23:55,405  
Um, so in terms of the time period over which those

1564

01:23:56,245 --> 01:23:59,525  
movements would apply, um, the existing, uh,

1565

01:23:59,525 --> 01:24:02,165  
Cambridge wastewater treatment plant will remain operational

1566

01:24:02,495 --> 01:24:06,445  
until the proposed treatment plant is, uh, construction of

1567

01:24:06,445 --> 01:24:09,565

that complete and it's been commissioned and is operational.

1568

01:24:10,265 --> 01:24:15,125

Um, in paragraph 4, 4, 2, uh,

1569

01:24:15,445 --> 01:24:18,965

ES chapter 19, um, we set out decommissioning

1570

01:24:18,965 --> 01:24:21,285

of the existing wastewater plant is expected

1571

01:24:21,285 --> 01:24:23,005

to start in June, 2027.

1572

01:24:23,625 --> 01:24:24,805

So effectively we're saying

1573

01:24:24,805 --> 01:24:27,605

that those movements would continue from the existing site

1574

01:24:27,665 --> 01:24:29,845

up to the point at which decommissioning begins.

1575

01:24:31,855 --> 01:24:35,005

Thank you. And in, so it says daily,

1576

01:24:35,145 --> 01:24:37,045

but is that 24 hours

1577

01:24:38,895 --> 01:24:39,895

Hours? Uh,

1578

01:24:39,895 --> 01:24:41,005

no sir.

1579

01:24:41,105 --> 01:24:45,925

So the, um, the section, um, in the ES

1580

01:24:45,955 --> 01:24:49,725

that, that those numbers in is, uh, trying to establish

1581

01:24:50,155 --> 01:24:53,085

what existing vehicle movements would be coming in

1582

01:24:53,085 --> 01:24:56,885

and outta the existing wastewater treatment plant while the

1583

01:24:57,085 --> 01:24:58,645

construction activities are taking place.

1584

01:24:58,705 --> 01:25:02,005

So effectively it, um, relates to the daytime period.

1585

01:25:02,015 --> 01:25:04,525

There would also be outta hours deliveries

1586

01:25:04,585 --> 01:25:07,925

to the existing wastewater treatment plant, um, associated

1587

01:25:07,955 --> 01:25:09,605

with the operation of it, um,

1588

01:25:09,605 --> 01:25:10,845

which aren't included in that figure.

1589

01:25:11,825 --> 01:25:14,845

Um, thank you. And why is the number increased from 1 92

1590

01:25:14,845 --> 01:25:17,125

to two 80 between the versions of the es?

1591

01:25:18,105 --> 01:25:20,365

Um, so, so you are, you are correct.

1592

01:25:20,365 --> 01:25:23,885

The numbers are different between the, um, ES

1593

01:25:24,795 --> 01:25:27,725

chapter 19 submitted at, um, deadline five

1594

01:25:27,785 --> 01:25:30,445

and then the revised ones submitted on the 26th of March.

1595

01:25:30,705 --> 01:25:32,725

But there's no substantive change to the,

1596

01:25:32,725 --> 01:25:35,005

what we're actually saying about the number of movements

1597

01:25:35,005 --> 01:25:36,765

that the site is generating.

1598

01:25:36,825 --> 01:25:40,845

So, um, I dunno if it's helpful to bring up the, the two

1599

01:25:40,905 --> 01:25:42,725

or whether you're just happy for me to talk

1600

01:25:42,725 --> 01:25:43,765

through the differences.

1601

01:25:44,585 --> 01:25:45,765

I'm happy to talk through, yes.

1602

01:25:46,635 --> 01:25:51,525

Okay. So in the, uh, revision five of the es, um,

1603

01:25:52,345 --> 01:25:55,965

the relevant paragraph is 4 2, 2 5, uh, one,

1604

01:25:56,865 --> 01:25:59,125

and that has two bullets beneath it.

1605

01:25:59,385 --> 01:26:01,645

Um, there's 192, which I think is the figure

1606

01:26:01,645 --> 01:26:03,205

that you picked out, sir.

1607

01:26:03,745 --> 01:26:06,805

Um, and that relates to CAR and LGV movements only.

1608

01:26:07,585 --> 01:26:10,485

The second bullet, um, is HT V movements,

1609

01:26:10,485 --> 01:26:11,525

which are further 88.

1610

01:26:11,585 --> 01:26:15,325

So if you add the 1 92 car and LGV movements

1611

01:26:15,325 --> 01:26:17,845

and the 88 HT V movements, you get 280.

1612

01:26:18,505 --> 01:26:20,845

And that is consistent with the value

1613

01:26:20,845 --> 01:26:24,965

that we have in paragraph 4, 2, 2, 9 9

1614

01:26:25,265 --> 01:26:26,285

of the, um,

1615

01:26:27,845 --> 01:26:30,405

ES chapter 19 submitted on the 26th of March.

1616

01:26:30,455 --> 01:26:31,525

Right, okay. So,

1617

01:26:31,785 --> 01:26:34,645

so it's really just a change in the description rather than

1618

01:26:34,725 --> 01:26:37,325

a change in the magnitude of traffic flow.

1619

01:26:37,915 --> 01:26:40,325

Correct? Yes. Yep. Thank you. That's helpful.

1620

01:26:40,985 --> 01:26:44,045

At that point, I think we should take a, um,



1621

01:26:44,285 --> 01:26:46,885  
a morning break mindful of the,

1622

01:26:46,985 --> 01:26:50,325  
the potential fire alarm test at the applicant's offices.

1623

01:26:50,745 --> 01:26:54,205  
So should we come back at, um, 1115?

1624

01:26:55,855 --> 01:26:58,325  
Thank you very much. So, yes. Happy with that. Thank you.

1625

01:26:58,595 --> 01:27:01,885  
Well, the hearing's adjourned until 1150. Thank you.

1626

01:27:01,935 --> 01:27:02,405  
Thank you.