1
00:00:00,000 --> 00:00:01,200
Welcome back everybody.

2
00:00:01,665 --> 00:00:03,085
The hearing is resumed.

3
00:00:03,155 --> 00:00:04,725
It's 11:15 AM

4
00:00:09,305 --> 00:00:13,005
If we move to the next point on the agenda, please,

5
00:00:13,015 --> 00:00:17,685
which was in relation to table 4.79 of

6
00:00:18,445 --> 00:00:19,605
ES chapter 19.

7
00:00:20,465 --> 00:00:23,045
On this point, we're seeking clarification of whether the,

8
00:00:23,625 --> 00:00:26,405
um, the surplus car parking spaces have been

9
00:00:26,405 --> 00:00:28,565
tested in the es.

10
00:00:34,025 --> 00:00:36,205
Yes, sir. Thank you. Um,

11
00:00:38,875 --> 00:00:42,605
this will be, um, a question from Mr. Weber to answer.

12
00:00:43,535 --> 00:00:45,885
Thank you. Yes, sir.

13
00:00:45,905 --> 00:00:50,485
So, um, table 4 79, um,

14
00:00:52,465 --> 00:00:55,045

is consistent with what we find as our reasonable worst case

15
00:00:55,565 --> 00:00:57,285
scenario for the operational phase.

16
00:00:57,345 --> 00:01:02,285
So that is, um, that, uh, all office staff,

17
00:01:02,315 --> 00:01:05,525
operational staff and visitors arrive in the peak hours.

18
00:01:05,585 --> 00:01:08,165
So effectively all spaces that are

19
00:01:08,705 --> 00:01:11,765
on the proposed wastewater treatment site are, um,

20
00:01:12,285 --> 00:01:14,125
occupied in that peak hour as a worst case.

21
00:01:16,135 --> 00:01:20,845
Thank you. And the next few questions relate

22
00:01:20,985 --> 00:01:23,205
to the hours of working.

23
00:01:24,105 --> 00:01:27,325
Um, obviously you focused on the reasonable worst case

24
00:01:27,645 --> 00:01:29,005
scenario in the transport work,

25
00:01:29,825 --> 00:01:33,485
but, um, what it, what are the general working hours

26
00:01:33,605 --> 00:01:34,645
that you were proposing?

27
00:01:40,375 --> 00:01:42,075
Uh, yes sir. So, um, the,

28
00:01:42,175 --> 00:01:46,035
the working hours are set out in, uh, table five, one

29
00:01:46,215 --> 00:01:49,595
of the code of construction practice part A, which is, uh,

30
00:01:49,955 --> 00:01:52,955
a o ref 5 4 2 1 rec

31
00:01:53,335 --> 00:01:58,335
6 0 5 0 6 0 5

32
00:01:58,615 --> 00:01:59,615
Oh. Is that,

33
00:02:01,695 --> 00:02:02,695
Yes. Shall

34
00:02:02,695 --> 00:02:04,195
we get that on screen, sir?

35
00:02:04,345 --> 00:02:06,075
That would be helpful. Thank you. Yes.

36
00:02:06,825 --> 00:02:07,715
Just give us a moment.

37
00:02:19,465 --> 00:02:21,505
Sorry. Apologies. It's 6 0 4 9

38
00:02:59,405 --> 00:03:02,445
You and that, that extends over several pages

39
00:03:02,465 --> 00:03:03,605
of that table, doesn't it?

40
00:03:04,465 --> 00:03:07,525
Um, I don't think we need to look at it all right now,

41
00:03:07,745 --> 00:03:11,205

but the, the point really comes on to, um,

42
00:03:11,935 --> 00:03:14,085
subsequent bullet points on the agenda

43
00:03:15,385 --> 00:03:20,085
and whether provision needs to be made to exclude any time.

44
00:03:20,345 --> 00:03:23,045
So it doesn't mention, for example,

45
00:03:23,065 --> 00:03:26,125
on the one on screen Sundays are bank holidays,

46
00:03:26,145 --> 00:03:28,165
but of course bank holidays are often on a Monday.

47
00:03:29,105 --> 00:03:30,765
Um, would that be covered?

48
00:03:30,825 --> 00:03:32,765
And it might be something you want to take away

49
00:03:33,225 --> 00:03:34,845
and, um, come back to us on?

50
00:03:39,905 --> 00:03:42,685
Uh, yes. So, so, so, so as described, um,

51
00:03:42,785 --> 00:03:45,085
the table sets out, if you like, the, uh,

52
00:03:46,425 --> 00:03:49,605
normal working hours during winter and, and summer,

53
00:03:49,825 --> 00:03:52,605
and they cover Monday to Friday and Saturdays.

54
00:03:52,605 --> 00:03:56,045
There's no, uh, allowance within that for working on Sunday.

55
00:03:56,305 --> 00:04:00,765
So you are correct that it's not specifically precluded,

56
00:04:00,865 --> 00:04:03,365
but by implications that that wouldn't take place.

57
00:04:03,365 --> 00:04:07,885
However, um, further down the table there is provision for,

58
00:04:08,145 --> 00:04:12,525
um, working on Sundays in, uh, very special circumstances,

59
00:04:12,945 --> 00:04:15,685
um, or where there's needs continuous working

60
00:04:16,185 --> 00:04:17,565
for time critical activities.

61
00:04:19,815 --> 00:04:22,685
Thank you. It might be a point to, um, go over

62
00:04:22,825 --> 00:04:24,805
to county on, um, I assume Ms.

63
00:04:24,805 --> 00:04:25,805
Cotton's got our hand up.

64
00:04:25,805 --> 00:04:27,645
I'll come back to you in a moment,

65
00:04:27,825 --> 00:04:29,925
but where the county thinks that the

66
00:04:30,595 --> 00:04:34,485
description there would be sufficient to, um,

67
00:04:34,675 --> 00:04:36,205
enforce any hours of working.

68
00:04:51,355 --> 00:04:53,975

Um, good morning, sir.

69
00:04:54,435 --> 00:04:58,695
Um, Jess Tuttle, transport Assessment Manager Council.

70
00:04:59,475 --> 00:05:03,215
Um, yes, I think that the, if it's written in one

71
00:05:03,215 --> 00:05:07,935
of the documents that is, um, secured, uh,

72
00:05:07,955 --> 00:05:11,975
and approved as part of the DCO process, then yes,

73
00:05:11,975 --> 00:05:15,375
certainly the county would be happy to, um,

74
00:05:15,985 --> 00:05:17,255
speak to the planning authority.

75
00:05:17,375 --> 00:05:20,135
I dunno what the planning author's view would be

76
00:05:20,195 --> 00:05:21,695
of actual enforcement,

77
00:05:21,795 --> 00:05:24,295
but certainly the county would be quite happy to,

78
00:05:24,595 --> 00:05:26,255
to look at enforcement of those, um,

79
00:05:26,265 --> 00:05:29,415
conditions set out in the, in the plan.

80
00:05:30,075 --> 00:05:33,975
And you are happy, for example, that the, the first line

81
00:05:33,975 --> 00:05:37,735
that we see there, oh, sorry, with it's been moved, um,

82
00:05:39,325 --> 00:05:41,415
that the, that

83
00:05:41,415 --> 00:05:44,175
because it doesn't state some days are bank holidays,

84
00:05:44,175 --> 00:05:46,215
you are happy that the, um,

85
00:05:46,405 --> 00:05:48,295
exception lower down than the table

86
00:05:49,075 --> 00:05:50,895
can be read in conjunction with that?

87
00:05:51,715 --> 00:05:54,295
Yes, absolutely. Yes. I think that's, that's the case.

88
00:05:54,905 --> 00:05:57,925
Thank you. Just back to the applicant, um,

89
00:05:58,775 --> 00:06:02,565
where are the hours for general working hours

90
00:06:02,705 --> 00:06:05,525
during operation and such deliveries and so on?

91
00:06:05,615 --> 00:06:06,685
Where are they set out?

92
00:06:09,225 --> 00:06:11,325
Yes, sir John, on behalf of the applicant, um,

93
00:06:11,545 --> 00:06:15,405
you would need to look at, uh, chapter two

94
00:06:15,585 --> 00:06:19,565
of the ES project description rep 6 0 0 9.

95
00:06:21,985 --> 00:06:23,165

Do you want to pull that up?

96
00:06:23,705 --> 00:06:24,165
Yes, please.

97
00:06:44,825 --> 00:06:49,185
Specifically want to go first, paragraph 5.1, 0.2.

98
00:07:19,635 --> 00:07:23,415
Yes. Second bullet under paragraph 5.1 0.2,

99
00:07:23,415 --> 00:07:25,295
which you can now see on screen

100
00:07:25,445 --> 00:07:29,615
that sets out the working hours for, um, sludge deliveries.

101
00:07:32,035 --> 00:07:36,975
Yes. And this is in

102
00:07:36,975 --> 00:07:41,295
the es is this any, in any, um, operational documents?

103
00:07:52,075 --> 00:07:56,215
Um, so yeah, it's set out in the, um, outline, uh,

104
00:07:56,325 --> 00:07:59,175
outline operational logistics traffic plan.

105
00:07:59,225 --> 00:08:01,735
We're just checking the reference for that.

106
00:08:01,795 --> 00:08:03,215
So if you could bear with us a moment

107
00:08:04,105 --> 00:08:05,655
While you're doing that, can I just go back

108
00:08:05,655 --> 00:08:08,295
to the point on bank holidays please?

109
00:08:08,595 --> 00:08:11,575
Um, generally would they be excluded?

110
00:08:12,655 --> 00:08:15,295
I, I understand there'll be special circumstances

111
00:08:15,425 --> 00:08:17,055
where works may take place,

112
00:08:17,195 --> 00:08:18,215
but as a matter

113
00:08:18,275 --> 00:08:20,575
of course would works take place in our bank holiday.

114
00:08:28,395 --> 00:08:30,095
So could you just ask you

115
00:08:30,095 --> 00:08:31,735
to clarify whether you are referring to

116
00:08:32,575 --> 00:08:33,935
construction or operation?

117
00:08:34,635 --> 00:08:38,455
Oh, both Mr.

118
00:08:38,995 --> 00:08:42,175
Dexter, sir, could thank you, help you on both, I think,

119
00:08:42,875 --> 00:08:46,135
uh, yeah, Mike Dexter for applicant, um, yeah, aligned with

120
00:08:46,165 --> 00:08:48,855
what we've said in code of construction practice, um,

121
00:08:49,595 --> 00:08:53,415
we would not be expecting, um, bank holidays to be the norm,

122
00:08:53,435 --> 00:08:56,165

but if we do have operations, have time,

123
00:08:57,035 --> 00:08:58,365
time critical activities

124
00:08:58,365 --> 00:09:00,205
or activities that are required to happen at that time,

125
00:09:00,235 --> 00:09:02,405
then, then they, they will be required

126
00:09:02,405 --> 00:09:03,885
to happen over the bank holidays,

127
00:09:03,885 --> 00:09:05,525
but, um, normal work would not

128
00:09:05,525 --> 00:09:07,365
be normally planned in those times.

129
00:09:07,755 --> 00:09:12,485
Operationally, um, that there is an, um, it is likely

130
00:09:12,515 --> 00:09:16,205
that we would have, uh, a sludge tanking operation, uh,

131
00:09:16,205 --> 00:09:18,325
as it's a 24 operation, uh,

132
00:09:18,335 --> 00:09:20,205
could happen o over bank holidays.

133
00:09:20,465 --> 00:09:24,085
Uh, it's unlikely that we'd have, um, a,

134
00:09:24,165 --> 00:09:27,525
a full staff in on the, on the wastewater sheet plan,

135
00:09:27,525 --> 00:09:29,965
no bank holiday, but it is an operational, uh, plan.

136
00:09:30,265 --> 00:09:33,245
Um, so there, there may be circumstances that require us

137
00:09:33,245 --> 00:09:36,645
to be be on site, um, operating the treatment works.

138
00:09:37,635 --> 00:09:38,725
Does that happen now?

139
00:09:40,225 --> 00:09:42,125
Uh, from time to time? So yes, it does.

140
00:09:42,735 --> 00:09:45,525
Right. So there's, there's not really any change proposed

141
00:09:45,585 --> 00:09:49,565
to the, um, the working pattern. Thank you. There,

142
00:09:49,935 --> 00:09:53,725
There there'll be no proposed either from the operational,

143
00:09:54,145 --> 00:09:57,965
um, team or from the office workers plan within the,

144
00:09:58,065 --> 00:09:59,525
within the gate building compared

145
00:09:59,525 --> 00:10:01,245
to ton, no change plan at all.

146
00:10:02,745 --> 00:10:03,445
Um, Ms. Cotton,

147
00:10:11,785 --> 00:10:15,045
Uh, yes, it is just a point I'm making on behalf of, um,

148
00:10:15,625 --> 00:10:17,805
uh, the, uh, farm next door.

149
00:10:17,825 --> 00:10:19,525

My neighbor, they made the point this morning

150
00:10:19,525 --> 00:10:21,965
to me when I said, uh, I was, uh, attending this hearing,

151
00:10:22,345 --> 00:10:23,765
um, that, um,

152
00:10:23,765 --> 00:10:25,485
and I'm not sure if it's been taken into account

153
00:10:25,835 --> 00:10:28,805
that in order to minimize, uh,

154
00:10:29,025 --> 00:10:33,085
the agricultural traffic on the roads that local farmers

155
00:10:33,625 --> 00:10:36,085
all use that network of paths

156
00:10:36,105 --> 00:10:39,085
and, um, bridal ways around Honey Hill,

157
00:10:39,085 --> 00:10:40,365
and when that goes, there will

158
00:10:40,365 --> 00:10:43,405
therefore be an increase in agricultural

159
00:10:43,405 --> 00:10:44,725
traffic on the roads.

160
00:10:45,505 --> 00:10:48,485
So just that, whether that has been taken into account,

161
00:10:48,545 --> 00:10:51,085
but it is, um, a valid point, it seems to me.

162
00:10:52,095 --> 00:10:54,365
Thank you. I'll, I'll note that point down.

163
00:10:54,865 --> 00:10:58,005
Um, just to wrap up on the, the hours point then,

164
00:10:58,145 --> 00:11:02,365
is it possible to make it clear in table 5.1,

165
00:11:03,185 --> 00:11:05,925
um, of the, um, CRCP,

166
00:11:06,265 --> 00:11:08,925
the bank holidays are excluded as a matter of court,

167
00:11:11,265 --> 00:11:12,285
Uh, Mike, next topic?

168
00:11:12,385 --> 00:11:14,285
Yes, we, we can update that for the next step.

169
00:11:15,015 --> 00:11:17,325
Thank you. Well, we'll take that as an action point then.

170
00:11:18,505 --> 00:11:22,645
Um, next, I have various comments that were made

171
00:11:22,705 --> 00:11:24,605
by Safe Honey Hill Group,

172
00:11:24,625 --> 00:11:28,205
and I'm, I'm aware that these have only recently been, um,

173
00:11:28,395 --> 00:11:31,805
made available to everybody I'm looking at.

174
00:11:32,385 --> 00:11:33,385
So,

175
00:11:33,625 --> 00:11:36,645
So just before you move to to that, I'm,

176
00:11:36,785 --> 00:11:39,205

I'm just thinking about that last question

177
00:11:39,265 --> 00:11:40,765
and answer between you and Mr.

178
00:11:41,545 --> 00:11:43,325
Dexter. And obviously Mr.

179
00:11:43,465 --> 00:11:47,885
Dexter has ex explained that on the construction side,

180
00:11:48,265 --> 00:11:51,525
the norm would be no bank holidays subject to

181
00:11:52,485 --> 00:11:55,665
specific needs on the operational side.

182
00:11:56,405 --> 00:12:00,305
The, the, the movements would be greatly reduced from normal

183
00:12:00,375 --> 00:12:04,065
days, but there would still need to be some, uh, be

184
00:12:04,065 --> 00:12:06,745
because of the operational needs.

185
00:12:07,085 --> 00:12:11,985
And, um, so I, I just wanted to make sure that,

186
00:12:12,645 --> 00:12:16,705
um, to clarify what it is that you are expecting

187
00:12:17,245 --> 00:12:20,945
to see, go into the next stage of the, um, of the,

188
00:12:21,005 --> 00:12:22,065
of the document,

189
00:12:23,015 --> 00:12:25,025
Just an update to the COCP.

190
00:12:25,325 --> 00:12:26,945
So just for the construction period.

191
00:12:27,685 --> 00:12:31,225
For the construction only. Yep. Thank you. Thank you, sir.

192
00:12:31,435 --> 00:12:36,185
Thank you. Back to, um, safe Honey Hill Group's comments.

193
00:12:36,445 --> 00:12:39,625
I'm aware that, um, people may not have had a lot

194
00:12:39,625 --> 00:12:40,905
of time to review these.

195
00:12:41,205 --> 00:12:45,265
And, um, for this point on the agenda, I've got, um,

196
00:12:45,775 --> 00:12:50,185
various comments listed here, which relate to page 62,

197
00:12:51,015 --> 00:12:54,545
page 64, page 1 8 5,

198
00:12:55,415 --> 00:12:59,465
page 2 1 8, and page 2 5 1.

199
00:13:00,285 --> 00:13:03,905
Um, I believe these are all of the, um, es

200
00:13:05,045 --> 00:13:08,665
and, um, I wasn't proposing to discuss these here.

201
00:13:08,925 --> 00:13:10,785
By all means, save Honey Hill if you'd like

202
00:13:10,785 --> 00:13:13,065
to say anything on them, please do.

203
00:13:13,885 --> 00:13:16,985

But, um, I was planning to leave those with the applicant

204
00:13:17,165 --> 00:13:20,505
to, to pick up in any final submissions they make.

205
00:13:21,245 --> 00:13:22,245
Uh, Mr. Gilda,

206
00:13:29,315 --> 00:13:30,315
Thank you, sir. Um,

207
00:13:30,315 --> 00:13:34,185
I recognize that, well, we were trying

208
00:13:34,185 --> 00:13:38,305
to be helpful obviously in, in submitting SHH 64, um,

209
00:13:40,205 --> 00:13:44,305
and get that in, in advance of, of, of your hearing today.

210
00:13:45,125 --> 00:13:48,625
Um, clearly you've picked a few of the points out that we

211
00:13:49,135 --> 00:13:51,785
made that are not merely typographical or,

212
00:13:51,885 --> 00:13:54,305
or very, very minor.

213
00:13:54,805 --> 00:13:58,785
Um, I think the one point perhaps is worth just asking

214
00:13:59,765 --> 00:14:01,305
the applicant, if you would,

215
00:14:02,805 --> 00:14:05,025
is this question about construction deliveries

216
00:14:05,045 --> 00:14:07,825
and the hours of restriction that they have.

217
00:14:07,975 --> 00:14:09,385
I've got that later on the agenda.

218
00:14:09,525 --> 00:14:10,945
So can we come back to that point please?

219
00:14:11,725 --> 00:14:12,985
We can, sir. Thank

220
00:14:12,985 --> 00:14:13,985
You. Um, are you happy for

221
00:14:13,985 --> 00:14:14,185
me

222
00:14:14,185 --> 00:14:16,145
to leave those other points with the applicant?

223
00:14:16,805 --> 00:14:19,945
Um, it's not, it's not a criticism of when you submitted it.

224
00:14:20,015 --> 00:14:23,425
It's, um, it's an observation on the tight timescales

225
00:14:23,425 --> 00:14:25,345
that everybody's had to work to on this.

226
00:14:27,185 --> 00:14:30,385
I will be happy, sir, that those are dealt with

227
00:14:31,845 --> 00:14:33,305
in a submission preferably

228
00:14:33,325 --> 00:14:36,865
or a brief note, um, by the applicant at, at D seven.

229
00:14:37,405 --> 00:14:38,405
Um, thank you.

230
00:14:42,595 --> 00:14:44,585

Thank you. Right.

231
00:14:44,675 --> 00:14:48,465
Let's, um, take that as an action point to

232
00:14:49,485 --> 00:14:52,765
review save Honey Hill Group's comments

233
00:14:54,065 --> 00:14:56,845
and they were submitted, um, at deadline six.

234
00:15:02,105 --> 00:15:06,085
The document number is rep 6 1 3 4.

235
00:15:06,825 --> 00:15:11,645
Yes. So we will respond to those in our, um,

236
00:15:12,125 --> 00:15:16,005
deadline seven submissions, uh, which, which, uh, responds

237
00:15:16,005 --> 00:15:19,725
to save Honey Hill's, uh, comments generally

238
00:15:20,265 --> 00:15:23,885
and could I just hear publicly, uh, record our thanks

239
00:15:23,945 --> 00:15:28,885
to Save Honey Hill, um, for, um, sub submitting those, uh,

240
00:15:28,945 --> 00:15:30,245
in that form in advance.

241
00:15:30,335 --> 00:15:32,165
We're extremely grateful.

242
00:15:32,545 --> 00:15:36,125
Um, that's, that's very helpful administratively. Thank you.

243
00:15:36,775 --> 00:15:38,645
Thank you. Let's move forward

244
00:15:38,705 --> 00:15:40,645
to point C assessment of effects.

245
00:15:41,065 --> 00:15:44,485
And I'd like to discuss whether

246
00:15:45,475 --> 00:15:49,405
this is the deadline six version of the ES chapter 19,

247
00:15:51,655 --> 00:15:56,325
which is rep 6 0 3 7,

248
00:15:58,355 --> 00:16:00,725
whether the summary of traffic

249
00:16:00,865 --> 00:16:03,325
and transport effect is complete or not.

250
00:16:13,535 --> 00:16:15,635
Uh, yes, sir, Mr. Weather on behalf of the applicant.

251
00:16:15,975 --> 00:16:18,395
Um, yes, we looked at table five one

252
00:16:18,495 --> 00:16:20,795
and um, we believe that table is complete.

253
00:16:21,055 --> 00:16:25,595
Um, we note that there are a number of places

254
00:16:25,625 --> 00:16:28,555
through the table where there are gaps

255
00:16:28,615 --> 00:16:31,915
or apparent gaps in the final column in relation to,

256
00:16:32,655 --> 00:16:34,155
um, proposed monitoring.

257
00:16:34,735 --> 00:16:39,355

Um, I think some of those are purely to do

258
00:16:39,355 --> 00:16:41,115
with the way the table breaks over pages.

259
00:16:41,215 --> 00:16:44,515
So the information is on top, uh, on the bottom one page and

260
00:16:44,515 --> 00:16:47,275
therefore isn't reproduced on the next in other places.

261
00:16:47,815 --> 00:16:51,915
Um, it's, uh, that the, uh,

262
00:16:52,195 --> 00:16:53,915
proposed monitoring is, uh,

263
00:16:55,115 --> 00:16:57,315
outlined in the relevant management plan, which is

264
00:16:57,825 --> 00:17:02,755
typically referenced in the, um, count column three

265
00:17:03,935 --> 00:17:05,555
six column under secondary

266
00:17:05,555 --> 00:17:06,915
and additional mitigation measures.

267
00:17:07,415 --> 00:17:09,955
Um, but the specific details of how

268
00:17:09,955 --> 00:17:12,595
that monitoring will be carried out hasn't yet been agreed.

269
00:17:12,595 --> 00:17:14,555
That is something will be agreed as part

270
00:17:14,555 --> 00:17:16,435
of the further development

271
00:17:16,495 --> 00:17:18,635
and agreement of those relevant management plans

272
00:17:18,705 --> 00:17:20,235
with the local authority.

273
00:17:22,535 --> 00:17:26,275
Yes. Thank you. Um, the reason I'm asking this is I,

274
00:17:26,395 --> 00:17:28,715
I wonder if we could turn up to, um,

275
00:17:30,695 --> 00:17:34,235
the operational impacts in that table.

276
00:17:35,455 --> 00:17:40,315
So this is document, um, rep 6 0 3 7,

277
00:17:41,895 --> 00:17:44,635
and it's right towards the end table 5.1.

278
00:18:07,215 --> 00:18:09,805
Thank you. So we've got the, um,

279
00:18:10,235 --> 00:18:12,005
operational vehicle movements

280
00:18:12,005 --> 00:18:16,005
and the presence, presence

281
00:18:16,005 --> 00:18:19,685
of new connection to Hing Sea Road leads

282
00:18:19,685 --> 00:18:22,485
to adverse effect on fear, intimidation, suggestions

283
00:18:22,485 --> 00:18:25,285
and cyclists on Hoey Road.

284
00:18:25,385 --> 00:18:28,245

And then underneath that we've got, um,

285
00:18:28,755 --> 00:18:32,765
operational traffic leads to an increased risk delay

286
00:18:32,765 --> 00:18:35,725
for users of the local road network as the, as a result

287
00:18:35,725 --> 00:18:39,445
of the transportation of abnormal or hazardous loads.

288
00:18:39,545 --> 00:18:42,725
Now, the first point there is I wasn't aware that there was

289
00:18:43,905 --> 00:18:47,365
any abnormal loads proposed during the

290
00:18:47,995 --> 00:18:49,085
operational phase,

291
00:18:50,745 --> 00:18:55,045
and also we see elsewhere in the application documentation,

292
00:18:55,345 --> 00:19:00,125
for example, in the operational logistics traffic plan

293
00:19:00,125 --> 00:19:03,805
that you are proposing mitigation

294
00:19:04,225 --> 00:19:08,645
for operational traffic, which I presume isn't just limited

295
00:19:08,905 --> 00:19:12,285
to fear and intimidation the pedestrians and cyclists,

296
00:19:12,545 --> 00:19:15,525
but also relates to driver delay.

297
00:19:15,665 --> 00:19:16,665
Is that correct?

298
00:19:20,345 --> 00:19:23,005
Yes, sir. The mitigation would apply, um, to,

299
00:19:23,105 --> 00:19:25,645
to all the different various forms of assessment.

300
00:19:28,625 --> 00:19:30,565
So does that mean that they should be

301
00:19:31,325 --> 00:19:32,685
summarized in this table as well?

302
00:20:09,645 --> 00:20:10,665
Uh, yes. So I think,

303
00:20:13,165 --> 00:20:16,865
Is that something for you to take away to double check

304
00:20:17,015 --> 00:20:19,385
that, um, everything is in this table?

305
00:20:20,725 --> 00:20:22,385
Yes, that's fine. We'll, we'll take that away.

306
00:20:22,635 --> 00:20:25,065
Thank you. We'll set that as an action point then.

307
00:20:25,245 --> 00:20:27,625
Um, the second point,

308
00:20:27,725 --> 00:20:29,665
or I said it first actually,

309
00:20:29,765 --> 00:20:32,825
was the point about abnormal loads during the

310
00:20:33,495 --> 00:20:34,545
operation phase.

311
00:20:36,205 --> 00:20:38,105

Can you explain about those things?

312
00:21:11,505 --> 00:21:13,905
I pre presume there'll be some, um, abnormal

313
00:21:15,475 --> 00:21:17,665
loads when phase two is implemented,

314
00:21:17,885 --> 00:21:22,745
but presumably that would come under construction as a

315
00:21:23,335 --> 00:21:26,065
sort of an outcrop of the construction phase.

316
00:21:26,245 --> 00:21:31,225
But, um, as we see it here, this seems to indicate

317
00:21:31,225 --> 00:21:33,425
that there would be abnormal loads during operation

318
00:21:34,445 --> 00:21:36,225
and we haven't tested those.

319
00:21:37,365 --> 00:21:40,065
And as you recall, during the construction phase,

320
00:21:40,585 --> 00:21:44,985
a IO would be limited by the, um,

321
00:21:45,285 --> 00:21:48,185
the construction traffic management plan.

322
00:21:49,605 --> 00:21:53,545
So if we do have some abnormal loads during operation,

323
00:21:53,745 --> 00:21:56,105
I think we need to know what they would be

324
00:21:56,165 --> 00:21:57,265
and where they would be rooted.

325
00:22:10,485 --> 00:22:13,025
Uh, yes, so Mr.

326
00:22:13,565 --> 00:22:15,385
Dexter can speak to this,

327
00:22:15,525 --> 00:22:19,145
but the, certainly what he's telling me is that

328
00:22:19,145 --> 00:22:23,345
during the operational phase, um, ails would,

329
00:22:23,345 --> 00:22:24,705
would not be planned

330
00:22:25,365 --> 00:22:29,825
and they would only ever, um, come into play, um, if,

331
00:22:30,765 --> 00:22:35,545
uh, a major piece of physical equipment, uh, had to be,

332
00:22:35,805 --> 00:22:39,065
uh, replaced, um, due

333
00:22:39,065 --> 00:22:40,865
to maintenance or whatever.

334
00:22:41,165 --> 00:22:45,505
And, um, now thinking out loud and I stand to be correct

335
00:22:45,525 --> 00:22:48,865
or I sit to be corrected by other members of my team,

336
00:22:50,185 --> 00:22:53,025
I would imagine so that that would be, um,

337
00:22:53,535 --> 00:22:55,145
gone about in the normal way

338
00:22:55,145 --> 00:22:57,305

with the I authority and the police.

339
00:22:58,365 --> 00:23:02,905
Um, it, it, it's, it's going to be a very,

340
00:23:02,935 --> 00:23:05,145
very occasional event, if ever

341
00:23:05,885 --> 00:23:08,225
and, uh, would, would be dealt with

342
00:23:08,225 --> 00:23:12,545
through the normal ways in which, um, statutory undertakers

343
00:23:12,545 --> 00:23:14,145
and, and others, uh,

344
00:23:14,145 --> 00:23:16,345
with such needs deal with these matters.

345
00:23:17,155 --> 00:23:21,385
Thank you. Um, that seems to make sense.

346
00:23:21,805 --> 00:23:26,545
And yes, the, the issue here I think is

347
00:23:26,545 --> 00:23:30,945
that chapter 19 doesn't seem to deal with a IL

348
00:23:30,945 --> 00:23:33,105
during the operational phase of development.

349
00:23:34,085 --> 00:23:36,545
So I wonder whether there's some type of mismatch

350
00:23:36,545 --> 00:23:38,225
between a summary of effects

351
00:23:39,525 --> 00:23:44,385
and the conclusions in each subsection of section

352
00:23:44,685 --> 00:23:45,685
of chapter 19.

353
00:23:47,785 --> 00:23:51,005
So I think we've already got an action point down for this.

354
00:23:52,225 --> 00:23:57,205
Um, it seems that two, two rows

355
00:23:57,225 --> 00:24:00,125
for the operation phase doesn't match up with

356
00:24:00,945 --> 00:24:02,205
what's in the es.

357
00:24:02,225 --> 00:24:05,125
So could we ask that you take that away?

358
00:24:05,125 --> 00:24:08,125
Because of course, the, the summary is probably the,

359
00:24:08,225 --> 00:24:10,165
the first thing that lots of people turn to.

360
00:24:11,185 --> 00:24:14,845
Yes, thank you. Thank you, sir.

361
00:24:16,375 --> 00:24:20,965
Could we go to chapter 19

362
00:24:20,985 --> 00:24:25,365
of the S paragraph 4, 3 17?

363
00:24:25,465 --> 00:24:27,725
So that's the same document that we had up there.

364
00:24:43,805 --> 00:24:48,395
Thank you. I think, sorry,

365
00:24:48,395 --> 00:24:51,355

this is one where the, um, paragraph numbers have changed.

366
00:24:51,385 --> 00:24:53,555
It's changed to 4.3 0.19,

367
00:24:57,855 --> 00:25:02,395
and in effect what appears to be done here is that the,

368
00:25:02,415 --> 00:25:06,235
the bullet proceeding bullet points set out some, um,

369
00:25:06,485 --> 00:25:07,675
mitigating factors,

370
00:25:08,335 --> 00:25:13,155
and then the, um, assessment of significance as being

371
00:25:14,445 --> 00:25:17,075
downgraded being reduced from a major effect

372
00:25:17,135 --> 00:25:19,515
to a slight effect, which is not significant.

373
00:25:22,135 --> 00:25:25,995
Is that the correct way to categorize effects

374
00:25:29,455 --> 00:25:30,675
Or to deal with effects?

375
00:25:32,455 --> 00:25:33,455
Uh,

376
00:25:34,615 --> 00:25:37,795
So John, weather on behalf of the applicant, um, the

377
00:25:38,315 --> 00:25:42,555
approach that we've taken in undertaking the assessments,

378
00:25:42,935 --> 00:25:45,995
uh, here in, in the es, um,

379
00:25:47,135 --> 00:25:48,195
is a staged approach

380
00:25:48,575 --> 00:25:52,675
and it's intended to, um, give transparency in terms

381
00:25:52,675 --> 00:25:53,795
of the way we've done the assessment.

382
00:25:54,015 --> 00:25:58,995
So, um, the first stage is we've taken the, um,

383
00:26:00,355 --> 00:26:03,475
thresholds set out in the I eima, uh, guidelines

384
00:26:03,735 --> 00:26:07,395
and applied them literally to the changes in traffic flows.

385
00:26:07,935 --> 00:26:09,515
And if you apply them literally, then

386
00:26:10,065 --> 00:26:12,755
that would give you the, um, major

387
00:26:12,755 --> 00:26:14,635
or moderate effects that were reported in the,

388
00:26:14,635 --> 00:26:15,675
the relevant tables.

389
00:26:16,775 --> 00:26:21,515
Um, however, I a, is guidelines and,

390
00:26:21,695 --> 00:26:26,475
and in those guidelines it sets out that the assessment

391
00:26:27,735 --> 00:26:28,995
is not just a, you know,

392
00:26:28,995 --> 00:26:30,955

a literal apply the, the thresholds.

393
00:26:30,955 --> 00:26:32,355
And, and that's the answer.

394
00:26:33,065 --> 00:26:35,555
It's that that assessment needs

395
00:26:35,555 --> 00:26:37,435
to be undertaken using professional judgment,

396
00:26:37,975 --> 00:26:41,715
taking into account, uh, the specific conditions of the,

397
00:26:42,175 --> 00:26:43,225
uh, the location.

398
00:26:43,565 --> 00:26:47,025
So, um, what land uses are there around,

399
00:26:47,575 --> 00:26:51,505
what are the characteristics of the road, um, what, uh,

400
00:26:51,905 --> 00:26:55,065
features are there that might mitigate the, uh, effect,

401
00:26:55,445 --> 00:26:56,945
uh, in that location.

402
00:26:57,525 --> 00:27:02,065
And so what we've sought to do in paragraph 4, 3 18

403
00:27:02,885 --> 00:27:07,185
on the, uh, screen is set out effectively that second stage

404
00:27:07,245 --> 00:27:09,945
of the assessment where we applied our professional judgment

405
00:27:10,645 --> 00:27:12,465
and looked at the specific location.

406
00:27:12,465 --> 00:27:14,145
In this case, it is the, um,

407
00:27:14,335 --> 00:27:18,305
warning zero road bridge over the A 14 at junction 34, um,

408
00:27:18,365 --> 00:27:23,225
and set out the reasons why we, we believe that, um,

409
00:27:24,005 --> 00:27:26,185
the literal outcome

410
00:27:26,325 --> 00:27:29,945
of applying the IEA guideline thresholds would not, uh,

411
00:27:30,085 --> 00:27:31,625
is not appropriate in this location.

412
00:27:31,685 --> 00:27:34,425
And actually there are, um, features

413
00:27:34,425 --> 00:27:36,065
and mitigations in place that mean

414
00:27:36,065 --> 00:27:39,025
that this should be treated as a slight effect.

415
00:27:41,125 --> 00:27:44,025
But in effect, would it be correct to say that you were

416
00:27:44,645 --> 00:27:48,185
contextualizing the raw output of the,

417
00:27:48,485 --> 00:27:49,705
the, um, the modeling

418
00:27:51,095 --> 00:27:52,095
Correct. So, so

419
00:27:52,095 --> 00:27:54,105

if you like, the first stage is just take the numbers

420
00:27:54,165 --> 00:27:56,585
and apply the thresholds at, um,

421
00:27:57,015 --> 00:28:00,225
literally the second stage is then putting that in context

422
00:28:00,445 --> 00:28:02,625
and making a judgment in the round,

423
00:28:02,645 --> 00:28:05,145
taking all the factors into account, including the modeling

424
00:28:05,325 --> 00:28:06,505
and the other factors

425
00:28:06,505 --> 00:28:08,665
that we've set out in paragraph 4, 3 18

426
00:28:09,085 --> 00:28:11,425
and coming to a view on what we believe the, uh,

427
00:28:11,825 --> 00:28:13,145
residual effect is in that location.

428
00:28:13,655 --> 00:28:17,825
It's, so it's, it's, it's Mike Axon here. Mr.

429
00:28:17,925 --> 00:28:21,345
Webber knows this in, in answer to your, your question was,

430
00:28:21,365 --> 00:28:23,225
is that the correct approach?

431
00:28:23,385 --> 00:28:27,385
I think, uh, we have a difference of opinion, uh, in terms

432
00:28:27,485 --> 00:28:30,465
of, um, how one actually makes the judgment.

433
00:28:30,805 --> 00:28:31,905
The answer is the same.

434
00:28:32,965 --> 00:28:35,625
Um, uh, so just so you know

435
00:28:35,625 --> 00:28:40,305
and if it's helpful to you, um, uh, my interpretation of

436
00:28:40,305 --> 00:28:41,505
what is simply guidance

437
00:28:41,605 --> 00:28:44,625
and to some extent quite broad guidance, is

438
00:28:44,625 --> 00:28:46,745
that one takes into account all of the factors

439
00:28:46,775 --> 00:28:48,025
that are mentioned in the guidance

440
00:28:48,445 --> 00:28:50,585
and anything else that you can think of at the same time,

441
00:28:51,365 --> 00:28:54,065
uh, and actually, um, bring them together

442
00:28:54,325 --> 00:28:56,785
and make a judgment about overall effect,

443
00:28:57,095 --> 00:28:58,265
cognizant of everything.

444
00:28:58,725 --> 00:29:03,225
So, so there, there's no actual empirical trigger point

445
00:29:03,895 --> 00:29:06,905
that you start with, um, that you then seek

446
00:29:06,905 --> 00:29:08,225

to mitigate through other factors.

447
00:29:09,045 --> 00:29:12,865
My view, sir, interpretation of the, is that you go straight

448
00:29:12,925 --> 00:29:15,385
to exactly what the guidance guides you to do

449
00:29:16,125 --> 00:29:18,105
and take account of all of the factors.

450
00:29:18,205 --> 00:29:20,065
And I think so that that, that,

451
00:29:20,085 --> 00:29:22,265
that's a common theme throughout the report,

452
00:29:22,285 --> 00:29:24,705
and that's the difference between Mr. Weber, uh,

453
00:29:24,725 --> 00:29:27,465
and myself, that, uh, Mr. Weber has, as he said, gone

454
00:29:27,465 --> 00:29:28,465
through a staged approach

455
00:29:28,525 --> 00:29:30,905
and applied an empirical numbers assessment

456
00:29:31,045 --> 00:29:33,345
and then sort to, to some extent mitigate that.

457
00:29:33,805 --> 00:29:36,545
Um, whereas, uh, I think the other,

458
00:29:37,725 --> 00:29:41,890
So If it, obviously you, you've said you've come

459
00:29:41,890 --> 00:29:43,925
to the same conclusion.

460
00:29:44,505 --> 00:29:46,725
If we followed your route, Mr.

461
00:29:47,045 --> 00:29:50,485
Axon, would that, um, cut out the stage where you

462
00:29:52,645 --> 00:29:54,005
conclude that it would be significant

463
00:29:54,105 --> 00:29:56,925
and then move on to those mitigating factors?

464
00:29:57,945 --> 00:29:59,245
Yes, exactly. That's, uh,

465
00:30:00,255 --> 00:30:01,255
Thank you.

466
00:30:02,105 --> 00:30:03,285
But can we move on

467
00:30:03,305 --> 00:30:07,325
to the point about driver delay at Junction 34, please?

468
00:30:07,505 --> 00:30:11,165
And, um, I struggled to find where this was in the

469
00:30:12,245 --> 00:30:13,205
deadline six submission

470
00:30:17,305 --> 00:30:17,805
Ms. Cotton.

471
00:30:17,945 --> 00:30:21,285
Did you ever point on the, um, significance

472
00:30:21,385 --> 00:30:22,845
of effect, which is dco?

473
00:30:24,085 --> 00:30:27,565

I just wanted to, uh, reiterate, um, that

474
00:30:28,115 --> 00:30:31,445
despite all this modeling, uh, I live right next to

475
00:30:31,445 --> 00:30:34,805
that junction and I see the activity on a daily basis,

476
00:30:35,185 --> 00:30:38,245
and those slip roads get backed up very frequently.

477
00:30:38,385 --> 00:30:40,165
And I, um, um,

478
00:30:40,585 --> 00:30:44,045
and so the reality on the ground is potentially very

479
00:30:44,045 --> 00:30:46,485
different from what all these measurements indicate.

480
00:30:46,585 --> 00:30:49,565
That's all, that's my experience and I'm affected by that.

481
00:30:50,935 --> 00:30:54,005
Thank You. And we all, and we will all be very affected

482
00:30:54,065 --> 00:30:56,445
by this massive increase in traffic.

483
00:30:56,825 --> 00:30:58,325
So, sorry, I wasn't making the point.

484
00:30:58,325 --> 00:31:01,205
From my perspective, it's for all the traffic across there,

485
00:31:01,275 --> 00:31:03,605
it's going to be an absolute nightmare.

486
00:31:04,815 --> 00:31:09,005
Thank you, Ms. Cotton. So Troy,

487
00:31:09,005 --> 00:31:11,325
the delay at Junction 34,

488
00:31:12,185 --> 00:31:14,325
and I think Ms. Cotton was referring to

489
00:31:14,965 --> 00:31:18,125
Junction 34 when she was talking about slip road there.

490
00:31:18,395 --> 00:31:22,445
Where's that dealt with in the revised ES chapter?

491
00:31:33,895 --> 00:31:36,935
I think so, uh, John, we on behalf of the applicant, um,

492
00:31:37,805 --> 00:31:42,335
what you're picking up here is a change in the

493
00:31:42,855 --> 00:31:45,535
outcomes of the assessment between earlier versions

494
00:31:45,535 --> 00:31:48,895
of ES chapter 19 and the version now in front of you.

495
00:31:49,715 --> 00:31:54,655
Um, if you recall from the previous hearing,

496
00:31:55,275 --> 00:32:00,095
um, we've identified a, uh, an issue

497
00:32:00,095 --> 00:32:04,335
with double counting of traffic on EY road, which led to

498
00:32:04,995 --> 00:32:09,975
the performance of the junction being, um, ported as, uh,

499
00:32:10,025 --> 00:32:11,975
worse than it would in reality be.

500
00:32:12,075 --> 00:32:14,775

So when we did the original assessment with

501
00:32:14,775 --> 00:32:18,375
that double counting traffic included in it, that, um,

502
00:32:18,605 --> 00:32:21,695
indicated that the junction would operate, uh, at

503
00:32:21,695 --> 00:32:25,655
or close to capacity and within the IMA guidelines, um,

504
00:32:27,645 --> 00:32:30,775
that effectively sets out that it's, that's the trigger

505
00:32:30,915 --> 00:32:32,575
for an assessment of driver delay.

506
00:32:32,715 --> 00:32:36,575
So, um, if a junction is close to capacity,

507
00:32:36,575 --> 00:32:38,615
then you would look at driver delay.

508
00:32:39,315 --> 00:32:42,445
What has happened in the latest assessment, um,

509
00:32:42,665 --> 00:32:45,285
is we have corrected that whole counting

510
00:32:45,785 --> 00:32:47,685
of traffic on the hor road,

511
00:32:47,745 --> 00:32:49,725
and as a result, the, um,

512
00:32:50,005 --> 00:32:52,685
junction now operates well within capacity and

513
00:32:52,685 --> 00:32:56,485
therefore gaining, keeping with what is in I eima,

514
00:32:56,705 --> 00:32:59,845
we have not, uh, carried out an assessment of driver delay

515
00:32:59,845 --> 00:33:02,405
because it no longer meets the threshold at which such

516
00:33:02,405 --> 00:33:03,565
assessment would be required.

517
00:33:05,455 --> 00:33:09,925
Thank you. I suppose the issue now is

518
00:33:09,955 --> 00:33:14,325
that we've had six, perhaps previous versions

519
00:33:14,325 --> 00:33:16,405
where we've looked at at least five,

520
00:33:17,015 --> 00:33:19,005
we've looked at Junction 34

521
00:33:19,025 --> 00:33:22,325
and it's identified issues with it,

522
00:33:22,425 --> 00:33:26,805
and some ips may have looked at those earlier versions

523
00:33:26,905 --> 00:33:28,925
and not at the later versions,

524
00:33:28,925 --> 00:33:31,445
and then they pick up the recommendation reports

525
00:33:31,785 --> 00:33:35,005
and wonder where Junction 34 has gone to.

526
00:33:35,185 --> 00:33:37,685
And as you heard from Ms. Cotton, there's,

527
00:33:37,685 --> 00:33:39,805

there's clearly some concern

528
00:33:39,805 --> 00:33:43,125
amongst local people about the performance of that junction,

529
00:33:43,355 --> 00:33:44,445
both currently

530
00:33:44,665 --> 00:33:49,285
and with the development itself, I would've thought

531
00:33:49,285 --> 00:33:53,245
that it would've been helpful to the applicant to explain

532
00:33:53,515 --> 00:33:54,925
that there wasn't an issue

533
00:33:55,105 --> 00:33:59,085
and why, um, the conclusions had changed across the course

534
00:33:59,085 --> 00:34:00,205
of the examination.

535
00:34:07,825 --> 00:34:10,285
Yes. So if you can bear with me, I, I believe we have got

536
00:34:10,285 --> 00:34:11,445
that reference in the text.

537
00:34:11,765 --> 00:34:13,685
I will just need to spend one minute. Thank you.

538
00:35:01,385 --> 00:35:04,225
I think so, um, go

539
00:35:04,225 --> 00:35:06,705
to paragraph 4, 2 95.

540
00:35:08,055 --> 00:35:09,665
Yeah, 40 94.

541
00:35:11,645 --> 00:35:14,705
Um, so I'm looking at, I'm looking at, um,

542
00:35:19,605 --> 00:35:24,025
REF six, the reference number,

543
00:35:27,785 --> 00:35:30,125
Rep six, um, yes is

544
00:35:30,945 --> 00:35:35,325
6 0 3 7 0 3 7.

545
00:35:35,505 --> 00:35:37,485
So paragraph 4 2 94,

546
00:35:43,355 --> 00:35:44,325
pull up the screen.

547
00:35:45,905 --> 00:35:48,765
So you've identified that the, is this the Milton

548
00:35:49,475 --> 00:35:52,525
Road Green End Road, king Edges Road junction?

549
00:35:54,025 --> 00:35:55,085
Yes. So,

550
00:35:56,225 --> 00:35:59,445
so paragraph 4 2 94 sets out the, um,

551
00:36:01,205 --> 00:36:03,645
relevant, uh, sections of the I EMA guidelines

552
00:36:03,945 --> 00:36:07,525
and the interpretation that, um, it would only happen

553
00:36:07,525 --> 00:36:09,445
where a degree of application is over 90%.

554
00:36:10,105 --> 00:36:14,965

Um, we then go on in paragraph 4, 2 95 to explain

555
00:36:14,965 --> 00:36:16,805
that the only junction that triggers

556
00:36:16,805 --> 00:36:20,525
that 90% threshold in this particular scenario is the Milton

557
00:36:20,525 --> 00:36:22,725
Road, green End Road, king Hedges Road Junction,

558
00:36:23,265 --> 00:36:27,245
and will present the, um, delay information for that.

559
00:36:28,585 --> 00:36:29,585
If I,

560
00:36:31,965 --> 00:36:33,045
I, I understand that,

561
00:36:33,145 --> 00:36:35,925
but would it, would it hurt to put in a,

562
00:36:36,205 --> 00:36:39,565
a more explicit explanation that, um,

563
00:36:39,885 --> 00:36:43,685
junctions 34 no longer, um,

564
00:36:43,755 --> 00:36:45,205
crosses those thresholds?

565
00:36:46,665 --> 00:36:49,965
Uh, no, sir, apologies, we can, we can add

566
00:36:49,995 --> 00:36:51,925
that clarification, um,

567
00:36:52,065 --> 00:36:54,085
to the versions submitted at deadline set. Yeah,

568
00:36:54,375 --> 00:36:55,925
Let's put that as an action point.

569
00:36:56,185 --> 00:36:57,605
Um, and again, it's really

570
00:36:57,605 --> 00:37:00,845
because you have identified impact in previous versions,

571
00:37:02,105 --> 00:37:05,645
and I think just showing a little bit of the working out

572
00:37:05,705 --> 00:37:07,725
how you've got to the conclusion

573
00:37:07,755 --> 00:37:11,045
that Junction 34 doesn't need to be assessed

574
00:37:11,815 --> 00:37:13,445
would be helpful as well, because

575
00:37:13,445 --> 00:37:16,525
otherwise it's, it sits with the reader as well,

576
00:37:16,675 --> 00:37:20,965
whereas I've gone to, yes, thank you.

577
00:37:21,095 --> 00:37:23,165
Thank, thank you, sir. That's very helpful.

578
00:37:24,305 --> 00:37:26,725
And you submitted

579
00:37:26,725 --> 00:37:30,365
with your additional submission covering letter, which was

580
00:37:30,585 --> 00:37:31,925
as 180 9.

581
00:37:32,065 --> 00:37:33,285

We don't need to call this up.

582
00:37:33,905 --> 00:37:36,685
The assessment to shoulder peaks, which I think is,

583
00:37:36,985 --> 00:37:41,085
is actually related to that point about Junction 34.

584
00:37:42,145 --> 00:37:44,965
So not having the

585
00:37:45,805 --> 00:37:50,005
baseline assessment really in the ES creates a disconnect

586
00:37:50,005 --> 00:37:52,125
between those two pieces of information.

587
00:37:53,985 --> 00:37:58,205
Um, at this point though, does anybody else want

588
00:37:58,205 --> 00:38:00,445
to come in on the, the shoulder peak assessment?

589
00:38:00,545 --> 00:38:03,045
Did anybody have any observations on that?

590
00:38:06,185 --> 00:38:08,005
Mr. Jones, you've put your hand up.

591
00:38:10,415 --> 00:38:13,805
Thank you, sir. I was actually, if I may refer you back

592
00:38:13,825 --> 00:38:16,845
to the junk drive delay Junction 34, I'd like

593
00:38:16,845 --> 00:38:19,485
to support Ms. Cotton with saying the point that

594
00:38:19,665 --> 00:38:23,685
by observation, the junctions are often quite clogged up

595
00:38:23,685 --> 00:38:27,565
already, so for the applicant to say it's under 90%,

596
00:38:27,565 --> 00:38:29,645
therefore we don't need to consider delay.

597
00:38:30,435 --> 00:38:33,365
Strikes me as being slightly, um,

598
00:38:34,365 --> 00:38:36,975
evading the difficulty where we know that

599
00:38:37,525 --> 00:38:40,095
HTVs have been coming through that and sitting on the bridge

600
00:38:40,155 --> 00:38:41,855
and I believe it's one every five

601
00:38:41,875 --> 00:38:43,935
or six minutes from previous calculations.

602
00:38:44,035 --> 00:38:46,135
But the applicant would know better than that.

603
00:38:46,835 --> 00:38:49,095
Um, and I wondered whether yourselves

604
00:38:49,315 --> 00:38:54,015
or the county actually would challenge the applicant's, um,

605
00:38:54,845 --> 00:38:58,455
assertion that the junction is not, uh,

606
00:38:58,665 --> 00:39:01,495
surcharged at the moment or close to capacity

607
00:39:01,795 --> 00:39:03,615
and wouldn't be under the future baseline.

608
00:39:03,755 --> 00:39:06,935

It just seems improbable based on our experience.

609
00:39:07,865 --> 00:39:11,615
Thank you. I've got some question for both county

610
00:39:11,675 --> 00:39:14,935
and National Highways later on in the agenda on that point,

611
00:39:15,155 --> 00:39:17,695
so let's come back to that then.

612
00:39:18,155 --> 00:39:21,055
Um, and, um, I'd particularly be interested

613
00:39:21,155 --> 00:39:24,015
to hear about the, the magnitude

614
00:39:24,075 --> 00:39:26,135
of the impact rather than the significance.

615
00:39:26,315 --> 00:39:28,575
So, um, we've already noticed that down

616
00:39:28,715 --> 00:39:29,895
and we'll come back to that.

617
00:39:30,275 --> 00:39:31,275
Um, Ms. Cotton.

618
00:39:34,365 --> 00:39:38,135
Yeah, I just wanted to relay to you, um, uh, uh, an event

619
00:39:38,135 --> 00:39:41,215
that happened this morning, uh, to a local resident

620
00:39:41,215 --> 00:39:43,735
who was trying to get to the, uh, Marley, uh,

621
00:39:43,735 --> 00:39:46,015
school at Marley and the traffic just today.

622
00:39:46,475 --> 00:39:49,495
Uh, so, um, and a, uh, pretty standard day

623
00:39:49,725 --> 00:39:52,175
because of roadworks, uh, outside the FE

624
00:39:52,195 --> 00:39:55,935
and primary school was so backed up that she had to then try

625
00:39:55,935 --> 00:39:58,495
and access Marley by going along the a 14,

626
00:39:58,495 --> 00:40:01,175
which added an extra 30 minutes to her journey.

627
00:40:01,305 --> 00:40:04,455
These, these, these things are daily, uh, occurrences.

628
00:40:04,955 --> 00:40:06,815
So, and that's what's happening at the moment.

629
00:40:06,955 --> 00:40:08,575
So just imagine what's gonna be happening

630
00:40:08,725 --> 00:40:09,775
when this all takes place.

631
00:40:10,985 --> 00:40:15,535
Thank you. Does anybody else have any observations on,

632
00:40:15,795 --> 00:40:19,135
um, the shoulder peak assessment?

633
00:40:23,915 --> 00:40:26,655
No. Let's move on then to point D,

634
00:40:26,655 --> 00:40:28,135
which relates to mitigation.

635
00:40:29,875 --> 00:40:34,855

As you've said, you've now concluded that Junctions 34

636
00:40:35,365 --> 00:40:36,655
doesn't need to be assessed

637
00:40:36,655 --> 00:40:39,495
because there wouldn't be significant impacts.

638
00:40:40,275 --> 00:40:44,575
Do we then need the proposed operation phase mitigation,

639
00:41:00,195 --> 00:41:03,215
Uh, John ever on behalf of the applicant?

640
00:41:03,635 --> 00:41:06,975
Um, I think with the, uh, assessment

641
00:41:07,005 --> 00:41:11,175
that is now presented in s chapter 19, um,

642
00:41:11,875 --> 00:41:14,055
we conclude there's no residual effects on traffic

643
00:41:14,055 --> 00:41:16,815
and transport, um, at Junction 34,

644
00:41:16,835 --> 00:41:18,735
and it would continue to operate within capacity

645
00:41:19,235 --> 00:41:20,415
during operation.

646
00:41:20,635 --> 00:41:24,695
Um, therefore, in that context, the, uh,

647
00:41:25,205 --> 00:41:27,335
time restrictions on peak movement,

648
00:41:27,335 --> 00:41:30,615
potential time restrictions set out in the, uh,

649
00:41:30,615 --> 00:41:33,015
operational logistics traffic plan, um,

650
00:41:33,305 --> 00:41:35,005
are no longer needed.

651
00:41:35,785 --> 00:41:40,005
Um, however, uh, the applicant, we we're mindful

652
00:41:40,075 --> 00:41:41,685
that we have effectively made

653
00:41:42,525 --> 00:41:44,645
a commitment already in those documents,

654
00:41:44,665 --> 00:41:47,005
and that's the commitment we're willing to, uh, honor,

655
00:41:47,035 --> 00:41:49,205
even though we consider it's no longer necessary.

656
00:41:50,535 --> 00:41:53,485
Thank you, Mr. Gilda.

657
00:42:02,155 --> 00:42:05,425
Thank you, sir. Um, I think we've have set,

658
00:42:05,605 --> 00:42:07,785
set out our view on the sort of statements

659
00:42:07,785 --> 00:42:11,785
that have been made about the operational, um,

660
00:42:12,635 --> 00:42:14,745
mitigation and the,

661
00:42:15,115 --> 00:42:18,065
there is slight uncertainty in the way the wording appears

662
00:42:18,205 --> 00:42:20,185

in the chapter as it as it stands.

663
00:42:20,765 --> 00:42:23,625
Um, I think we're, we're satisfied that

664
00:42:24,165 --> 00:42:28,865
the transport assessment now suggests that there are effects

665
00:42:28,865 --> 00:42:32,865
that no longer need to be mitigated, um, during operation

666
00:42:32,865 --> 00:42:35,505
during peak hours, under normal conditions.

667
00:42:36,085 --> 00:42:40,825
Um, but the wording that has been put forward, um,

668
00:42:42,245 --> 00:42:44,985
is, is still slightly unclear

669
00:42:45,045 --> 00:42:47,225
and I'm gonna ask the applicants if they'll go away

670
00:42:47,345 --> 00:42:50,185
and look at making sure that, that, that is clear as

671
00:42:50,185 --> 00:42:51,905
to whether, if there are,

672
00:42:52,615 --> 00:42:56,425
what the circumstances are in which they would a monitor

673
00:42:56,495 --> 00:42:59,105
that traffic and b, take action.

674
00:42:59,805 --> 00:43:03,065
Um, 'cause it's not set out clearly, um, in the chapter.

675
00:43:04,445 --> 00:43:06,065
Do you refer to the

676
00:43:06,715 --> 00:43:09,185
particular reference in the chapter, please?

677
00:43:14,335 --> 00:43:18,505
Yeah, it's, um, it's on page 242, sir, of

678
00:43:19,245 --> 00:43:20,785
the chapter, um,

679
00:43:21,095 --> 00:43:25,065
paragraph 4 3 24.

680
00:43:25,105 --> 00:43:26,345
Three 20. Thank you.

681
00:43:29,605 --> 00:43:31,385
And what do you think is unclear in that,

682
00:43:36,615 --> 00:43:39,465
That that statement says, and I'll read it to you, sir.

683
00:43:39,925 --> 00:43:43,905
Um, application of a peak period delivery restriction

684
00:43:44,865 --> 00:43:48,105
restrictions on operational vehicles if required

685
00:43:48,765 --> 00:43:50,785
to manage impacts in the local junction.

686
00:43:51,925 --> 00:43:54,745
Um, the two unclear aspects there are

687
00:43:55,375 --> 00:43:58,985
what constitutes if required, um,

688
00:43:59,285 --> 00:44:02,265
and also in the context of that sentence,

689
00:44:02,885 --> 00:44:05,825

the local junction, is it meant to be Junction 34?

690
00:44:06,045 --> 00:44:09,665
Is it meant to be junctions 33 and 34? Um,

691
00:44:14,095 --> 00:44:15,105
Come back from those points?

692
00:44:24,235 --> 00:44:28,015
Oh, sir, I would, sorry, I'll lemme no,

693
00:44:28,135 --> 00:44:30,415
I, I'm Very, um,

694
00:44:31,135 --> 00:44:32,415
Encouraging of asking Mr.

695
00:44:32,825 --> 00:44:35,615
Gilda to fully, to explain his concerns.

696
00:44:35,615 --> 00:44:38,975
And then I suspect my answer is going to be that, uh,

697
00:44:39,155 --> 00:44:43,055
we will take that away and, um, reply at deadline seven.

698
00:44:43,515 --> 00:44:45,975
But it's extremely helpful hearing Mr.

699
00:44:46,305 --> 00:44:48,975
Gil's points, um, fully explained.

700
00:44:49,785 --> 00:44:51,255
Thank you. And Mr. Gilda,

701
00:44:51,715 --> 00:44:53,175
did you have another point to make there?

702
00:44:54,955 --> 00:44:59,695
Yes. All it, it is all set out, sir, in, in s HH 64, um,

703
00:44:59,795 --> 00:45:02,015
yes, and I think you've picked up the other one,

704
00:45:02,105 --> 00:45:04,775
which was the question that, that phrase

705
00:45:04,925 --> 00:45:06,615
that those sentences used.

706
00:45:06,635 --> 00:45:09,455
The, the term those operational vehicles

707
00:45:09,455 --> 00:45:12,135
and delivery, um, yes vehicles,

708
00:45:12,265 --> 00:45:14,615
which I think could usefully be changed to

709
00:45:15,355 --> 00:45:17,535
the same probably operational vehicles.

710
00:45:18,555 --> 00:45:20,415
Yes. So that's the, um, the next,

711
00:45:20,475 --> 00:45:24,855
but one bullet point on, on the agenda, perhaps we can wrap

712
00:45:25,955 --> 00:45:26,975
all of this up.

713
00:45:27,195 --> 00:45:32,095
Um, I think it, it not only covers the OLTP,

714
00:45:32,115 --> 00:45:34,095
but it's the CTMP as well,

715
00:45:34,115 --> 00:45:37,535
the Construction Traffic Management plan, um,

716
00:45:39,275 --> 00:45:41,455

for greater clarification.

717
00:45:41,475 --> 00:45:44,015
So we put that as a, an advocate, uh, sorry, uh,

718
00:45:44,035 --> 00:45:47,535
an action point for, for those two documents.

719
00:45:47,555 --> 00:45:49,615
And Mr. Gilder, while we have you there,

720
00:45:50,605 --> 00:45:53,775
there's the point you made, um, this is in

721
00:45:54,365 --> 00:45:58,935
your representation, which is, um, rep 6 1 3 4,

722
00:46:00,875 --> 00:46:03,975
and you were referring to page 21.

723
00:46:03,995 --> 00:46:05,655
And I think this is the point you were

724
00:46:06,385 --> 00:46:08,175
indicating earlier about the,

725
00:46:08,195 --> 00:46:10,495
the restriction on construction vehicles.

726
00:46:10,985 --> 00:46:15,495
Would you like to express that to the applicant,

727
00:46:15,675 --> 00:46:16,735
the concern you raised?

728
00:46:17,915 --> 00:46:19,815
Yes, it, it, it's worth me just

729
00:46:20,885 --> 00:46:22,855
setting it out verbally in, in,

730
00:46:23,115 --> 00:46:26,415
in case it's not clear on the, in the written submission.

731
00:46:26,875 --> 00:46:29,855
Um, when we discussed the construction

732
00:46:30,735 --> 00:46:34,135
HDV restrictions at ISH four, um,

733
00:46:35,615 --> 00:46:36,935
I think the applicant made the

734
00:46:37,665 --> 00:46:41,335
commitment there would be restrictions in hours

735
00:46:41,355 --> 00:46:45,815
of HGV operation during construction on Station Road

736
00:46:45,815 --> 00:46:47,695
and Clay Heights Road in Water Beach.

737
00:46:48,355 --> 00:46:52,615
Um, the way it's been worded, um, in chapter 19,

738
00:46:52,675 --> 00:46:54,655
and I haven't shut, checked the CTMP

739
00:46:54,755 --> 00:46:55,975
and I guess it's the same wording

740
00:46:56,055 --> 00:46:57,615
'cause it seems to have been cut

741
00:46:57,615 --> 00:47:01,415
and pasted that our understanding was that the restriction

742
00:47:01,415 --> 00:47:05,455
between, uh, having HVS only

743
00:47:05,455 --> 00:47:08,695

between nine 30 and 1500 on Mondays

744
00:47:08,695 --> 00:47:11,175
to Fridays would apply throughout the year.

745
00:47:11,715 --> 00:47:13,775
And not just within school terms.

746
00:47:13,875 --> 00:47:17,055
The way it's been drafted, it's been put down

747
00:47:17,275 --> 00:47:19,575
as just within school terms restriction,

748
00:47:20,035 --> 00:47:23,815
but the objective is principally to assist

749
00:47:24,575 --> 00:47:25,935
considerable numbers of pedestrians

750
00:47:25,935 --> 00:47:28,015
and others who use Station Road

751
00:47:28,015 --> 00:47:29,725
and Clay High Road predominantly

752
00:47:29,745 --> 00:47:30,965
to access the railway station.

753
00:47:31,075 --> 00:47:34,525
It's not really entirely a, a school access point.

754
00:47:35,025 --> 00:47:39,125
Um, and that was certainly our understanding from ISH four

755
00:47:39,145 --> 00:47:42,045
and it would need a change to that sort of block of wording

756
00:47:42,045 --> 00:47:44,605
that appears at a number of places in, in chapter

757
00:47:45,185 --> 00:47:46,245
in chapter 19.

758
00:47:47,075 --> 00:47:49,445
Yeah, thank

759
00:47:49,445 --> 00:47:53,125
you applicant.

760
00:47:53,185 --> 00:47:56,125
Is that again a point that you can take away

761
00:47:56,125 --> 00:47:58,565
and address as an action point deadline certainty? It

762
00:47:58,565 --> 00:48:02,525
Is, it is, uh, certainly we'd understood the thrust

763
00:48:02,625 --> 00:48:06,165
of these, uh, comments to have been based

764
00:48:06,945 --> 00:48:08,565
around, um, school trips.

765
00:48:09,305 --> 00:48:12,445
Um, but now that we've heard the way in which

766
00:48:13,115 --> 00:48:17,445
Safe Honey Hill are putting it, uh, we will, uh,

767
00:48:18,315 --> 00:48:20,565
reflect on that and respond by the end

768
00:48:20,565 --> 00:48:21,805
of the week at deadline seventh.

769
00:48:22,735 --> 00:48:27,205
Thank you. Thank you. Um, a similar bullet point

770
00:48:27,265 --> 00:48:30,525

to the question previously, the question previously related

771
00:48:30,705 --> 00:48:32,445
to the construction fees,

772
00:48:32,505 --> 00:48:37,045
and I think, um, Mr. Weber, you might have referred

773
00:48:37,045 --> 00:48:41,485
to the OLTP there, can I just clarify that we, referring

774
00:48:41,485 --> 00:48:45,805
to the CTMP when we were talking about the absence

775
00:48:45,805 --> 00:48:48,685
of impacts, but you will keep the mitigation in place,

776
00:48:53,145 --> 00:48:56,365
Uh, uh, whatsoever on behalf of the applicant?

777
00:48:56,385 --> 00:48:59,365
Um, I was, as you've rightly said,

778
00:48:59,365 --> 00:49:03,005
talking about the operational phase in the construction

779
00:49:03,035 --> 00:49:04,405
traffic management plan.

780
00:49:04,545 --> 00:49:07,645
We have those restrictions in place. They aren't, um,

781
00:49:09,185 --> 00:49:12,245
Uh, They're a commitment that's made in the document.

782
00:49:12,245 --> 00:49:14,325
They're not dependent on the outcome of the assessment

783
00:49:14,425 --> 00:49:16,245
and that commitment remains in that document.

784
00:49:16,265 --> 00:49:17,805
So there is Thank you, no shape.

785
00:49:18,615 --> 00:49:22,165
Thank you. So the, the point, the final point

786
00:49:22,185 --> 00:49:26,205
before point D that relates to the OLTP

787
00:49:27,505 --> 00:49:29,525
and is the answer the same on that?

788
00:49:32,305 --> 00:49:35,605
It is, yes. Thank you. Right.

789
00:49:35,605 --> 00:49:39,405
Let's move on to, um, e on the agenda then please.

790
00:49:39,865 --> 00:49:44,085
And before we do that, could I just pick up a point with,

791
00:49:44,345 --> 00:49:46,525
um, national Highways please?

792
00:49:47,425 --> 00:49:51,965
And this relates to your letter dated the

793
00:49:52,545 --> 00:49:57,085
2nd of April, 2024, which is your response

794
00:49:57,345 --> 00:50:01,125
to EQ one, the clarification point.

795
00:50:05,955 --> 00:50:09,045
That document is rep 6 1 2 9.

796
00:50:46,465 --> 00:50:48,045
Are we go, it's on the screen now.

797
00:50:49,625 --> 00:50:53,325

It relates to the last column of the table, which says

798
00:50:54,125 --> 00:50:56,125
National Highways agree with the statement

799
00:50:56,405 --> 00:50:59,125
provided by the applicant that the request

800
00:50:59,785 --> 00:51:02,285
for a junction assessment of junctions 35

801
00:51:03,145 --> 00:51:05,165
during the pre-application scope

802
00:51:05,165 --> 00:51:08,805
and phase predates formal adoption of option B one.

803
00:51:09,355 --> 00:51:11,165
Therefore no additional assessment

804
00:51:11,345 --> 00:51:13,645
of the junction 34 is required

805
00:51:14,265 --> 00:51:17,045
as construction traffic is not routing by this junction.

806
00:51:18,065 --> 00:51:19,605
Um, our understanding is

807
00:51:19,605 --> 00:51:23,805
that construction traffic is routing via junction 34.

808
00:51:23,865 --> 00:51:27,605
Is that a typo that remains in the response

809
00:51:27,625 --> 00:51:29,325
or is it a wider issue that we have?

810
00:51:30,345 --> 00:51:33,685
No apologies that it should be a junction 35

811
00:51:34,025 --> 00:51:35,965
and yes. Yeah, no,

812
00:51:36,015 --> 00:51:37,015
Thank you.

813
00:51:40,615 --> 00:51:43,605
While you were on, um, do you have any

814
00:51:44,635 --> 00:51:47,525
outstanding concerns in relation to

815
00:51:48,225 --> 00:51:49,885
the revised transport submission?

816
00:51:51,165 --> 00:51:54,365
N um, no, uh, Alice Lawman, uh, national Highways?

817
00:51:54,365 --> 00:51:55,765
Apologies for not addressing myself.

818
00:51:56,305 --> 00:51:59,845
Um, no, uh, we met with the applicant

819
00:51:59,865 --> 00:52:04,805
and ran through the, um, uh, the, the revised

820
00:52:05,515 --> 00:52:08,125
details last week, um, and fed

821
00:52:08,265 --> 00:52:11,285
and content that, um, the,

822
00:52:11,625 --> 00:52:15,165
the alterations haven't materially impacted our,

823
00:52:15,705 --> 00:52:17,885
um, previous comments.

824
00:52:19,215 --> 00:52:22,805

Thank you. And County, same question to you please.

825
00:52:26,745 --> 00:52:30,605
Um, j Total transport assessment Manager, um, yes,

826
00:52:30,705 --> 00:52:33,845
we are also satisfied that there are no material changes

827
00:52:33,985 --> 00:52:35,205
to conclusions and

828
00:52:35,205 --> 00:52:38,685
therefore our conclusions made previously are still sound.

829
00:52:39,655 --> 00:52:44,525
Thank you. Do any other ips have any comments on

830
00:52:44,525 --> 00:52:45,845
the revised documentation?

831
00:52:54,625 --> 00:52:55,625
Ms. Cotter?

832
00:52:59,665 --> 00:53:02,565
Uh, I just wanted to ask if the applicant is going

833
00:53:02,565 --> 00:53:06,845
to be providing a sort of contact number for, uh, uh, uh,

834
00:53:07,535 --> 00:53:10,445
local residents so that they can report any, uh,

835
00:53:10,445 --> 00:53:14,285
traffic issues, um, immediately back to the, uh,

836
00:53:14,745 --> 00:53:15,965
uh, construction site.

837
00:53:16,185 --> 00:53:17,805
Um, that will be useful.

838
00:53:18,825 --> 00:53:20,285
Our understand, because They'll be direct,

839
00:53:20,285 --> 00:53:22,285
because they will be sorry to interrupt you, just

840
00:53:22,285 --> 00:53:25,045
because they will be directly re responsible for, uh,

841
00:53:25,145 --> 00:53:29,045
the impact on the, uh, uh, the increased impact on traffic.

842
00:53:29,585 --> 00:53:30,925
And it will be great to, because

843
00:53:30,925 --> 00:53:32,805
otherwise one wonders how on earth is this

844
00:53:32,805 --> 00:53:33,845
going to be policed?

845
00:53:34,705 --> 00:53:37,125
Our understanding is that's dealt within the community,

846
00:53:37,185 --> 00:53:38,765
the liaison plan, but I'm happy

847
00:53:38,765 --> 00:53:40,285
for the applicant to come back on that point.

848
00:53:45,105 --> 00:53:46,125
Uh, yes sir.

849
00:53:46,385 --> 00:53:49,845
Um, that number will be set out in the

850
00:53:49,845 --> 00:53:51,365
community liaison plan.

851
00:53:53,695 --> 00:53:55,005

Thank you, Mr. Gilda.

852
00:54:12,535 --> 00:54:13,355
Mr. Gilda,

853
00:54:20,795 --> 00:54:21,515
I would, if Mr.

854
00:54:21,705 --> 00:54:24,315
Gild is having a problem with his connection,

855
00:54:25,335 --> 00:54:26,915
so we'll come back to him in a minute,

856
00:54:27,055 --> 00:54:29,635
but while we're doing that, while we're waiting for him,

857
00:54:30,645 --> 00:54:33,035
could I also ask National Highways

858
00:54:33,095 --> 00:54:35,715
and County Council whether

859
00:54:36,345 --> 00:54:39,275
they're confident about the magnitude of the impact?

860
00:54:39,505 --> 00:54:42,395
It's a point follows on from, um,

861
00:54:43,185 --> 00:54:47,475
like comments in Mr. Cotton where they said that reality

862
00:54:47,985 --> 00:54:50,595
doesn't always match up with what's being modeled.

863
00:54:51,535 --> 00:54:54,675
Um, can you conclude

864
00:54:54,675 --> 00:54:56,955
that the applicant's modeling is robust

865
00:54:57,095 --> 00:55:01,715
and can be relied upon by the XA and the Secretary of State?

866
00:55:04,975 --> 00:55:06,755
Um, national Highways first please.

867
00:55:12,335 --> 00:55:16,155
Um, Alice National Highways, uh, we have, um,

868
00:55:17,195 --> 00:55:20,035
reviewed the, um, the modeling

869
00:55:20,375 --> 00:55:25,355
and we're, it's our, yeah, well, our processes

870
00:55:25,355 --> 00:55:26,715
that we review the modeling

871
00:55:26,895 --> 00:55:31,395
and, um, we're con we're satisfied that that is,

872
00:55:32,615 --> 00:55:35,115
um, that we can rely on that.

873
00:55:35,495 --> 00:55:39,395
Um, it should be noted that the traffic signals are, um,

874
00:55:39,785 --> 00:55:40,795
Cambridge counties

875
00:55:41,095 --> 00:55:43,635
and we look at whether that

876
00:55:43,825 --> 00:55:47,155
that QAC would impact the main line of the A 14.

877
00:55:47,735 --> 00:55:50,675
Um, so obviously with the configuration

878
00:55:50,675 --> 00:55:54,835

that would be the eastbound, um, off slip

879
00:55:55,145 --> 00:55:58,755
that would be concerned with from that point, um, should

880
00:55:58,905 --> 00:56:03,835
that the traffic signals need to be, um, revised, then we,

881
00:56:03,935 --> 00:56:07,555
our signals officer is, is Lias directly

882
00:56:07,555 --> 00:56:09,155
with the, with the county.

883
00:56:09,375 --> 00:56:13,355
So from that aspect, we're, we're happy with our, um,

884
00:56:13,495 --> 00:56:16,155
the position that we held or hold currently hold.

885
00:56:16,885 --> 00:56:19,035
Thank you Ms. Lawman and County.

886
00:56:19,575 --> 00:56:24,205
Um, also bearing in mind that people are reporting

887
00:56:24,205 --> 00:56:26,925
that day-to-Day experience is different from the modeling.

888
00:56:29,705 --> 00:56:31,205
Um, yeah, I think that's probably one

889
00:56:31,205 --> 00:56:33,245
of the first things I would say is that I know

890
00:56:33,515 --> 00:56:36,365
that Slip Road very well as Century drive to Cambridge down

891
00:56:36,365 --> 00:56:37,445
through that area.

892
00:56:38,025 --> 00:56:41,165
Um, and I do know that recently there have been a lot

893
00:56:41,165 --> 00:56:44,525
of roadworks that have actually affected that junction, um,

894
00:56:44,695 --> 00:56:47,885
along the Horny Sea Road defendant road into Cambridge.

895
00:56:48,225 --> 00:56:49,725
And that has had an impact

896
00:56:49,725 --> 00:56:51,965
and has actually increased queuing back on that road.

897
00:56:52,505 --> 00:56:54,485
Um, there are currently some roadworks, I think

898
00:56:54,485 --> 00:56:57,245
outside the school, I think something's being dug up,

899
00:56:57,305 --> 00:57:01,685
but there's a quite a significant length that of single, uh,

900
00:57:02,085 --> 00:57:05,405
carriageway, uh, single one way working on that.

901
00:57:05,425 --> 00:57:06,965
So that has had an impact.

902
00:57:07,485 --> 00:57:09,765
I think it's important to note that when we model things,

903
00:57:09,825 --> 00:57:12,165
we model a typical, um, day.

904
00:57:12,555 --> 00:57:14,845
That doesn't necessarily mean that that day is going

905
00:57:14,845 --> 00:57:16,365

to occur every day.

906
00:57:16,695 --> 00:57:19,485
There may be other variations, other events that happen,

907
00:57:20,015 --> 00:57:23,685
other diversions that cause different traffic patterns,

908
00:57:23,985 --> 00:57:26,565
you know, on a daily and in even a weekly basis.

909
00:57:27,225 --> 00:57:30,365
Um, so what we do is we look at the typical pattern across

910
00:57:30,625 --> 00:57:32,925
say, you know, what would be across 12 months.

911
00:57:33,505 --> 00:57:37,725
Um, so the modeling is not an exact science in that way.

912
00:57:37,825 --> 00:57:41,205
So we, we sometimes can't consider variation

913
00:57:41,205 --> 00:57:42,325
because, you know,

914
00:57:42,425 --> 00:57:45,285
we just don't know what's gonna happen day to day in terms

915
00:57:45,305 --> 00:57:46,845
of diversions and roadworks.

916
00:57:47,465 --> 00:57:49,805
Um, that's a slightly long way of saying

917
00:57:49,805 --> 00:57:51,765
that we are confident that the modeling does

918
00:57:52,605 --> 00:57:53,645
modeling atypical day,

919
00:57:54,105 --> 00:57:56,885
and whilst there may be days when the model is the junction

920
00:57:57,035 --> 00:57:59,685
less congested and slightly more congested,

921
00:58:00,105 --> 00:58:04,085
it does represent a true, uh, representation of an average

922
00:58:05,065 --> 00:58:06,165
day over the year.

923
00:58:07,135 --> 00:58:10,725
Thank you. So setting aside the settlement

924
00:58:10,725 --> 00:58:14,685
of significance in the ES county is satisfied

925
00:58:14,685 --> 00:58:17,005
that the magnitude of the impact has been,

926
00:58:17,705 --> 00:58:19,605
um, accurately assessed?

927
00:58:21,265 --> 00:58:23,165
Yes, we are. Yes. Thank you.

928
00:58:27,895 --> 00:58:29,565
Thank you Mr. So, Mr. Gilda,

929
00:58:35,845 --> 00:58:36,845
Thank you, sir. Unfortunately,

930
00:58:36,845 --> 00:58:39,675
I, I lost internet access for a couple

931
00:58:39,675 --> 00:58:43,115
of minutes, so I may, I hope I don't repeat things

932
00:58:43,175 --> 00:58:44,635

or contradict things that Mr.

933
00:58:44,875 --> 00:58:46,355
Tuttle may have just said. Um,

934
00:58:47,415 --> 00:58:50,675
but I think the point that was being that I wanted to make

935
00:58:50,815 --> 00:58:54,675
and hopefully can make briefly, is that yes, I,

936
00:58:54,835 --> 00:58:56,155
I understand transport modeling

937
00:58:56,335 --> 00:58:59,275
and understand how typical days are used

938
00:58:59,415 --> 00:59:00,835
for, for that modeling.

939
00:59:01,295 --> 00:59:05,355
Um, and also there is a natural variation around that.

940
00:59:06,535 --> 00:59:10,195
The, the numbers that are used, usually orders of 10

941
00:59:10,195 --> 00:59:13,555
or 20% either side of the, of the average are

942
00:59:14,355 --> 00:59:16,755
considered quite normal for link flows, for example.

943
00:59:17,335 --> 00:59:19,035
Um, I think a particular issue,

944
00:59:19,295 --> 00:59:20,915
and Mr. Jones went to it earlier

945
00:59:21,595 --> 00:59:24,045
that arises at Junction 34 is

946
00:59:24,045 --> 00:59:28,165
because of the unusual geometry of the road network in that

947
00:59:28,725 --> 00:59:33,605
location, that junction 34 effectively leads Upton Lane

948
00:59:33,745 --> 00:59:37,685
to the main arterial route into Cambridge, any market road.

949
00:59:38,305 --> 00:59:41,805
Um, and there is routinely at peak,

950
00:59:41,925 --> 00:59:46,005
a particularly morning peak, a quite commonly

951
00:59:46,635 --> 00:59:48,405
backing up occurs on that road.

952
00:59:48,405 --> 00:59:52,245
Sometimes it's a matter of road works on ton lane,

953
00:59:52,245 --> 00:59:54,245
and there have been a, a very large number,

954
00:59:54,385 --> 00:59:55,645
not just the greenway works,

955
00:59:55,825 --> 01:00:00,565
but also a, a whole spate of, of water, um,

956
01:00:00,755 --> 01:00:04,085
pipe bursts along that road, which of course delays.

957
01:00:04,595 --> 01:00:08,325
What happens at that in the early mo in the morning peaks is

958
01:00:08,325 --> 01:00:10,525
that the traffic backs up from the new market road

959
01:00:11,175 --> 01:00:12,845

right along didn't lane to the point

960
01:00:12,845 --> 01:00:14,285
where it backs through that junction.

961
01:00:15,185 --> 01:00:17,765
And it's at that point that the whole function of

962
01:00:17,765 --> 01:00:21,405
that junction starts to, starts to, to fail.

963
01:00:21,905 --> 01:00:25,605
Um, and it's certainly over capacity at that stage.

964
01:00:26,065 --> 01:00:28,085
Um, and you can't get vehicles

965
01:00:28,085 --> 01:00:30,485
through it going inbound into Cambridge.

966
01:00:31,025 --> 01:00:35,725
And that is a more than, it's not, I mean,

967
01:00:35,805 --> 01:00:38,485
I can't tell you except from local knowledge how often

968
01:00:38,485 --> 01:00:42,525
that occurs, but I would, I would say on 5% of days,

969
01:00:42,965 --> 01:00:45,085
possibly more in a, in a year.

970
01:00:45,545 --> 01:00:47,365
And that's from my personal observation.

971
01:00:47,365 --> 01:00:49,565
And I don't nowadays travel into

972
01:00:49,565 --> 01:00:52,605
and out at Cambridge every day at peak A so I I,

973
01:00:53,105 --> 01:00:55,845
you can take that with a slice of, with a pinch of salts.

974
01:00:56,615 --> 01:01:01,365
Thank you. Could we move on

975
01:01:01,465 --> 01:01:04,165
now to point F on the agenda, please?

976
01:01:04,165 --> 01:01:06,685
Which relates to policy considerations

977
01:01:08,065 --> 01:01:09,645
and we'll begin with

978
01:01:12,325 --> 01:01:14,965
NPS National Policy Statement for wastewater.

979
01:01:15,815 --> 01:01:19,085
Thank you. An so, I, sorry,

980
01:01:20,025 --> 01:01:21,025
I'm so sorry.

981
01:01:21,265 --> 01:01:24,925
Um, could I just ask for a little five minute, uh, break

982
01:01:25,065 --> 01:01:28,205
to rearrange personnel, uh, between the rooms

983
01:01:28,205 --> 01:01:29,965
that we're occupying here, thankfully.

984
01:05:07,225 --> 01:05:09,615
Thank you very much, sir.

985
01:05:10,035 --> 01:05:14,975
Um, just been reorganizing ourselves between, um, the,

986
01:05:14,995 --> 01:05:16,935

the rooms that we're occupying here

987
01:05:17,665 --> 01:05:19,805
and, um, we've now got Mr.

988
01:05:20,025 --> 01:05:21,125
Bowles and I'll ask Mr.

989
01:05:21,145 --> 01:05:24,845
Bowles to introduce himself, um, with your permission, sir.

990
01:05:25,335 --> 01:05:26,365
Thank you. Yes, please.

991
01:05:27,595 --> 01:05:29,805
Good, good Afternoon, says John Bowles

992
01:05:30,265 --> 01:05:32,165
for the applicant advisor,

993
01:05:33,905 --> 01:05:38,165
And we've still got, um, Mr. Weber and Mr.

994
01:05:38,525 --> 01:05:41,285
Axon, is that correct? Yes. Thank you.

995
01:05:42,985 --> 01:05:46,685
Can we begin then with the national policy statement, NPS,

996
01:05:46,865 --> 01:05:48,325
the wastewater cleans?

997
01:05:49,145 --> 01:05:53,085
So paragraph four point 13.3 of the NPS,

998
01:05:54,705 --> 01:05:58,645
we see the, um, the policy relating to the methodology

999
01:05:58,945 --> 01:06:01,125
for undertaking transport assessment.

1000
01:06:02,185 --> 01:06:03,365
Has that been satisfied

1001
01:06:15,025 --> 01:06:16,025
The 13th?

1002
01:06:28,035 --> 01:06:31,775
So, so I wonder if I can, um, respond to this in a, in, uh,

1003
01:06:32,315 --> 01:06:37,055
uh, if I may come at this through just,

1004
01:06:37,055 --> 01:06:39,455
just talking about the MPS, um,

1005
01:06:39,675 --> 01:06:41,255
and the approach that I've taken

1006
01:06:41,275 --> 01:06:43,775
to the MPS in the submitted documents.

1007
01:06:44,235 --> 01:06:47,975
So we have, um, obviously the, uh, planning statement,

1008
01:06:48,025 --> 01:06:52,935
which is rep 1 0 4 9, which is section four, deals with

1009
01:06:53,715 --> 01:06:58,415
the, uh, assessment of the application in the context of all

1010
01:06:58,415 --> 01:07:00,695
of the sections of the MPS.

1011
01:07:01,675 --> 01:07:06,415
And I also have document rep 1 0 5 1, which is the MPS

1012
01:07:07,105 --> 01:07:11,775
Wastewater Accordance table, uh, which also addresses, uh,

1013
01:07:12,475 --> 01:07:14,775

uh, the NPS by paragraph.

1014
01:07:16,075 --> 01:07:20,135
So in relation to the, uh, uh, NPS, um,

1015
01:07:20,435 --> 01:07:23,335
the policy context for, uh, development

1016
01:07:23,335 --> 01:07:26,575
of nationally significant wastewater infrastructure is set

1017
01:07:26,575 --> 01:07:29,215
out in section 2.2 of the NBS.

1018
01:07:30,275 --> 01:07:33,055
Um, and that identifies, uh,

1019
01:07:33,075 --> 01:07:35,375
the government's key policy objectives, one

1020
01:07:35,375 --> 01:07:37,615
of which is sustainable development.

1021
01:07:39,755 --> 01:07:42,935
No specific reference is made, um, to location

1022
01:07:43,435 --> 01:07:47,055
or reducing the need to travel in the context of

1023
01:07:47,085 --> 01:07:49,055
that objective in the NPS,

1024
01:07:49,855 --> 01:07:53,975
although the NPS does refer to wastewater infrastructure,

1025
01:07:54,005 --> 01:07:56,495
both within mature urban environments

1026
01:07:56,555 --> 01:07:58,095
and outside urban centers.

1027
01:07:59,035 --> 01:08:02,575
Um, and that's logical for infrastructure, um,

1028
01:08:02,745 --> 01:08:04,695
given the different types of infrastructure

1029
01:08:04,845 --> 01:08:07,735
that are addressed through this, uh, regime.

1030
01:08:08,635 --> 01:08:13,295
So for example, paragraph 1, 4 4 of the NPS talks about,

1031
01:08:13,715 --> 01:08:16,685
um, uh, uh,

1032
01:08:17,495 --> 01:08:20,685
wastewater infrastructure in a mature urban environment.

1033
01:08:21,075 --> 01:08:24,165
Paragraph 2, 4 14 talks about infrastructure

1034
01:08:24,395 --> 01:08:25,565
outside urban centers.

1035
01:08:28,225 --> 01:08:29,885
Um, when we get to the detail,

1036
01:08:29,885 --> 01:08:33,605
which is paragraph four point 13, which is specifically

1037
01:08:33,605 --> 01:08:37,645
where your question arises, um, uh,

1038
01:08:37,645 --> 01:08:42,405
paragraph 4 13 1, um, uh, talks about

1039
01:08:42,505 --> 01:08:45,805
or identifies that the, the transport of materials, goods

1040
01:08:45,805 --> 01:08:47,365

and personnel to and from a development

1041
01:08:47,365 --> 01:08:51,485
during all project phases, uh, being recognized

1042
01:08:51,485 --> 01:08:54,285
as potentially having a variety of impacts.

1043
01:08:55,345 --> 01:08:59,005
And 4 13 6 goes so far as

1044
01:08:59,005 --> 01:09:02,405
to say even substantial impacts on the surrounding transport

1045
01:09:02,405 --> 01:09:05,125
infrastructure and on connecting transport networks,

1046
01:09:05,465 --> 01:09:09,485
for example, through increase increased congestion, which

1047
01:09:10,105 --> 01:09:14,485
the Secretary of State by yourselves should, should need

1048
01:09:14,485 --> 01:09:16,805
to ensure that the applicant has sought to mitigate.

1049
01:09:18,215 --> 01:09:19,725
Hence, the consideration

1050
01:09:19,725 --> 01:09:24,365
and the mitigation transport impacts is expressed in 4 13 2

1051
01:09:25,105 --> 01:09:26,325
has an essential part

1052
01:09:26,325 --> 01:09:28,565
of the government's wider policy objectives

1053
01:09:28,585 --> 01:09:30,045
for sustainable development.

1054
01:09:31,345 --> 01:09:36,125
Um, I would say that's temper sir by, um, paragraph 4 13 7,

1055
01:09:36,215 --> 01:09:37,565
which says that

1056
01:09:37,805 --> 01:09:40,325
provided the applicant is willing to enter into to planning

1057
01:09:40,345 --> 01:09:41,685
or transport obligations

1058
01:09:41,705 --> 01:09:44,125
or requirements can be imposed

1059
01:09:44,145 --> 01:09:45,925
to mitigate transport impacts,

1060
01:09:46,435 --> 01:09:49,445
then development consent should not be withheld.

1061
01:09:49,785 --> 01:09:52,245
An appropriately limited wage should be applied

1062
01:09:52,245 --> 01:09:53,685
to residual effects on the

1063
01:09:53,805 --> 01:09:55,085
surrounding transport infrastructure.

1064
01:09:57,225 --> 01:10:00,285
In that context, sir, my answer to the question is yes.

1065
01:10:00,825 --> 01:10:03,525
Um, the, um, uh, uh, requirements

1066
01:10:03,545 --> 01:10:07,845
of paragraph 4 13 2 have been complied with, uh,

1067
01:10:07,985 --> 01:10:12,685

as have the requirements in 4 13, 3 to 4 13 5,

1068
01:10:13,335 --> 01:10:14,805
which deal essentially

1069
01:10:14,835 --> 01:10:17,285
with the expectations about the information

1070
01:10:17,285 --> 01:10:20,245
that should be submitted in support of the application.

1071
01:10:22,505 --> 01:10:25,725
Um, and, uh, 4 13 3

1072
01:10:26,265 --> 01:10:28,325
to 4 13 5 cover the assessment

1073
01:10:28,545 --> 01:10:31,605
and consultation expected to support applications

1074
01:10:32,315 --> 01:10:33,325
including TA

1075
01:10:34,505 --> 01:10:37,285
and the preparation of a travel plan, um,

1076
01:10:37,285 --> 01:10:39,925
which should include demand management measures

1077
01:10:39,925 --> 01:10:41,445
to mitigate transport impacts

1078
01:10:42,065 --> 01:10:45,045
and details of proposed measures to improve access

1079
01:10:45,065 --> 01:10:46,565
by public transport, walking

1080
01:10:46,665 --> 01:10:48,845
and cycling to reduce the need

1081
01:10:48,845 --> 01:10:50,885
for parking associated with proposal.

1082
01:10:51,465 --> 01:10:52,685
Now, all of those things are

1083
01:10:52,965 --> 01:10:56,605
provided in the application, um, although I'd invite Mr.

1084
01:10:57,005 --> 01:10:58,645
Axon if, if he would like to do so

1085
01:10:58,645 --> 01:11:01,565
to just expand somewhat on the measures

1086
01:11:01,635 --> 01:11:03,725
that have been incorporated to improve access.

1087
01:11:04,235 --> 01:11:06,765
Well, we've already had a discussion about this this

1088
01:11:06,765 --> 01:11:11,685
morning, and my understanding is that the, the proposals

1089
01:11:12,265 --> 01:11:15,335
are potential measures explained by Mr.

1090
01:11:15,655 --> 01:11:17,935
Axon not yet in the application documentation.

1091
01:11:22,515 --> 01:11:27,455
Uh, sir, may I, um, update you, uh, there,

1092
01:11:28,155 --> 01:11:32,175
um, because we have had a, a break since that was, um,

1093
01:11:32,365 --> 01:11:37,255
discussed and, uh, so I, I do have instructions

1094
01:11:37,675 --> 01:11:41,455

to say that, uh, that there would be, uh,

1095
01:11:42,255 --> 01:11:44,575
definite commitments to the sorts

1096
01:11:44,575 --> 01:11:47,095
of things which Mr. Jackson has described and,

1097
01:11:47,315 --> 01:11:48,935
and, uh, I,

1098
01:11:49,055 --> 01:11:52,975
I don't know whether Mr. Jackson has got further, uh, things

1099
01:11:53,115 --> 01:11:57,255
to describe, um, what in answer

1100
01:11:57,275 --> 01:12:00,815
to your questions about sustainable transport, uh,

1101
01:12:00,835 --> 01:12:03,895
but say the, the client's intention, uh,

1102
01:12:04,135 --> 01:12:07,135
Anglia Water's intention is, uh, to, uh,

1103
01:12:07,185 --> 01:12:10,175
flesh out the documentation that you've already got

1104
01:12:10,725 --> 01:12:12,495
with the inclusion of, uh,

1105
01:12:12,495 --> 01:12:15,215
both the matters which you hearing class this morning.

1106
01:12:15,905 --> 01:12:20,615
Thank you. Um, and we will, um, uh, uh, deal with

1107
01:12:20,615 --> 01:12:21,615
that at deadline seven.

1108
01:12:22,385 --> 01:12:24,215
Thank you. Thank you, sir.

1109
01:12:25,165 --> 01:12:26,895
Returning to the point, Mr.

1110
01:12:26,995 --> 01:12:31,575
Polles, you were saying about, um, sustainable transport,

1111
01:12:33,155 --> 01:12:37,215
and I believe you said there was an absence of a reference

1112
01:12:37,215 --> 01:12:39,015
to it in NPS wastewater.

1113
01:12:41,165 --> 01:12:45,575
Does the reference to sustainable development at paragraph

1114
01:12:46,095 --> 01:12:50,775
1413 0.2 have any bearing on sustainable transport?

1115
01:12:56,705 --> 01:13:01,165
So I'm just getting 4 13 2 4 13 2, did you say?

1116
01:13:01,665 --> 01:13:05,845
Yes. And it, it basically says the consideration

1117
01:13:05,845 --> 01:13:09,085
and mitigation of transport impact is an essential part

1118
01:13:09,085 --> 01:13:11,245
of the government's wider policy objectives

1119
01:13:11,785 --> 01:13:15,805
for sustainable development as set out in section 2.2

1120
01:13:15,805 --> 01:13:16,845
of this NBS.

1121
01:13:18,985 --> 01:13:23,365

Yes, sir. Yes. So, uh, in short answer, yes it does.

1122
01:13:24,225 --> 01:13:28,325
Um, I, uh, uh, I I think

1123
01:13:28,325 --> 01:13:30,365
that in all situations where one's dealing

1124
01:13:30,365 --> 01:13:33,205
with infrastructure, one would be mindful

1125
01:13:33,585 --> 01:13:34,925
of the requirements

1126
01:13:35,105 --> 01:13:36,725
or the, uh, the objective

1127
01:13:36,725 --> 01:13:38,685
of achieving sustainable development.

1128
01:13:38,915 --> 01:13:40,765
However, I would say that in the context

1129
01:13:40,905 --> 01:13:43,765
of infrastructure projects that may be dealt

1130
01:13:43,765 --> 01:13:45,805
with in a different way and,

1131
01:13:45,945 --> 01:13:49,685
and applied in a, uh, in a different way to, for example,

1132
01:13:49,705 --> 01:13:53,445
the way in which the MPPF seeks to apply, uh,

1133
01:13:53,465 --> 01:13:56,285
the sustainable, um, uh, development objective.

1134
01:13:56,625 --> 01:13:58,605
So in relation to sustainable development

1135
01:13:58,625 --> 01:14:02,725
as referenced in the MPPF, for example, paragraph 1 0 9,

1136
01:14:02,725 --> 01:14:07,645
which you, uh, which you, you list, uh, in the question, um,

1137
01:14:08,725 --> 01:14:12,205
specific references is made to the need to reduce travel,

1138
01:14:12,905 --> 01:14:16,525
um, uh, and, um, location, uh,

1139
01:14:16,525 --> 01:14:18,525
effectively sustainable locations.

1140
01:14:19,025 --> 01:14:20,605
Now, I would say that this, uh,

1141
01:14:20,785 --> 01:14:23,205
the situation differs in relation to infrastructure.

1142
01:14:23,705 --> 01:14:25,285
The requirements, if you like, for

1143
01:14:25,665 --> 01:14:28,765
how you locate infrastructure is quite different from

1144
01:14:29,085 --> 01:14:32,485
decisions which are made about how you locate housing

1145
01:14:32,825 --> 01:14:34,965
or offices or other things.

1146
01:14:35,185 --> 01:14:39,565
So, um, so one would effectively apply

1147
01:14:40,105 --> 01:14:42,285
policy differently, and that's why I don't think,

1148
01:14:42,425 --> 01:14:45,485

that's why I think that the terms set out in the NPS differ

1149
01:14:45,555 --> 01:14:47,925
from those terms out, turned out in, uh,

1150
01:14:48,085 --> 01:14:50,685
expressed in the m uh, uh, MPPF.

1151
01:14:52,585 --> 01:14:56,005
That's not to reduce. So that's not to reduce the importance

1152
01:14:56,005 --> 01:14:57,325
of sustainable development,

1153
01:14:57,375 --> 01:14:59,525
which is an overriding requirement.

1154
01:14:59,665 --> 01:15:02,165
But there are c the circumstances if you,

1155
01:15:02,225 --> 01:15:04,365
if you like circumstances, if you like, did,

1156
01:15:07,145 --> 01:15:08,365
We heard from Mr.

1157
01:15:08,885 --> 01:15:11,085
Axon earlier today that

1158
01:15:12,185 --> 01:15:14,525
the public transport services

1159
01:15:14,905 --> 01:15:19,005
to the proposed wastewater treatment plant are not as good

1160
01:15:19,065 --> 01:15:21,845
as to the existing wastewater treatment plant.

1161
01:15:22,905 --> 01:15:27,885
How does that sit in the context of government's,

1162
01:15:28,105 --> 01:15:30,445
um, policies for sustainable development?

1163
01:15:36,745 --> 01:15:40,205
So, um, I think, uh, what I would, um,

1164
01:15:41,785 --> 01:15:42,925
say is that in this case,

1165
01:15:42,985 --> 01:15:46,045
the proposed development is a very specific form

1166
01:15:46,045 --> 01:15:50,445
of national infrastructure, which relies primarily on import

1167
01:15:50,545 --> 01:15:52,285
and export by pipeline.

1168
01:15:52,905 --> 01:15:57,405
And in which context transport movements, that's HGB staff

1169
01:15:57,425 --> 01:16:00,085
and visitors is relatively minor.

1170
01:16:00,545 --> 01:16:02,405
Now, I don't wish to underplay that,

1171
01:16:02,505 --> 01:16:05,525
but it's relatively minor in the overall activity,

1172
01:16:06,295 --> 01:16:10,525
which is being, um, undertaken, um, through the, the,

1173
01:16:10,665 --> 01:16:12,445
the infrastructure operation.

1174
01:16:13,305 --> 01:16:15,085
And that, um, activity

1175
01:16:15,625 --> 01:16:17,965

in any event is largely a displacement

1176
01:16:17,965 --> 01:16:21,045
of existing traffic already on the local road network

1177
01:16:21,625 --> 01:16:23,925
now accept the fact that there's a displacement and

1178
01:16:23,925 --> 01:16:25,125
therefore the effect of

1179
01:16:25,125 --> 01:16:27,005
that traffic is moving somewhere else.

1180
01:16:27,505 --> 01:16:29,005
And the effect therefore may differ

1181
01:16:29,185 --> 01:16:31,325
and it's appropriate that that's properly assessed

1182
01:16:31,325 --> 01:16:33,805
through the TA and the work's been undertaken.

1183
01:16:34,145 --> 01:16:37,445
But in essence, this is a large scale scheme,

1184
01:16:37,665 --> 01:16:41,045
the predominant activity of which is the transfer

1185
01:16:41,045 --> 01:16:44,365
of wastewater by a pipeline to the facility

1186
01:16:45,505 --> 01:16:48,405
for recycling and then returning to the river.

1187
01:16:48,505 --> 01:16:49,845
And most of that is happening

1188
01:16:49,845 --> 01:16:51,765
through the pipeline process itself.

1189
01:16:52,785 --> 01:16:54,325
The rationale, sorry,

1190
01:16:54,775 --> 01:16:55,775
Sorry, go on.

1191
01:16:56,305 --> 01:17:00,405
So the, so I, I, I don't want to, I, I want

1192
01:17:00,405 --> 01:17:03,645
to take this opportunity to sort of just also, um,

1193
01:17:03,925 --> 01:17:07,005
reference the rationale for the development, which is so

1194
01:17:07,005 --> 01:17:10,565
that the existing wastewater treatment plant can be vacated

1195
01:17:10,705 --> 01:17:14,125
to enable the opportunity for other sustainable development,

1196
01:17:14,695 --> 01:17:17,485
which is, we would say is of regional

1197
01:17:17,585 --> 01:17:19,005
and national significance,

1198
01:17:19,625 --> 01:17:22,765
and which best contributes the greater Cambridge sustained,

1199
01:17:22,865 --> 01:17:26,205
uh, economic growth of objectives, um,

1200
01:17:26,545 --> 01:17:28,925
and the locational benefits of that site.

1201
01:17:29,825 --> 01:17:34,325
Uh, and those are all connected with accessibility

1202
01:17:34,785 --> 01:17:38,205

and the availability of public transport in those locations,

1203
01:17:38,205 --> 01:17:40,885
which can bei utilized

1204
01:17:40,985 --> 01:17:45,365
and optimized by a much greater, uh, number of people, um,

1205
01:17:45,425 --> 01:17:46,885
for a much wider purpose.

1206
01:17:47,585 --> 01:17:48,805
So I, I, I think

1207
01:17:48,805 --> 01:17:51,685
that is a relevant consideration in the overall assessment

1208
01:17:51,745 --> 01:17:54,525
of sustainable development in, in a transport sense,

1209
01:17:56,345 --> 01:17:58,885
Taking the existing and wa

1210
01:17:58,945 --> 01:18:01,925
and proposed wastewater treatment plants on their own.

1211
01:18:03,425 --> 01:18:07,165
Is the proposed location a more

1212
01:18:07,185 --> 01:18:10,285
or a less sustainable location than the existing

1213
01:18:10,415 --> 01:18:11,765
wastewater treatment fund?

1214
01:18:14,755 --> 01:18:19,245
Well, so your, so the, the def uh, you, that definition

1215
01:18:19,245 --> 01:18:22,045
of sustainability doesn't purely relate to transport.

1216
01:18:22,345 --> 01:18:24,765
Um, clearly there are other factors which,

1217
01:18:24,815 --> 01:18:25,885
which come into play.

1218
01:18:26,025 --> 01:18:30,325
So my answer to you would be on a broad interpretation,

1219
01:18:30,345 --> 01:18:34,845
sustainability that the new location is a more sustainable

1220
01:18:35,205 --> 01:18:37,245
location, uh, than the existing,

1221
01:18:37,545 --> 01:18:40,085
and that predominantly reflects the constraints

1222
01:18:40,085 --> 01:18:42,365
that are imposed on the existing operation

1223
01:18:42,465 --> 01:18:47,365
and the area around the existing operation, um, at, um, uh,

1224
01:18:47,465 --> 01:18:48,645
at Northeast Cambridge.

1225
01:18:49,145 --> 01:18:51,085
And the absence of those constraints

1226
01:18:51,145 --> 01:18:53,645
and the ability of the new facility

1227
01:18:54,225 --> 01:18:58,805
to serve needs indefinitely into the future, um, uh,

1228
01:18:59,395 --> 01:19:00,725
that, that wouldn't,

1229
01:19:00,795 --> 01:19:03,805

that can't necessarily be achieved in the same way, um,

1230
01:19:03,825 --> 01:19:04,845
in northeast Cambridge.

1231
01:19:05,505 --> 01:19:07,845
So can you gimme an example of those constraint please?

1232
01:19:08,985 --> 01:19:13,245
So the safeguarding around the existing facility, the, um,

1233
01:19:13,675 --> 01:19:16,045
effective blight that that causes in terms

1234
01:19:16,065 --> 01:19:20,565
of the opportunities that are presented for more, uh,

1235
01:19:21,005 --> 01:19:23,445
economic and effective development, um,

1236
01:19:23,625 --> 01:19:27,685
within very close proximity to an existing, um,

1237
01:19:28,475 --> 01:19:33,085
significant, um, uh, economic, um, uh, area

1238
01:19:33,085 --> 01:19:35,685
of activity, predominantly the Cambridge Science Park

1239
01:19:35,705 --> 01:19:39,285
and the other, uh, business parks within the vicinity of it.

1240
01:19:39,905 --> 01:19:43,885
Um, the existing impacts on, um, residents

1241
01:19:43,885 --> 01:19:46,685
who live within the vicinity of that facility.

1242
01:19:47,305 --> 01:19:51,005
And effectively the sterilization of, um,

1243
01:19:52,165 --> 01:19:53,485
a considerable area of land.

1244
01:19:53,505 --> 01:19:56,685
The total area occupied is about 42 hectares,

1245
01:19:57,145 --> 01:20:01,925
but a big proportion of that is not operationally, um,

1246
01:20:02,505 --> 01:20:04,885
the, uh, housing if you like facilities,

1247
01:20:05,305 --> 01:20:07,645
but is not usable for other purposes.

1248
01:20:08,025 --> 01:20:11,205
So within the urban area, the inability

1249
01:20:11,385 --> 01:20:13,125
to effectively use that land.

1250
01:20:14,705 --> 01:20:17,365
So you, you said at the beginning there, um,

1251
01:20:17,495 --> 01:20:19,765
there was constraints on the existing

1252
01:20:20,975 --> 01:20:22,165
wastewater stream plant.

1253
01:20:22,165 --> 01:20:26,245
They all seem like constraints on, um, arising from

1254
01:20:26,245 --> 01:20:28,285
that plant on other developments.

1255
01:20:32,475 --> 01:20:35,845
They are so that they are constraints, um,

1256
01:20:36,435 --> 01:20:41,005

they are constraints, um, yes to the effective, um, use of,

1257
01:20:41,385 --> 01:20:44,125
um, brownfield land within an urban area,

1258
01:20:44,655 --> 01:20:48,485
which would be removed, um, uh, by the project.

1259
01:20:48,945 --> 01:20:51,365
Um, this project being granted consent,

1260
01:20:52,305 --> 01:20:55,325
You correct me if I'm wrong, you told me that

1261
01:20:56,505 --> 01:21:00,245
the proposed location is more sustainable

1262
01:21:01,355 --> 01:21:03,725
because there wouldn't be the constraints

1263
01:21:03,875 --> 01:21:07,165
that the existing wastewater treatment plant experiences.

1264
01:21:11,865 --> 01:21:15,165
So those, those con uh, those constraints are it to do

1265
01:21:15,165 --> 01:21:16,485
with the, uh, ability

1266
01:21:16,585 --> 01:21:19,725
of the existing wastewater treatment plant to continue

1267
01:21:19,785 --> 01:21:22,925
to function for the foreseeable future

1268
01:21:22,985 --> 01:21:25,405
that's accommodating Cambridge's growth into

1269
01:21:25,405 --> 01:21:26,485
the foreseeable future.

1270
01:21:27,385 --> 01:21:30,525
Uh, and the difficulties that will be presented for that,

1271
01:21:30,785 --> 01:21:33,605
um, facility to continue to expand

1272
01:21:33,745 --> 01:21:35,565
beyond the current local plan period,

1273
01:21:36,065 --> 01:21:38,605
or sorry, the emerging local plan period

1274
01:21:39,145 --> 01:21:44,085
to 2021, sorry, 2100 onwards,

1275
01:21:44,785 --> 01:21:48,525
um, in a way which, um, will not be constrained,

1276
01:21:48,705 --> 01:21:49,725
uh, on the new side.

1277
01:21:50,745 --> 01:21:54,685
Um, I'm still not fully following this, so if you'd like

1278
01:21:54,685 --> 01:21:57,365
to explain some more on, let's go back

1279
01:21:57,365 --> 01:21:59,765
to the original point I asked whether

1280
01:22:00,585 --> 01:22:01,885
taking them on their own,

1281
01:22:02,505 --> 01:22:06,405
the existing wastewater treatment plant is more

1282
01:22:06,405 --> 01:22:09,245
or less sustainably located than the proposed

1283
01:22:10,095 --> 01:22:11,445

wastewater treatment plant.

1284
01:22:14,345 --> 01:22:18,205
So my assessment of sustainability is, it's, is, is the,

1285
01:22:18,585 --> 01:22:23,205
is in its broadest sense what is most sustainable, uh,

1286
01:22:23,425 --> 01:22:27,645
in terms of, um, development, uh,

1287
01:22:27,865 --> 01:22:30,685
for ca for the greater Cambridge area, um,

1288
01:22:30,685 --> 01:22:32,045
both now and in the long term.

1289
01:22:33,005 --> 01:22:35,205
I think that there are elements that, if you like,

1290
01:22:35,205 --> 01:22:38,005
of sustainability like transport sustainability

1291
01:22:38,735 --> 01:22:43,045
where the existing site performs better than the new site,

1292
01:22:43,665 --> 01:22:46,365
but there are other aspects of sustainability

1293
01:22:46,455 --> 01:22:48,645
where the new site will perform better

1294
01:22:49,155 --> 01:22:50,285
than the existing site.

1295
01:22:51,025 --> 01:22:52,085
Uh, can you,

1296
01:22:52,085 --> 01:22:53,405
Can you tell me about those please?

1297
01:22:54,865 --> 01:22:57,725
So the actual construction itself of the,

1298
01:22:57,825 --> 01:23:01,525
the new facility will obviously deliver a modern, um,

1299
01:23:01,575 --> 01:23:06,365
wastewater treatment facility, which at the moment, um, the,

1300
01:23:06,385 --> 01:23:10,245
the existing site is if you like, um, um,

1301
01:23:11,595 --> 01:23:16,285
constrained by its history, if I can express it in that way.

1302
01:23:16,285 --> 01:23:18,205
That's a somewhat general statement,

1303
01:23:18,205 --> 01:23:22,925
but is constrained so far as it is a, it is a site, uh,

1304
01:23:23,445 --> 01:23:25,325
a works which has been in existence

1305
01:23:25,325 --> 01:23:26,325
for over a hundred years.

1306
01:23:27,145 --> 01:23:29,885
Uh, it's, um, it's, uh,

1307
01:23:31,945 --> 01:23:36,685
um, Uh, sorry,

1308
01:23:36,715 --> 01:23:39,845
it's, it, it's the way it's been modernized over a period

1309
01:23:39,845 --> 01:23:42,685
of time has been constrained by what's already there

1310
01:23:42,785 --> 01:23:44,845

and the fact that it's an operational site

1311
01:23:44,845 --> 01:23:48,285
and needs to obviously continue to operate whilst it's,

1312
01:23:48,425 --> 01:23:49,965
whilst it's being modernized.

1313
01:23:50,425 --> 01:23:53,165
So its ability, if you like, to accommodate change,

1314
01:23:53,385 --> 01:23:55,365
to incorporate, uh,

1315
01:23:55,365 --> 01:23:58,245
efficiencies is more constrained than the opportunity

1316
01:23:58,355 --> 01:24:00,965
presented by the construction of a new facility.

1317
01:24:01,595 --> 01:24:05,925
This new facility, um, as you've heard, um,

1318
01:24:06,595 --> 01:24:11,325
from, um, uh, others, uh, um, speaking for the applicant,

1319
01:24:11,985 --> 01:24:15,845
um, will achieve improvements in both in water treatment

1320
01:24:15,845 --> 01:24:19,485
terms, um, but also, uh, the flexibility

1321
01:24:19,705 --> 01:24:22,485
and the ability, if you like, to expand through the addition

1322
01:24:22,485 --> 01:24:26,645
of modules for a, a new generation effectively,

1323
01:24:27,075 --> 01:24:29,525
that is something which is much more difficult

1324
01:24:29,525 --> 01:24:31,885
to achieve in the context of the existing site.

1325
01:24:31,905 --> 01:24:35,565
So that, that is one of the considerations, uh, I refer

1326
01:24:35,565 --> 01:24:38,445
to in terms of the, um, if you like, the,

1327
01:24:38,505 --> 01:24:41,645
the improved sustainability that is, um, uh,

1328
01:24:41,645 --> 01:24:42,925
offered by the new facility.

1329
01:24:43,775 --> 01:24:48,485
Thank you. You already touched on MPPF policy.

1330
01:24:49,345 --> 01:24:51,605
Do you consider the MPPF to be important

1331
01:24:51,665 --> 01:24:53,885
and relevant to the decision in this case?

1332
01:24:56,025 --> 01:24:58,845
So I think that, uh, clearly, um,

1333
01:24:59,875 --> 01:25:02,885
that in part depends on the decision that's taken as

1334
01:25:02,885 --> 01:25:04,325
to whether the application's to be

1335
01:25:04,965 --> 01:25:07,765
determined under section 1 0 4 or section 1 0 5.

1336
01:25:08,625 --> 01:25:10,765
If it's determined under Section 1 0 4,

1337
01:25:11,505 --> 01:25:15,925

its relevance is diminished by effectively the application

1338
01:25:16,225 --> 01:25:17,965
of, um, the NPS

1339
01:25:18,465 --> 01:25:21,125
and the determination of the application in accordance

1340
01:25:21,155 --> 01:25:26,045
with the NPS if it, uh, is, uh, that's not to say that, um,

1341
01:25:26,505 --> 01:25:29,885
the MPPF doesn't add, if you like,

1342
01:25:29,945 --> 01:25:34,165
and provide a layer of, um, uh,

1343
01:25:34,715 --> 01:25:36,045
finesse if you like, to some

1344
01:25:36,045 --> 01:25:38,525
of the policies which are set out in the NPS and

1345
01:25:38,525 --> 01:25:42,205
therefore, um, depending on the precise nature

1346
01:25:42,305 --> 01:25:43,525
of the advice contained

1347
01:25:43,595 --> 01:25:45,805
that we're looking at contained within the NPS,

1348
01:25:46,265 --> 01:25:48,845
it may be important and relevant in that sense.

1349
01:25:49,885 --> 01:25:54,085
I don't, um, in any way seek to downplay the importance

1350
01:25:54,085 --> 01:25:58,445
of the NPPF if we're determining the application on section

1351
01:25:58,505 --> 01:26:00,485
1 0 4 or section 1 0 5.

1352
01:26:01,235 --> 01:26:04,405
What, uh, I've looked at is the extent

1353
01:26:04,405 --> 01:26:06,725
to which the application and the material

1354
01:26:07,325 --> 01:26:10,845
provided with the application is consistent with

1355
01:26:10,865 --> 01:26:14,285
and meets the requirements set out in the MPPF at

1356
01:26:14,285 --> 01:26:18,805
particularly paragraphs 1 0 9, uh, 1 1 4 and 1 1 16.

1357
01:26:19,505 --> 01:26:21,445
Um, and I, uh, believe in that sense

1358
01:26:21,445 --> 01:26:24,845
that the application is in compliance with those, uh,

1359
01:26:24,895 --> 01:26:26,565
those, uh, paragraphs.

1360
01:26:28,145 --> 01:26:30,605
Are there any parts of those paragraphs that you think

1361
01:26:31,265 --> 01:26:33,805
aren't fully addressed by the application proposal?

1362
01:26:37,825 --> 01:26:40,365
No, I, I, I, I don't believe there are, sir.

1363
01:26:40,945 --> 01:26:44,645
Um, I think that, um, I, I think I would start by saying

1364
01:26:44,645 --> 01:26:49,285

that in, in relation to paragraph 1 0 9, um, one oh,

1365
01:26:49,285 --> 01:26:52,445
paragraph 1 0 9 in the mp PF says

1366
01:26:52,445 --> 01:26:55,445
that significant development should be focused on locations

1367
01:26:55,445 --> 01:26:57,685
which are or can be made sustainable.

1368
01:26:58,345 --> 01:27:01,325
Now, if this location is not sustainable,

1369
01:27:01,425 --> 01:27:04,805
and I would tend to say it isn't a sustainable loca

1370
01:27:04,865 --> 01:27:08,765
or as sustainable a location as the existing site, um,

1371
01:27:09,905 --> 01:27:13,565
can it be made sustainable to which the answer is yes,

1372
01:27:13,645 --> 01:27:16,805
I believe it can be made sustainable through

1373
01:27:17,465 --> 01:27:20,365
as recognized in that paragraph through such methods

1374
01:27:20,545 --> 01:27:21,925
as limiting the need to travel

1375
01:27:21,945 --> 01:27:24,165
and offering a genuine choice of transport mode.

1376
01:27:25,915 --> 01:27:30,085
That paragraph also does though recognize that opportunities

1377
01:27:30,345 --> 01:27:34,045
to maximize sustainable transport solutions will vary

1378
01:27:34,395 --> 01:27:36,205
between urban and rural areas,

1379
01:27:36,745 --> 01:27:38,525
and this should be taken into account.

1380
01:27:38,585 --> 01:27:41,565
So there is a, an acknowledgement, if you like, the ability

1381
01:27:41,745 --> 01:27:45,645
to achieve sustainability in a transport sense will vary

1382
01:27:45,645 --> 01:27:46,805
depending on the location.

1383
01:27:49,975 --> 01:27:54,965
Thank you. Just thinking about time here, we're about, um,

1384
01:27:55,525 --> 01:27:57,125
17 minutes to one o'clock,

1385
01:27:58,025 --> 01:28:02,525
and I've probably got, I don't know, about 40 minutes left.

1386
01:28:03,365 --> 01:28:05,565
I see the two people have got their hands up.

1387
01:28:05,665 --> 01:28:10,165
So would it be acceptable to everybody if we hear from those

1388
01:28:10,165 --> 01:28:14,765
with their hands upon this part of the topic and then break

1389
01:28:14,905 --> 01:28:18,005
and come back for perhaps half an hour after that?

1390
01:28:18,945 --> 01:28:22,325
And if so, would you prefer to have a shorter break,

1391
01:28:22,425 --> 01:28:25,085

say 20 minutes rather than, um,

1392
01:28:25,325 --> 01:28:27,765
a full hour applicant?

1393
01:28:30,225 --> 01:28:34,245
Um, so I think we, we do have a number of things to

1394
01:28:34,955 --> 01:28:36,525
talk about amongst ourselves.

1395
01:28:36,635 --> 01:28:40,245
It's been been a, a really useful session this morning.

1396
01:28:40,615 --> 01:28:43,125
Thank you very much. And we'd like

1397
01:28:43,145 --> 01:28:45,285
to take 45 minutes if we could.

1398
01:28:46,025 --> 01:28:49,605
That's fine. That, that we can maybe come back

1399
01:28:49,625 --> 01:28:52,165
to you on some things, um, swiftly.

1400
01:28:53,235 --> 01:28:55,605
That sounds good. Thank you. Okay.

1401
01:28:55,785 --> 01:29:00,365
Let me hear from, um, Mr. Jones first and then Ms. Cotton,

1402
01:29:00,505 --> 01:29:03,365
and then before we break for that 45 minutes,

1403
01:29:03,425 --> 01:29:06,565
it would be useful if I could hear from, um,

1404
01:29:06,565 --> 01:29:11,085
particularly county on their views on the, um,

1405
01:29:11,635 --> 01:29:14,285
adherence with NPS and NPPF policy.

1406
01:29:14,985 --> 01:29:16,205
So Mr. Jones, thank you.

1407
01:29:17,335 --> 01:29:18,405
Thank you very much, sir.

1408
01:29:18,475 --> 01:29:20,525
Charles Jones Offenders and Parish Council.

1409
01:29:21,145 --> 01:29:23,725
Um, I just wondered if we could ask Mr.

1410
01:29:23,865 --> 01:29:28,485
Bowles whether his point about the contribution

1411
01:29:28,705 --> 01:29:33,645
of overall sustainability because it contributes to national

1412
01:29:33,645 --> 01:29:37,325
and regional, um, economic growth, whether

1413
01:29:37,465 --> 01:29:41,965
or not he, uh, that's undermined by the fact that part

1414
01:29:41,965 --> 01:29:44,605
of the site appears to have been, they have agreed

1415
01:29:44,605 --> 01:29:47,165
to sell it off in order to meet the funding requirement.

1416
01:29:47,305 --> 01:29:48,765
So within the funding statement,

1417
01:29:49,215 --> 01:29:52,325
there is an obviously recognition that, um, some

1418
01:29:52,325 --> 01:29:53,685

of the site can be, some

1419
01:29:53,685 --> 01:29:56,325
of the existing land can be developed irrespective

1420
01:29:56,345 --> 01:29:58,405
of whether the, the the, um, the,

1421
01:29:58,425 --> 01:30:00,285
the application is approved or not.

1422
01:30:00,665 --> 01:30:04,725
And I didn't know how much area had been, had been sold off

1423
01:30:04,825 --> 01:30:07,525
or it's been proposed to be sold off by the applicant.

1424
01:30:08,225 --> 01:30:11,965
And I had just a very minor point.

1425
01:30:12,505 --> 01:30:15,045
At some point way back, we suggested

1426
01:30:15,045 --> 01:30:17,965
that there might be land around the existing works,

1427
01:30:18,215 --> 01:30:21,125
which could be formed usefully formed part of a,

1428
01:30:21,605 --> 01:30:24,285
a more sustainable construction travel management plan

1429
01:30:24,705 --> 01:30:26,885
for workers' cars if they didn't have

1430
01:30:26,885 --> 01:30:28,685
to keep driving up to the new site.

1431
01:30:28,945 --> 01:30:30,605
But it's all to do with what area

1432
01:30:30,785 --> 01:30:33,605
and what land they've, they've, they've agreed

1433
01:30:33,605 --> 01:30:34,765
to sell off. Thank you.

1434
01:30:34,875 --> 01:30:37,925
Well, on, on the, the second point, that's not something

1435
01:30:37,925 --> 01:30:40,005
that we are considering, um,

1436
01:30:40,005 --> 01:30:44,045
because it's not part of the application on the first point.

1437
01:30:44,985 --> 01:30:48,245
We as the XA believe we do have sufficient information to,

1438
01:30:49,305 --> 01:30:53,045
to look at the, the point you raised in relation to what can

1439
01:30:53,385 --> 01:30:56,285
and cannot be developed with the existing planting situ.

1440
01:30:56,545 --> 01:30:59,285
So, um, I don't propose to,

1441
01:31:00,105 --> 01:31:02,045
to discuss this any further today.

1442
01:31:02,945 --> 01:31:05,565
Um, so could I go to Ms. Cotton, please?

1443
01:31:09,025 --> 01:31:11,845
Uh, yes. No, I was just interested as to whether, uh,

1444
01:31:11,905 --> 01:31:13,525
you would be accepting, uh, Mr.

1445
01:31:13,625 --> 01:31:17,005

Bowl's explanation that sustainability was, uh, uh,

1446
01:31:17,185 --> 01:31:20,045
in this case, uh, way more important than the location.

1447
01:31:20,045 --> 01:31:22,765
Clearly, as he, uh, reluctantly, uh,

1448
01:31:22,865 --> 01:31:24,805
admits it is a less sustainable location,

1449
01:31:24,805 --> 01:31:27,365
it's a very dangerous road to cycle from, uh,

1450
01:31:27,365 --> 01:31:30,605
water Beach Station, um, to, um,

1451
01:31:31,145 --> 01:31:32,485
to the new proposed site.

1452
01:31:32,785 --> 01:31:37,165
Um, but generally, uh, uh, to suggest that it's, uh, um,

1453
01:31:37,675 --> 01:31:39,645
that if they need to, if they need

1454
01:31:39,645 --> 01:31:41,525
to have a new sewage plant to respond

1455
01:31:41,525 --> 01:31:42,885
to growth in population,

1456
01:31:42,885 --> 01:31:45,525
then they should be obviously paying for it themselves.

1457
01:31:46,105 --> 01:31:48,925
And the idea that it is more sustainable to respond

1458
01:31:48,925 --> 01:31:49,965
to population growth

1459
01:31:50,225 --> 01:31:53,365
by knocking down a sewage ponton building another one, uh,

1460
01:31:53,495 --> 01:31:56,805
seems, uh, quite an extraordinary explanation of why,

1461
01:31:57,345 --> 01:31:58,525
uh, this is a

1462
01:31:58,795 --> 01:31:59,795
Good thing. That's all.

1463
01:31:59,795 --> 01:32:01,205
Thanks. Thank you.

1464
01:32:01,205 --> 01:32:02,765
We'll be taking those points away

1465
01:32:03,265 --> 01:32:05,525
and looking at them in our recommendation report.

1466
01:32:06,465 --> 01:32:07,765
Um, and Mr. Gilda?

1467
01:32:15,415 --> 01:32:18,685
Thank you, sir. Um, I don't intend to say very much

1468
01:32:18,685 --> 01:32:22,285
because clearly you have in front of you all

1469
01:32:22,285 --> 01:32:26,195
of our evidence about the potential release

1470
01:32:26,195 --> 01:32:27,635
of land at the existing site

1471
01:32:27,735 --> 01:32:31,755
and also the potential for redeveloping, um,

1472
01:32:31,775 --> 01:32:33,155

the works within that site.

1473
01:32:33,175 --> 01:32:35,795
And I don't think, but since Mr.

1474
01:32:36,045 --> 01:32:38,515
Boles went to it, obviously it's useful for me just to,

1475
01:32:38,935 --> 01:32:40,275
to reiterate that point.

1476
01:32:40,855 --> 01:32:43,475
But I think the short answer, sir,

1477
01:32:44,215 --> 01:32:47,995
to the question you actually asked, um, is

1478
01:32:48,345 --> 01:32:51,195
that the new site will not provide a genuine choice of

1479
01:32:52,075 --> 01:32:53,835
transport modes per se.

1480
01:32:54,655 --> 01:32:58,315
Um, and indeed, as you discussed already with Mr.

1481
01:32:58,635 --> 01:33:00,715
Axon and Mr. Weber, um,

1482
01:33:01,295 --> 01:33:03,595
public transport will really not feature

1483
01:33:03,895 --> 01:33:05,115
in people's use of that.

1484
01:33:05,175 --> 01:33:08,915
Um, well, the workforces travel to

1485
01:33:08,915 --> 01:33:10,115
and from work, um,

1486
01:33:11,855 --> 01:33:14,475
we had a discussion earlier in the day about bus services

1487
01:33:14,495 --> 01:33:17,635
and there will be none usefully that are serving that site.

1488
01:33:18,095 --> 01:33:20,715
Um, in the case of the railway network,

1489
01:33:21,425 --> 01:33:23,395
Cambridge North is the nearest station.

1490
01:33:24,335 --> 01:33:26,875
I'd certainly invite you, sir. And, and, and Mr.

1491
01:33:27,155 --> 01:33:30,475
Axon, who perhaps hasn't traveled that route very recently,

1492
01:33:31,175 --> 01:33:34,195
but the prospect of using sustainable modes to get from

1493
01:33:34,195 --> 01:33:36,395
that, from that railway station to the,

1494
01:33:36,655 --> 01:33:38,995
the new works is going to be pretty demanding.

1495
01:33:39,135 --> 01:33:42,675
Um, it will almost certainly involve cycling along the A 14.

1496
01:33:43,295 --> 01:33:46,035
Um, so the short answer is

1497
01:33:46,035 --> 01:33:47,795
that the new site isn't a sustainable

1498
01:33:47,795 --> 01:33:49,875
as existing one in transport terms.

1499
01:33:51,015 --> 01:33:54,155

Um, and I guess that's the position that I hope Mr.

1500
01:33:54,215 --> 01:33:55,675
Bowles really recognizes,

1501
01:33:56,215 --> 01:33:58,835
and that the, the second half of the argument around

1502
01:33:59,455 --> 01:34:00,595
the sustainability or

1503
01:34:00,595 --> 01:34:02,955
otherwise the redevelopment is a separate question.

1504
01:34:04,165 --> 01:34:08,395
Thank you. Can I go over to county now? Please?

1505
01:34:09,535 --> 01:34:12,435
Do you have any views on, um, what you've heard

1506
01:34:12,455 --> 01:34:13,595
and compliance or

1507
01:34:13,595 --> 01:34:17,115
otherwise with NPS wastewater and the NPPF?

1508
01:34:18,815 --> 01:34:21,195
So, um, normally Mr. Crawford would,

1509
01:34:21,195 --> 01:34:22,435
would be addressing these questions,

1510
01:34:22,455 --> 01:34:25,955
but my instructions generally upon, um,

1511
01:34:26,175 --> 01:34:29,995
the county's position in, in all its many manifestations,

1512
01:34:30,655 --> 01:34:34,595
um, is that that, um, uh, is set out in,

1513
01:34:34,595 --> 01:34:36,235
in the local impact report.

1514
01:34:36,895 --> 01:34:41,685
Uh, and, um, we would refer the XR

1515
01:34:41,685 --> 01:34:46,365
and Secretary State to, to that document, um, the

1516
01:34:49,345 --> 01:34:50,525
as highway Authority.

1517
01:34:51,625 --> 01:34:56,445
Um, again, my, my instructions are that that,

1518
01:34:56,625 --> 01:35:01,245
uh, in terms of its view about the application

1519
01:35:01,245 --> 01:35:03,725
and relevance of of of the NPS on a,

1520
01:35:03,785 --> 01:35:08,365
on a local highway position is, is slightly anomalous

1521
01:35:08,365 --> 01:35:10,685
because, uh, it wouldn't be a matter that,

1522
01:35:10,685 --> 01:35:13,885
that normally the Highway Authority would take into account.

1523
01:35:14,625 --> 01:35:17,685
So, um, I'm afraid this is another one where perhaps

1524
01:35:18,945 --> 01:35:21,125
you think the county's fence sitting.

1525
01:35:21,625 --> 01:35:26,045
But, um, the in general terms, clearly, uh,

1526
01:35:26,185 --> 01:35:29,685

as we've set out in the local impact report, the NPS, uh,

1527
01:35:29,705 --> 01:35:33,005
um, would be relevant and important as with the NPPF,

1528
01:35:33,145 --> 01:35:37,605
but in terms of any specific views about, um, compliance,

1529
01:35:37,905 --> 01:35:42,045
et cetera, sir, um, we, we have nothing further to add.

1530
01:35:42,935 --> 01:35:45,565
Thank you. Does anybody else have anything to add on this,

1531
01:35:46,075 --> 01:35:47,125
this part of this topic?

1532
01:35:52,945 --> 01:35:53,945
No.

1533
01:35:54,785 --> 01:35:57,045
Can I, hold on. Wait, sir.

1534
01:35:57,345 --> 01:35:59,325
Uh, it's John Bowles for the applicant.

1535
01:35:59,465 --> 01:36:03,525
So I just want you to come back on, um, a, a couple

1536
01:36:03,525 --> 01:36:04,805
of those, uh, comments.

1537
01:36:06,555 --> 01:36:10,565
When I, um, when I address your question, which, um,

1538
01:36:11,585 --> 01:36:15,805
as you, I believe understood, um, I interpreted

1539
01:36:15,865 --> 01:36:19,405
to be asking about sustainability in its broadest sense

1540
01:36:19,545 --> 01:36:21,365
as opposed to necessarily just strictly

1541
01:36:21,885 --> 01:36:24,085
transport. I was taking it,

1542
01:36:24,775 --> 01:36:26,365
Sorry, it was focused on transport

1543
01:36:26,365 --> 01:36:28,685
because this is just to transport session.

1544
01:36:29,385 --> 01:36:31,805
So I I, I do appreciate that.

1545
01:36:32,025 --> 01:36:36,645
But sustainability per se is, is a, is a, is a much broader,

1546
01:36:36,865 --> 01:36:38,605
as you know, area, and

1547
01:36:38,605 --> 01:36:41,165
therefore transport is only one aspect of

1548
01:36:41,725 --> 01:36:44,005
a consideration about overall sustainability.

1549
01:36:44,065 --> 01:36:48,125
And I take my lead for that, obviously from the definition

1550
01:36:48,125 --> 01:36:50,365
of sustainable development, which is set out

1551
01:36:50,365 --> 01:36:52,925
to paragraph eight of the E-M-P-P-F,

1552
01:36:53,275 --> 01:36:57,325
because that talks about, uh, a, a variety

1553
01:36:57,505 --> 01:37:00,485

of things just in relation to the economic, social,

1554
01:37:00,665 --> 01:37:02,125
and environmental objectives.

1555
01:37:02,465 --> 01:37:05,485
And transport is one component of sustainability,

1556
01:37:06,385 --> 01:37:11,005
and we have acknowledged that, um, that, uh,

1557
01:37:11,385 --> 01:37:16,325
in public transport terms, the proposed site is not,

1558
01:37:16,505 --> 01:37:18,245
uh, as well served, um,

1559
01:37:18,425 --> 01:37:22,965
and is not, um, uh, uh, uh,

1560
01:37:23,115 --> 01:37:26,445
doesn't achieve the same level of transport, uh,

1561
01:37:26,445 --> 01:37:29,005
public transport accessibility as the existing site.

1562
01:37:29,025 --> 01:37:31,205
But that is only one factor in the overall

1563
01:37:31,205 --> 01:37:32,525
assessment of sustainability.

1564
01:37:33,185 --> 01:37:35,525
And, uh, that, that is my point, which is

1565
01:37:35,525 --> 01:37:38,965
that when one looks at overall sustainability, I believe

1566
01:37:38,965 --> 01:37:42,485
that there are significant factors here, which have

1567
01:37:42,485 --> 01:37:45,285
to be way, cannot be, cannot be ignored,

1568
01:37:45,425 --> 01:37:47,565
and have to be weighed in that overall assessment

1569
01:37:47,745 --> 01:37:49,125
of sustainable development.

1570
01:37:49,505 --> 01:37:53,845
And specifically, uh, that is to do with

1571
01:37:54,815 --> 01:37:58,925
supporting, um, helping to build a strong, responsive

1572
01:37:58,925 --> 01:38:02,205
and competitive economy, which this scheme will contribute

1573
01:38:02,305 --> 01:38:05,485
to, um, in ensuring sufficient land

1574
01:38:05,485 --> 01:38:07,405
of the right type is available in the right

1575
01:38:07,425 --> 01:38:08,765
places for development.

1576
01:38:09,385 --> 01:38:13,365
Um, uh, ensuring that the range of sufficient number

1577
01:38:13,505 --> 01:38:16,885
and, uh, a range of homes that's being provided can be

1578
01:38:17,125 --> 01:38:20,125
provided to meet, um, both present and future needs.

1579
01:38:20,785 --> 01:38:25,605
Um, protecting and enhancing, um, the, the natural built

1580
01:38:25,625 --> 01:38:27,645

and historic environment, uh,

1581
01:38:27,645 --> 01:38:29,405
and making effective use of land.

1582
01:38:29,405 --> 01:38:31,605
There. There's are all factors which contribute to

1583
01:38:31,605 --> 01:38:33,685
that assessment of sustainable development.

1584
01:38:34,185 --> 01:38:38,365
And that, um, so is the, is is why, uh,

1585
01:38:38,485 --> 01:38:40,365
I gave you the answer I gave you in relation

1586
01:38:40,365 --> 01:38:41,485
to that, um, question.

1587
01:38:42,135 --> 01:38:45,165
Thank you. And finally, before we break Ms. Cotton,

1588
01:38:47,745 --> 01:38:49,085
I'd just like to say that the, uh,

1589
01:38:49,225 --> 01:38:53,365
the local councils have underlined repeatedly, uh, that

1590
01:38:53,505 --> 01:38:56,285
for them the number one issue, sustainability, their,

1591
01:38:56,295 --> 01:38:59,605
their definition of sustainability is all about transport.

1592
01:38:59,605 --> 01:39:02,645
And it does not take into account the wider picture of,

1593
01:39:02,705 --> 01:39:04,045
uh, other aspects.

1594
01:39:04,045 --> 01:39:06,645
It does not take into account whether there is sufficient,

1595
01:39:07,025 --> 01:39:10,205
uh, homes to meet the, uh, number of jobs created,

1596
01:39:10,625 --> 01:39:12,605
et cetera, et cetera, or the historic environment.

1597
01:39:12,675 --> 01:39:16,605
It's all, um, about transport, rightly or wrongly.

1598
01:39:16,625 --> 01:39:18,685
So there is an interesting, uh,

1599
01:39:19,205 --> 01:39:21,005
conflict there in their understanding of the use

1600
01:39:21,025 --> 01:39:23,205
of the word sustainable when they repeatedly throughout

1601
01:39:23,205 --> 01:39:24,405
their documentation, uh,

1602
01:39:24,405 --> 01:39:27,085
talk about a sustainable location and inverted comm.

1603
01:39:28,295 --> 01:39:32,285
Thank you, Ms. Cotton. Um, right, I see this,

1604
01:39:32,425 --> 01:39:33,525
um, water.

1605
01:39:33,745 --> 01:39:35,245
The applicant has its hand up.

1606
01:39:35,985 --> 01:39:37,605
Yes. Thank you, sir.

1607
01:39:37,705 --> 01:39:41,405

Uh, I, I know that, um, we need to break now.

1608
01:39:41,905 --> 01:39:45,245
Um, Mr, can I just put down a markup for Mr.

1609
01:39:45,645 --> 01:39:49,805
Axon, uh, to speak a little more about, um,

1610
01:39:50,265 --> 01:39:54,245
access, uh, in response to one or two of the things Mr.

1611
01:39:54,305 --> 01:39:57,045
Gilder said, but very happy to take that off to the break,

1612
01:39:57,585 --> 01:39:58,805
sir, if you prefer that,

1613
01:39:59,735 --> 01:40:00,735
Let's do that. Let's break

1614
01:40:00,735 --> 01:40:04,045
until, uh, 1 45.

1615
01:40:04,435 --> 01:40:09,045
It's now 1255, so that gives us 15 minutes. Thank you, sir.

1616
01:40:09,065 --> 01:40:13,205
So thank you everybody. The hearing is adjourned until 1345.