

1

00:00:00,000 --> 00:00:01,160

Welcome back everybody.

2

00:00:01,435 --> 00:00:04,965

It's 1345 and the hearing is resumed.

3

00:00:08,025 --> 00:00:10,925

Should we go first to the applicant

4

00:00:11,105 --> 00:00:14,125

for any updates on your discussions over the brief?

5

00:00:15,385 --> 00:00:17,285

Yes. Thank you very much, sir.

6

00:00:17,465 --> 00:00:22,005

Um, we, we have spent a little time, um,

7

00:00:22,355 --> 00:00:27,085

talking further, uh, about the response that we're going

8

00:00:27,085 --> 00:00:31,765

to make, uh, by Friday with regard to, um,

9

00:00:32,145 --> 00:00:35,845

as it were putting more flesh on the bones of the commitment

10

00:00:35,845 --> 00:00:38,245

to the, uh, travel plan.

11

00:00:39,345 --> 00:00:40,405

And, um,

12

00:00:41,145 --> 00:00:44,645

unless you wish it, we don't need to burden you

13

00:00:44,645 --> 00:00:46,045

with the details of that.

14

00:00:46,545 --> 00:00:47,925

Now, though, there may be one

15

00:00:47,925 --> 00:00:51,005

or two things destruction might want to allude to.

16

00:00:51,705 --> 00:00:55,605

Um, but so we, we'll, um, we're proposing to,

17

00:00:56,025 --> 00:00:59,725

to put in that wording, uh, by deadline seven,

18

00:01:00,345 --> 00:01:04,845

but certainly, I hope you are now well

19

00:01:04,845 --> 00:01:07,325

apprised of the general, um,

20

00:01:08,385 --> 00:01:10,405

uh, form of that.

21

00:01:10,835 --> 00:01:15,485

Yeah. Um, I'd asked a new degree agreed

22

00:01:16,665 --> 00:01:19,365

for us to put down a marker to hear Mr.

23

00:01:19,765 --> 00:01:21,085

Axon respond to Mr.

24

00:01:21,535 --> 00:01:26,005

Gilda, particularly on the local cycling route,

25

00:01:26,135 --> 00:01:27,325

which I don't know.

26

00:01:27,385 --> 00:01:28,805

So whether that's a, something

27

00:01:28,805 --> 00:01:33,325

that looked at on your site visit or not, but certainly Mr.

28

00:01:33,685 --> 00:01:37,325

Axon would like to, um, to say a little about that. Please.

29

00:01:39,385 --> 00:01:42,285

Yes. Uh, thank you. Uh, it's a very small point

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00:01:42,305 --> 00:01:43,845

and it might help, uh, uh, Mr.

31

00:01:44,015 --> 00:01:46,045

Gilda actually, and I remember Mr.

32

00:01:46,105 --> 00:01:48,245

Gilder, you saying that you might need

33

00:01:48,245 --> 00:01:51,845

to cycle along the a 14 to connect the site

34

00:01:51,955 --> 00:01:55,165

with Cambridge North Railway Station, uh, uh,

35

00:01:55,225 --> 00:01:59,045

and says, just to be clear, I wanted you to know that

36

00:01:59,045 --> 00:02:00,565

that is not the case.

37

00:02:00,745 --> 00:02:03,045

In fact, there is a, a route

38

00:02:03,045 --> 00:02:06,565

that you can cycle all the way from the site access on the B

39

00:02:06,565 --> 00:02:10,365

1 0 4 7 to Cambridge North Railway station,

40

00:02:10,575 --> 00:02:12,845

which is entirely on cycle route.

41

00:02:13,425 --> 00:02:17,085

Um, and that's down the B 1 0 4 7 into Fendton.

42

00:02:17,835 --> 00:02:21,325

Then you turn right onto the high street at Fendton,

43

00:02:21,825 --> 00:02:23,925

and then at the end of the High Street, uh,

44

00:02:23,945 --> 00:02:25,565

you turn onto a cycle route

45

00:02:25,565 --> 00:02:29,525

and off road, a dedicated, um, active travel route that goes

46

00:02:29,525 --> 00:02:31,245

around Ton Meadows,

47

00:02:31,545 --> 00:02:32,605

and it goes all the way up

48

00:02:32,605 --> 00:02:37,325

to the river cam at the Abbots Chesterton Bridge, um, from

49

00:02:37,325 --> 00:02:39,725

where you can drop onto the local road network,

50

00:02:40,055 --> 00:02:41,885

again designated as a cycle route

51

00:02:42,035 --> 00:02:43,965

that takes you directly into Cambridge North Station.

52

00:02:44,025 --> 00:02:46,445

And it's about three and a half kilometers.

53

00:02:46,885 --> 00:02:49,965

I think Ms. Weber all called at 3.6 kilometers.

54

00:02:50,305 --> 00:02:52,885

Uh, I would do that on my bicycle in about nine

55

00:02:52,945 --> 00:02:54,365
or 10 minutes.

56

00:02:55,065 --> 00:02:56,805
Um, other people might do it more slowly

57

00:02:57,105 --> 00:03:00,405
or quicker, if that's helpful, sir, I'll leave it there.

58

00:03:00,785 --> 00:03:03,005
If you want to know more, I'm sure we can bring up a plan

59

00:03:03,065 --> 00:03:04,445
and show that on a plan.

60

00:03:04,975 --> 00:03:08,445
Thank you. That's helpful. We have actually seen, um,

61

00:03:08,765 --> 00:03:09,845
I think just about all of

62

00:03:09,845 --> 00:03:13,285
that route when we've been undertaking our uncomplete site

63

00:03:13,285 --> 00:03:14,925
inspections, so we're familiar with

64

00:03:15,715 --> 00:03:17,885
what we've just described there. Thank you.

65

00:03:18,495 --> 00:03:21,045
Thank you, sir. Ms.

66

00:03:21,285 --> 00:03:24,285
Elli, anything else you'd like to raise at this point?

67

00:03:25,445 --> 00:03:28,765
I, I don't think so. Um, sir. Thank you.

68

00:03:29,075 --> 00:03:32,445

Well, let's move on. We, we went through national policy,

69

00:03:33,265 --> 00:03:36,885

um, and next on the agenda we've got local plan policy

70

00:03:38,185 --> 00:03:40,965

and also the minerals and waste local plan policy.

71

00:03:42,025 --> 00:03:44,605

Um, should we start with the applicant

72

00:03:44,705 --> 00:03:49,005

and whether you consider, um, that you comply with

73

00:03:49,005 --> 00:03:52,205

that policy or whether there's parts of it that, um,

74

00:03:52,585 --> 00:03:54,965

are in conflict with the proposed development?

75

00:03:56,745 --> 00:04:00,045

Mr. Bowles, I'll ask him to answer that question.

76

00:04:00,045 --> 00:04:00,725

Please, sir.

77

00:04:04,395 --> 00:04:05,485

Good afternoon, sir.

78

00:04:05,485 --> 00:04:06,685

John Bowles for the applicant.

79

00:04:08,705 --> 00:04:11,565

So I'm starting, um, I'm, I'll take, I'll take each

80

00:04:11,565 --> 00:04:14,565

of the plans in the order that you have them on the agenda.

81

00:04:14,785 --> 00:04:18,685

So I'll start with the, um, south Cambridge, uh, local plan,

82

00:04:18,985 --> 00:04:20,005
uh, 2018.

83

00:04:20,865 --> 00:04:24,805
Um, you, uh, I agree with the list of policies, uh,

84

00:04:24,805 --> 00:04:27,325
that are, are, uh, in the agenda in terms

85

00:04:27,325 --> 00:04:29,965
of which ones relate specifically to transport.

86

00:04:31,345 --> 00:04:35,605
Um, uh, it, it's right to say that, uh, all of the, uh,

87

00:04:35,665 --> 00:04:39,845
the policies are a split between policies, which are

88

00:04:40,555 --> 00:04:44,285
effectively overarching in terms of seeking to reduce travel

89

00:04:44,865 --> 00:04:48,165
and that to point around sustainability that, uh,

90

00:04:48,265 --> 00:04:49,485
we talked about before lunch

91

00:04:50,705 --> 00:04:53,925
and policies, which are more development management focused,

92

00:04:54,015 --> 00:04:58,365
which require effectively specific things to take place,

93

00:04:58,375 --> 00:05:00,445
which is really around assessing impacts

94

00:05:00,625 --> 00:05:01,845
and transport impacts

95

00:05:02,025 --> 00:05:05,485

and, uh, suitability of access, et cetera.

96

00:05:05,745 --> 00:05:10,085

Um, as part of that, so my comments, um, sort of, uh,

97

00:05:10,085 --> 00:05:11,925

distinguish those two elements.

98

00:05:13,385 --> 00:05:17,685

Policy ti I two in the South Cambridge local plan starts

99

00:05:18,035 --> 00:05:21,165

with its sub 0.1, um, with a

100

00:05:21,795 --> 00:05:24,925

very specific statement that development must be located

101

00:05:24,945 --> 00:05:28,445

and designed to reduce the need to travel particularly

102

00:05:28,585 --> 00:05:31,445

by car and promote sustainable travel

103

00:05:31,475 --> 00:05:33,085

appropriate to its location.

104

00:05:34,025 --> 00:05:37,765

Um, if I were to take that in part, um,

105

00:05:39,265 --> 00:05:43,205

the development here will not, um, necessarily be located

106

00:05:43,265 --> 00:05:45,325

and designed to reduce the need to travel

107

00:05:45,795 --> 00:05:49,445

because as we've discussed, this location, um,

108

00:05:49,625 --> 00:05:53,845

at least in relation to public transport is less, um, uh,

109

00:05:54,355 --> 00:05:56,725
less accessible than the existing site.

110

00:05:57,385 --> 00:05:59,725
Um, uh, and,

111

00:06:00,145 --> 00:06:05,125
but, um, uh, the, the qualifying point to that,

112

00:06:05,185 --> 00:06:09,045
of course, is it, it, um, uh, its appropriateness

113

00:06:09,065 --> 00:06:13,005
to its location, uh, and the promotion of sustainable travel

114

00:06:13,385 --> 00:06:17,365
and through the inclusion of the measures, um, which we've,

115

00:06:17,505 --> 00:06:20,885
uh, talked about in the earlier session, uh, such as,

116

00:06:20,905 --> 00:06:23,885
for example, the, um, COCP,

117

00:06:24,025 --> 00:06:28,165
the construction traffic Management plan, uh, the, um,

118

00:06:29,585 --> 00:06:33,085
and other examples like the, uh, operational workers, uh,

119

00:06:33,365 --> 00:06:35,245
travel plan measures

120

00:06:35,385 --> 00:06:38,245
to promote sustainable travel are included within there.

121

00:06:38,265 --> 00:06:42,245
And the opportunity to utilize modes

122

00:06:42,245 --> 00:06:44,165

of transport other than the car,

123

00:06:45,205 --> 00:06:47,765
specifically pedestrian psych cycling

124

00:06:48,145 --> 00:06:51,725
and indeed public transport are available, uh,

125

00:06:51,725 --> 00:06:54,405
in the location that's proposed for the new new works.

126

00:06:55,585 --> 00:07:00,285
Um, so I think in relation to sub 0.1,

127

00:07:00,985 --> 00:07:05,685
um, I think that, um, there is an element of conflict

128

00:07:05,685 --> 00:07:08,205
with the first part in terms of development being located

129

00:07:08,265 --> 00:07:10,805
and designed to reduce the need to travel

130

00:07:11,745 --> 00:07:12,845
on the scheme itself,

131

00:07:14,145 --> 00:07:17,045
but that the scheme does incorporate those measures

132

00:07:17,105 --> 00:07:20,445
to promote, uh, sustainable, uh, travel.

133

00:07:22,425 --> 00:07:25,965
Um, again, so as you know,

134

00:07:25,965 --> 00:07:29,645
and I don't want to labor the point, um,

135

00:07:30,565 --> 00:07:34,165
I say in a planning sense that the scheme is one which needs

136

00:07:34,165 --> 00:07:35,365
to be looked at in the round.

137

00:07:35,625 --> 00:07:37,525
In other words, what are the consequences

138

00:07:37,705 --> 00:07:39,605
of the scheme happening in terms

139

00:07:39,665 --> 00:07:43,445
of then other development which may be facilitated.

140

00:07:43,665 --> 00:07:47,725
So I think if one were to take that broader view, uh, then,

141

00:07:48,065 --> 00:07:51,445
uh, I would be arguing that there is more compliance,

142

00:07:51,505 --> 00:07:54,045
if you like, with the first part of, um, policy

143

00:07:54,725 --> 00:07:57,605
TI two in terms of the overall achievement,

144

00:07:57,665 --> 00:07:59,085
if you like sustainability,

145

00:08:00,145 --> 00:08:03,045
We, we've heard the evidence on that in, um,

146

00:08:03,405 --> 00:08:04,405
previous sessions and,

147

00:08:04,465 --> 00:08:06,845
and wrote quite a lot of it in written evidence.

148

00:08:07,625 --> 00:08:11,325
Yes. So would that be a case that policy

149

00:08:11,925 --> 00:08:15,845

ti slash two appears to relate solely

150

00:08:15,945 --> 00:08:19,245

to sustainable travel rather than broader sustainability?

151

00:08:20,145 --> 00:08:21,845

So we would take this policy

152

00:08:22,105 --> 00:08:24,845

and weigh it against other policies of the plan

153

00:08:25,065 --> 00:08:27,445

and other policies that are important

154

00:08:27,545 --> 00:08:30,765

and relevant, which would include general sustainability

155

00:08:31,185 --> 00:08:34,165

and, um, undertake a balance in that way.

156

00:08:34,185 --> 00:08:35,725

Is that what you were suggesting there?

157

00:08:36,205 --> 00:08:38,805

I, I am, sir. But there's a, there's a, there's a sort of,

158

00:08:38,985 --> 00:08:42,165

uh, finer point as well, which is that just in relation to

159

00:08:42,915 --> 00:08:46,165

sustainable travel, which this policy is dealing with,

160

00:08:48,625 --> 00:08:53,045

um, as I've said previously, one of the print, well,

161

00:08:53,425 --> 00:08:56,325

the rationale for this project is

162

00:08:56,385 --> 00:09:01,085

to free up a site which is highly sustainable, uh, for,

163

00:09:01,345 --> 00:09:04,205

uh, for employment and residential and other purposes.

164

00:09:04,865 --> 00:09:07,925

So if one takes in, if you like the opportunity

165

00:09:07,945 --> 00:09:09,205

that's presented by this,

166

00:09:10,225 --> 00:09:12,525

how one then interprets the compliance

167

00:09:12,525 --> 00:09:15,965

with this policy would differ, would vary if you like.

168

00:09:16,745 --> 00:09:21,005

And how would we do that if the proposals, um,

169

00:09:22,385 --> 00:09:25,725

on that freedom site aren't included in this application?

170

00:09:27,555 --> 00:09:31,805

Well, sir, I, I, I, I feel

171

00:09:31,925 --> 00:09:33,845

that we've, uh, sought to address

172

00:09:33,915 --> 00:09:36,245

that particular question in other submissions

173

00:09:36,245 --> 00:09:38,285

that have been made through the examination.

174

00:09:38,485 --> 00:09:41,405

I, and I'm not sure I would do justice, if you like, to the,

175

00:09:42,025 --> 00:09:45,405

uh, the full fullness of that, uh, the rationale that we,

176

00:09:45,545 --> 00:09:48,005

we, we, we've presented to you on that. That's

177

00:09:48,005 --> 00:09:49,005

Fine. If you've got nothing else

178

00:09:49,005 --> 00:09:51,165

to add, we, we've looked at those

179

00:09:51,265 --> 00:09:53,565

and we'll, um, we'll take them into account when

180

00:09:53,565 --> 00:09:54,685

writing the recommendation.

181

00:09:55,335 --> 00:09:59,485

Thank you. So moving on, uh, to the second part then of,

182

00:09:59,505 --> 00:10:04,325

uh, policy TI two, um, uh, it,

183

00:10:04,425 --> 00:10:08,885

it then goes into more specifics around components that need

184

00:10:08,885 --> 00:10:09,885

to be addressed.

185

00:10:09,945 --> 00:10:12,205

So it says, planning permission will only be granted

186

00:10:12,305 --> 00:10:14,565

for development, likely to give rise

187

00:10:14,665 --> 00:10:17,925

to increased travel demands where the site has

188

00:10:17,945 --> 00:10:20,045

or will attain sufficient integration

189

00:10:20,585 --> 00:10:23,525

and accessibility by walking, cycling or public

190

00:10:24,305 --> 00:10:26,685
and community transport, including,

191

00:10:26,745 --> 00:10:28,245
and then it lists a number of things.

192

00:10:28,795 --> 00:10:32,485
Yeah. And now, so I would say that, um, the, um,

193

00:10:32,985 --> 00:10:37,165
the proposed development, um, meets each of those criteria,

194

00:10:38,185 --> 00:10:39,685
um, criteria.

195

00:10:39,885 --> 00:10:42,645
A is the provision of safe direct routes, um,

196

00:10:42,745 --> 00:10:44,605
within permeable layouts

197

00:10:44,605 --> 00:10:47,685
that facilitate encouraged short distance trips by walking.

198

00:10:48,125 --> 00:10:50,805
I have to say that you've gotta bear in mind

199

00:10:50,805 --> 00:10:53,885
that this policy is, is, uh, is framed to deal

200

00:10:53,885 --> 00:10:56,885
with a whole range of different types of development.

201

00:10:58,035 --> 00:11:02,165
It's, um, and broadly, probably more

202

00:11:02,165 --> 00:11:06,765
so residential and general employment type, um, applications

203

00:11:07,635 --> 00:11:10,445

than necessarily an infrastructure project of this nature.

204

00:11:10,665 --> 00:11:14,365

So when it talks about neighborhoods, um, uh,

205

00:11:14,825 --> 00:11:18,805

and, uh, um, you know, one, one has to sort

206

00:11:18,805 --> 00:11:20,605

of interpret it in the context in which it's,

207

00:11:20,715 --> 00:11:22,565

it's being applied in this instance.

208

00:11:23,625 --> 00:11:25,565

Um, uh,

209

00:11:25,945 --> 00:11:30,805

but, um, provision of safe direct routes, um, is being made.

210

00:11:30,905 --> 00:11:34,445

And I, and I refer you back to my last point just about, uh,

211

00:11:34,545 --> 00:11:36,885

the opportunity for different, um, means

212

00:11:36,905 --> 00:11:38,885

of accessing the site via other modes

213

00:11:38,885 --> 00:11:40,205

of transport other than the car.

214

00:11:42,025 --> 00:11:45,965

Um, point B2B is the provision of new cycle

215

00:11:46,025 --> 00:11:48,725

and walking routes that connect the exist, uh,

216

00:11:48,825 --> 00:11:51,645

to existing networks, which is clearly a component

217

00:11:51,665 --> 00:11:53,405
of the application proposal.

218

00:11:53,905 --> 00:11:58,525
Um, uh, here point C is the protection improvement

219

00:11:58,525 --> 00:11:59,525
of existing cycl

220

00:11:59,525 --> 00:12:01,765
and walking routes, including rights of way.

221

00:12:02,375 --> 00:12:05,965
There are, as we have acknowledged, um, uh,

222

00:12:06,365 --> 00:12:08,445
temporary disruption to public rights of way,

223

00:12:08,505 --> 00:12:12,405
but in the operational phase of the development,

224

00:12:12,405 --> 00:12:15,205
there will be an enhancement to public rights of way

225

00:12:15,205 --> 00:12:18,045
and opportunities for accessing that, uh,

226

00:12:18,045 --> 00:12:21,005
which have been discussed again in, in separate sessions.

227

00:12:21,865 --> 00:12:26,325
Um, and so I believe that we are in compliance with that,

228

00:12:26,745 --> 00:12:29,245
um, with that criterion.

229

00:12:30,425 --> 00:12:35,045
Um, 2D, um, refers to the provision of secure accessible

230

00:12:35,045 --> 00:12:38,965

and convenience cycle parking in accordance with policy TI

231

00:12:39,755 --> 00:12:42,685
dash three, um, which, um,

232

00:12:43,865 --> 00:12:46,885
is a policy we have addressed in the action notes from

233

00:12:46,905 --> 00:12:47,925
the last session.

234

00:12:48,225 --> 00:12:50,125
So, but that was more in relation to

235

00:12:50,665 --> 00:12:52,045
the car parking provision,

236

00:12:52,065 --> 00:12:54,445
but obviously one component of pa

237

00:12:54,465 --> 00:12:56,885
of provision here is cycle parking, which is being

238

00:12:57,165 --> 00:12:59,445
provided on site for which I think there are, presumably,

239

00:12:59,855 --> 00:13:04,285
Presumably, um, any parking within the

240

00:13:05,285 --> 00:13:07,925
security fence would be secure anyway, wouldn't it?

241

00:13:08,665 --> 00:13:10,245
Yes, it would, sir. Yes, it would.

242

00:13:10,245 --> 00:13:12,205
So it would have to go through the security barrier.

243

00:13:13,345 --> 00:13:16,885
And for, for visitor car parking, is that, um,

244

00:13:17,055 --> 00:13:18,845
benefiting from any surveillance?

245

00:13:21,185 --> 00:13:23,645
The visitor parking has a natural surveillance

246

00:13:23,645 --> 00:13:26,925
because it's overlooked by the, um, the gateway building

247

00:13:27,425 --> 00:13:29,085
and the reception to the gateway building,

248

00:13:29,085 --> 00:13:32,125
which will have its own, which will be manned, um,

249

00:13:32,265 --> 00:13:34,525
for visitors coming and checking in basically

250

00:13:34,525 --> 00:13:35,605
through that facility.

251

00:13:35,865 --> 00:13:37,965
So effectively it's, it's,

252

00:13:38,035 --> 00:13:40,765
it's a natural surveillance from the co-location of that.

253

00:13:41,495 --> 00:13:46,445
Thank you. Um, then point E,

254

00:13:46,545 --> 00:13:49,405
Um, and then point e securing appropriate improvements

255

00:13:49,405 --> 00:13:51,285
to public and community transport,

256

00:13:51,285 --> 00:13:54,045
including infrastructure in accordance with the aims of the,

257

00:13:54,185 --> 00:13:55,885

um, local transport plan.

258

00:13:56,585 --> 00:14:00,525

Um, so there are provisions in relation to the travel plan

259

00:14:00,545 --> 00:14:04,045

to, um, obviously, uh, seek, uh,

260

00:14:04,045 --> 00:14:06,405

achieve the targets which are set out there in

261

00:14:06,405 --> 00:14:07,445

terms of modal split.

262

00:14:08,065 --> 00:14:09,925

Um, and I would say that there are

263

00:14:09,925 --> 00:14:14,645

therefore, um, opportunities if you like, um, to, um,

264

00:14:15,115 --> 00:14:18,765

seek, um, to improve, um, other, um, means

265

00:14:18,825 --> 00:14:20,565

by which people can access the site if,

266

00:14:20,585 --> 00:14:23,045

if those targets are not going to be achieved.

267

00:14:23,185 --> 00:14:25,285

Now, clearly, as you pointed out,

268

00:14:25,305 --> 00:14:28,325

we don't have necessarily a specific requirement about

269

00:14:28,325 --> 00:14:29,765

achieving modal splits,

270

00:14:30,065 --> 00:14:32,445

but that is something that we, we are addressing.

271

00:14:32,945 --> 00:14:33,945

Uh,

272

00:14:34,575 --> 00:14:38,325

Sorry, isn't pointy more in relation to

273

00:14:40,145 --> 00:14:43,205

say bus contributions from a large development?

274

00:14:46,285 --> 00:14:48,165

I, I think, yes, I think it is.

275

00:14:48,285 --> 00:14:50,285

I mean, I think it, it relates to that sort

276

00:14:50,285 --> 00:14:53,165

of wider point about, um, uh,

277

00:14:54,685 --> 00:14:57,205

contributing towards, if you like, the achievement

278

00:14:57,205 --> 00:15:00,725

of the overall game, which, uh, uh, uh, aim of reducing

279

00:15:01,625 --> 00:15:05,165

our travel and therefore contributing to other elements.

280

00:15:05,745 --> 00:15:07,525

The point I took Down, or is that what you mean?

281

00:15:08,065 --> 00:15:11,165

It, it's, yes. The point I took down from Mr. Weber

282

00:15:11,165 --> 00:15:14,485

earlier was that the transport effect wouldn't

283

00:15:14,485 --> 00:15:16,165

justify a contribution,

284

00:15:17,565 --> 00:15:19,445

I think in this instance that that is,

285

00:15:19,445 --> 00:15:21,125

that is our position to yes,

286

00:15:21,145 --> 00:15:24,445

but what I, uh, I'm saying is, is that through the, um,

287

00:15:25,955 --> 00:15:30,685

operational, um, workers travel plan, clearly,

288

00:15:31,305 --> 00:15:33,925

um, it would be a normal part of that process

289

00:15:34,185 --> 00:15:37,805

to review progress of, of the achievement of the travel plan

290

00:15:37,825 --> 00:15:40,205

and to consider measures which may be necessary

291

00:15:40,345 --> 00:15:42,445

to assist in the achievement of that.

292

00:15:42,445 --> 00:15:45,685

And that doesn't discount the possibility of seeking

293

00:15:45,785 --> 00:15:48,805

to contribute towards improved services if that were

294

00:15:49,365 --> 00:15:52,205

a measure that was considered necessary and appropriate.

295

00:15:53,055 --> 00:15:56,125

Thank you. And, um,

296

00:15:56,655 --> 00:16:01,645

0.3 talks about, um, it, it more focuses on, um,

297

00:16:02,035 --> 00:16:05,685

related environmental impacts, which is noise and health.

298

00:16:06,345 --> 00:16:09,845

Yes, sir. Um, Um, have you got anything to say about

299

00:16:09,845 --> 00:16:13,045

that, or are you happy it's covered in other parts of the,

300

00:16:13,065 --> 00:16:14,125

the applicant's submission?

301

00:16:15,085 --> 00:16:17,405

I think it, I think it's been covered elsewhere, sir,

302

00:16:17,505 --> 00:16:19,045

and I, I, uh, but,

303

00:16:19,045 --> 00:16:21,925

but only to say that clearly those are matters which, um,

304

00:16:23,155 --> 00:16:25,845

have been fully addressed in the material

305

00:16:25,845 --> 00:16:26,885

that's been submitted.

306

00:16:27,275 --> 00:16:28,325

Yeah, thank you.

307

00:16:28,775 --> 00:16:32,765

Point four, this talks about significant

308

00:16:33,365 --> 00:16:34,365

transport implications,

309

00:16:34,585 --> 00:16:38,365

and I believe we, we've already had a response on that.

310

00:16:38,425 --> 00:16:42,965

It was, um, I think it was in ex Q1 that you considered

311

00:16:43,235 --> 00:16:45,165

that this isn't a development that would

312

00:16:45,995 --> 00:16:48,125
have significant transport implications.

313

00:16:48,505 --> 00:16:50,805
So on that basis, does that point fall away?

314

00:16:51,585 --> 00:16:54,685
Yes, sir. That, that is my position on, on, on that.

315

00:16:56,455 --> 00:16:59,725
Thank you. And then the final point, I think this,

316

00:16:59,795 --> 00:17:03,845
this comes back to the mitigation we've been discussing

317

00:17:03,845 --> 00:17:07,285
as well, about, um, travel plans having measurable outputs.

318

00:17:07,285 --> 00:17:08,725
Do you have any views on this point?

319

00:17:09,675 --> 00:17:11,285
Well, so I think I, I think

320

00:17:11,285 --> 00:17:14,005
that the most effective travel plans are ones which have

321

00:17:14,005 --> 00:17:18,205
within them, um, clearly defined, um, targets

322

00:17:18,205 --> 00:17:20,845
or aspirations which can be measured and which,

323

00:17:21,025 --> 00:17:25,005
and, uh, progress against those can be, um, uh,

324

00:17:25,435 --> 00:17:27,405
monitored, uh, and reviewed.

325

00:17:28,145 --> 00:17:30,045

Um, I think, um, and

326

00:17:30,045 --> 00:17:33,205

therefore that I, I think it's right that, uh, in, um,

327

00:17:33,715 --> 00:17:37,085

approving an occupational workers' trouble plan, um,

328

00:17:37,085 --> 00:17:41,125

that those, um, that that is something that can be dealt

329

00:17:41,125 --> 00:17:43,405

with, if you like, through the discharge requirement,

330

00:17:43,505 --> 00:17:44,605

um, through the process.

331

00:17:44,905 --> 00:17:49,845

But it should have, um, clear targets, um, uh, that,

332

00:17:49,845 --> 00:17:51,245

that are sought as part of that.

333

00:17:52,155 --> 00:17:54,925

Clearly in this instance, there are, um,

334

00:17:55,675 --> 00:17:57,965

peculiarities about this type of operation

335

00:17:58,065 --> 00:18:01,925

and the requirements for workers, uh, to come to site

336

00:18:01,925 --> 00:18:04,445

and to leave site for operational purposes,

337

00:18:04,585 --> 00:18:06,485

but those can be properly considered

338

00:18:06,485 --> 00:18:07,645

as part of the travel plan.

339

00:18:07,665 --> 00:18:09,885

And I, I think that's a usual part of the process

340

00:18:10,025 --> 00:18:13,485

of the de agreeing the details of travel plans, uh,

341

00:18:13,585 --> 00:18:15,165

you know, in, in sort

342

00:18:15,165 --> 00:18:17,445

of more bespoke type developments of this nature.

343

00:18:18,215 --> 00:18:22,245

Thank you. And I suppose just looking back at 0.4, the,

344

00:18:22,985 --> 00:18:24,885

um, the introduction of

345

00:18:25,635 --> 00:18:28,925

sustainable travel opportunities does cut over

346

00:18:28,955 --> 00:18:30,245

onto that as well, doesn't it?

347

00:18:30,305 --> 00:18:34,485

So in the event that somebody did say, well, it's not,

348

00:18:34,585 --> 00:18:36,605

it doesn't have significant invocations,

349

00:18:36,745 --> 00:18:40,885

but that's engaged by virtue of size, uh, I think

350

00:18:40,885 --> 00:18:42,805

that footnote mentions one hectare.

351

00:18:43,955 --> 00:18:45,245

What would you say to that?

352

00:18:46,555 --> 00:18:50,605

Well, so again, I, I, I, I feel that, um, that

353

00:18:51,355 --> 00:18:53,685

this policy or this part of the policy,

354

00:18:55,005 --> 00:18:57,805

I think is probably focused, um, to that scale

355

00:18:57,825 --> 00:19:00,445

of development, uh, which is more typical, if you like,

356

00:19:00,505 --> 00:19:04,565

of the, um, um, of the workload of, uh,

357

00:19:04,565 --> 00:19:05,565

local planning authority,

358

00:19:05,565 --> 00:19:07,645

which would be a residential scheme or,

359

00:19:08,025 --> 00:19:11,205

or a commercial scheme, if I can call it that,

360

00:19:11,285 --> 00:19:13,645

a larger employment scheme as opposed

361

00:19:13,665 --> 00:19:15,525

to an infrastructure scheme of this nature.

362

00:19:15,915 --> 00:19:20,005

This scheme is large by virtue of its area, um,

363

00:19:20,355 --> 00:19:23,005

because of the amount of plants, uh,

364

00:19:23,065 --> 00:19:26,285

and the processes that have to be undertaken on site,

365

00:19:26,665 --> 00:19:29,005

but in actual employment terms

366

00:19:29,185 --> 00:19:32,125

and in terms of generation, if you like, of activity

367

00:19:32,145 --> 00:19:33,445

around traffic movements

368

00:19:33,445 --> 00:19:35,645

and other things, it's relatively small.

369

00:19:35,785 --> 00:19:37,325

So one HEC there

370

00:19:37,385 --> 00:19:39,205

and in the equivalent sense would be

371

00:19:39,885 --> 00:19:41,685

a very substantial office scheme

372

00:19:42,145 --> 00:19:45,645

or a very substantial, a fairly, uh, substantial,

373

00:19:45,745 --> 00:19:46,925

uh, residential scheme.

374

00:19:47,065 --> 00:19:49,885

So I think there's a, a judgment that has

375

00:19:49,885 --> 00:19:51,805

to be made here about how that element

376

00:19:51,905 --> 00:19:55,245

of the policy would apply, um, in this situation.

377

00:19:55,945 --> 00:19:57,405

Oh, you meaning what we

378

00:19:58,105 --> 00:20:00,605

in es terms called urban development projects,

379

00:20:00,615 --> 00:20:02,565
those larger developments?

380

00:20:02,625 --> 00:20:03,805
Yes. Yeah. Yes, sir.

381

00:20:05,145 --> 00:20:08,365
Um, moving on to policy

382

00:20:09,565 --> 00:20:12,085
ti slash three, I'm not sure there's an awful lot

383

00:20:12,665 --> 00:20:13,685
to discuss on this.

384

00:20:13,775 --> 00:20:17,565
We've had written responses in relation to car parking

385

00:20:17,625 --> 00:20:19,405
and we've discussed it earlier as well.

386

00:20:19,985 --> 00:20:22,325
Is there anything that you'd like to say on that policy?

387

00:20:23,625 --> 00:20:27,325
So the only, the only point that i I make on it, uh, is,

388

00:20:27,625 --> 00:20:31,125
um, a point that I've covered in the, uh,

389

00:20:31,125 --> 00:20:35,525
written submission, um, in action point for the last, um,

390

00:20:35,945 --> 00:20:39,725
at the last deadline, which is that, uh, these,

391

00:20:39,815 --> 00:20:42,565
these parking standards that are ref, uh, referred

392

00:20:42,565 --> 00:20:46,565

to in the policy are, um, are indicative standards.

393

00:20:47,315 --> 00:20:50,645

It's very difficult to apply them again in this particular

394

00:20:50,645 --> 00:20:54,365

circumstance because the standards themselves, uh,

395

00:20:54,945 --> 00:20:56,925

are broken down into different use classes.

396

00:20:57,585 --> 00:20:59,485

Uh, wastewater treatment plants are

397

00:21:00,225 --> 00:21:02,765

not necessarily very clearly defined within

398

00:21:02,925 --> 00:21:04,165

a specific use class.

399

00:21:04,265 --> 00:21:08,605

And so one could apply the standards differently, um,

400

00:21:09,195 --> 00:21:12,485

depending on how you define the actual space, um,

401

00:21:12,485 --> 00:21:13,925

that's been provided, but that,

402

00:21:13,925 --> 00:21:16,845

that exercise has been done in the response that's been

403

00:21:17,125 --> 00:21:19,565

provided, uh, in under action 0.4 in the

404

00:21:19,565 --> 00:21:20,645

last, uh, submissions.

405

00:21:20,945 --> 00:21:22,765

And I don't have any more to add to that.

406

00:21:23,575 --> 00:21:27,965

Thank you. And policy ti slash eight, um,

407

00:21:28,165 --> 00:21:31,645

I think we've already touched on this slightly in terms

408

00:21:31,705 --> 00:21:35,445

of whether any contributions are needed, um,

409

00:21:36,105 --> 00:21:38,045

at least in regard to public transport.

410

00:21:38,145 --> 00:21:40,165

Are any other contributions needed to

411

00:21:41,285 --> 00:21:42,805

mitigate impacts of this development

412

00:21:44,265 --> 00:21:45,525

In transport terms, sir?

413

00:21:45,545 --> 00:21:47,845

Is that Yes, is that that question? Um,

414

00:21:48,155 --> 00:21:49,155

It's, yes.

415

00:21:49,425 --> 00:21:54,045

Um, well, sir, only, only in respect of, um, as you know,

416

00:21:54,105 --> 00:21:57,205

the, the draft section 1 0 6 agreement has provisions in it

417

00:21:57,205 --> 00:22:01,165

to deal with the situation where, uh,

418

00:22:01,485 --> 00:22:06,125

nuisance parking occurs, um, yes, offsite, um, that,

419

00:22:06,225 --> 00:22:10,925

that's, uh, and that, that obviously is, is, um, again, a,

420

00:22:11,045 --> 00:22:15,165

a response to a concern that if people were coming to,

421

00:22:15,945 --> 00:22:20,645

um, lowen drove way, uh, to walk, but were coming by car

422

00:22:20,745 --> 00:22:24,885

and needed to park, that that demand caused, um, that demand

423

00:22:24,945 --> 00:22:28,165

to park up caused a problem to the, uh, highway network.

424

00:22:28,635 --> 00:22:32,205

Otherwise, uh, that that's the, so that is the only thing

425

00:22:32,205 --> 00:22:33,645

that is covered in, in that context.

426

00:22:34,325 --> 00:22:36,965

I mean, there are, as you know, sorry, there are,

427

00:22:37,065 --> 00:22:40,165

as you know, um, other contributions around the impact

428

00:22:40,165 --> 00:22:43,165

of walking potentially to the SSSI,

429

00:22:43,165 --> 00:22:45,885

but I wouldn't necessarily consider

430

00:22:45,885 --> 00:22:47,805

that a transport issue, if you like.

431

00:22:48,065 --> 00:22:49,485

Uh, in, in terms of your question,

432

00:22:49,985 --> 00:22:52,245

And as I understand it, we've also got the

433

00:22:52,975 --> 00:22:56,005
antisocial behavior provision in the section 1 0 6

434

00:22:56,185 --> 00:22:58,205
for the proposed right of way.

435

00:22:59,395 --> 00:23:03,245
Well, so I Not, sorry, sorry, I, sorry, I noticed

436

00:23:03,305 --> 00:23:06,085
that's a, that's a question I believe, um,

437

00:23:08,285 --> 00:23:12,285
I say it's a question I, I've noted, I've noted it as a, um,

438

00:23:14,605 --> 00:23:15,925
I can't remember where I've noted it,

439

00:23:15,925 --> 00:23:17,965
but I think there is a question that has been raised,

440

00:23:18,065 --> 00:23:20,685
it might have been in your most, in the most recent email

441

00:23:20,685 --> 00:23:22,925
that's been received from pins, uh, about,

442

00:23:22,925 --> 00:23:24,445
it was in the Rule 17, rule

443

00:23:24,685 --> 00:23:26,325
17 letter. It was included

444

00:23:26,325 --> 00:23:27,405
In, ah, thank you, sir.

445

00:23:27,415 --> 00:23:30,845
Thank you, sir. About, uh, what has happened to the, uh,

446

00:23:31,075 --> 00:23:33,125

anti-social behavior undertaken,

447

00:23:33,285 --> 00:23:35,485

'cause it wasn't submitted at deadline six.

448

00:23:35,915 --> 00:23:39,445

Yeah, so the, the explanation for that is that there is,

449

00:23:39,705 --> 00:23:43,605

we are no longer offering a separate section 1 0 6 agreement

450

00:23:44,005 --> 00:23:45,445

covering antisocial behavior.

451

00:23:46,305 --> 00:23:48,645

The reason for that is that, um,

452

00:23:49,305 --> 00:23:51,845

the only reason it was offered in the first place was

453

00:23:51,845 --> 00:23:54,845

because we were looking at the prospect of a permissive path

454

00:23:55,625 --> 00:23:58,405

and the terms of the agreement with the landowner

455

00:23:58,815 --> 00:24:02,365

where the landowner required some mechanism by which

456

00:24:03,465 --> 00:24:07,325

he could, um, effectively trigger

457

00:24:08,065 --> 00:24:10,165

the removal of that permissive, right,

458

00:24:11,235 --> 00:24:16,165

because of, um, uh, uh, antisocial behavior, uh, um,

459

00:24:16,305 --> 00:24:18,445

on that new stretch of path.

460

00:24:18,905 --> 00:24:21,205

Now, because we are no longer proposing,

461

00:24:21,205 --> 00:24:22,365

that's a permissive path,

462

00:24:22,785 --> 00:24:26,125

and instead it will be dedicated to the public right of way.

463

00:24:27,025 --> 00:24:31,645

Um, we don't have, if you like, that same, um, need

464

00:24:31,665 --> 00:24:34,925

to satisfy the landowner, uh, on, on that basis.

465

00:24:35,145 --> 00:24:38,805

So there may be a risk of a SV in that area,

466

00:24:39,345 --> 00:24:42,765

but that would be no different from the risk of a SB on any,

467

00:24:43,225 --> 00:24:45,765

uh, public right of way throughout the county.

468

00:24:46,225 --> 00:24:47,405

And we don't consider

469

00:24:47,405 --> 00:24:50,125

that the scheme itself will give rise to a,

470

00:24:50,225 --> 00:24:52,725

an increased risk of a SB.

471

00:24:53,615 --> 00:24:54,805

Thank you. Um,

472

00:24:55,505 --> 00:24:59,085

and in relation to the equestrian signage contribution,

473

00:24:59,085 --> 00:25:00,525

that seems to have changed as well,

474

00:25:07,145 --> 00:25:09,885

So I'm just looking for some help just at the moment.

475

00:25:10,685 --> 00:25:12,445

Um, it's changed to a general equestrian

476

00:25:12,445 --> 00:25:13,925

measures contribution, I believe.

477

00:25:15,225 --> 00:25:16,845

Yes. Uh, so thank you, sir.

478

00:25:16,985 --> 00:25:21,605

Um, thank you that, that, that helps me just recall the, um,

479

00:25:22,505 --> 00:25:27,485

the discussion around the contribution to, um, towards, um,

480

00:25:28,055 --> 00:25:32,845

supporting equestrian users, um, started, um,

481

00:25:33,185 --> 00:25:36,405

uh, uh, with, um, ways in which, um,

482

00:25:36,405 --> 00:25:39,005

different measures could be incorporated into the scheme.

483

00:25:39,625 --> 00:25:43,765

Um, one of them was to look at, uh, the way in which the,

484

00:25:44,025 --> 00:25:47,165

um, hoing the greenway could be utilized

485

00:25:47,345 --> 00:25:48,405

for equestrian users.

486

00:25:49,265 --> 00:25:51,245

The problem with that is the, um,

487

00:25:51,795 --> 00:25:55,805

that there are restrictions on, for example, crossing the,

488

00:25:55,865 --> 00:25:57,285

the a 14 road bridge,

489

00:25:57,705 --> 00:25:59,645

or there are, I should say, that there are health

490

00:25:59,645 --> 00:26:02,725

and safety risks about, uh, um, uh,

491

00:26:02,865 --> 00:26:05,565

riders crossing the bridge, and

492

00:26:05,565 --> 00:26:07,205

therefore the way to deal with that is

493

00:26:07,205 --> 00:26:09,245

to have mounting blocks at either side of the bridge

494

00:26:09,305 --> 00:26:12,605

so people can dismount that needs equivalent signage

495

00:26:12,605 --> 00:26:13,925

with it, et cetera.

496

00:26:14,065 --> 00:26:16,925

So, uh, the agreement that that has been reached

497

00:26:16,925 --> 00:26:20,325

with the county council is that we will make a contribution

498

00:26:20,385 --> 00:26:24,925

to general measures to assist in equestrian use of

499

00:26:25,495 --> 00:26:28,605

paths, um, and the greenway around the site.

500

00:26:29,265 --> 00:26:32,445

So that contribution becomes a general contribution

501

00:26:32,925 --> 00:26:34,285
specifically to certain things

502

00:26:35,185 --> 00:26:38,605
If it can be switched so easily from a specific measure

503

00:26:39,355 --> 00:26:41,285
such as signage to a general measure.

504

00:26:42,145 --> 00:26:44,165
How is it necessary? Why is it necessary?

505

00:26:48,905 --> 00:26:51,525
Uh, well, w when we were talking, um,

506

00:26:51,835 --> 00:26:53,365
when we were talking previously, sir,

507

00:26:53,365 --> 00:26:56,845
there were certain things which we weren't clear, um, were

508

00:26:57,355 --> 00:26:58,925
whether they were being delivered

509

00:26:58,925 --> 00:27:00,405
and who they were being delivered by.

510

00:27:00,425 --> 00:27:03,645
So the Greenway, the ings of Greenway project

511

00:27:04,705 --> 00:27:06,245
didn't have any provision

512

00:27:06,265 --> 00:27:08,565
for equestrian users long hauling of Greenway.

513

00:27:09,465 --> 00:27:13,525
And, um, then actually as the works were implemented,

514

00:27:13,605 --> 00:27:15,965
mounting and dismounting blocks have been

515

00:27:16,245 --> 00:27:17,245
provided on the greenway.

516

00:27:18,225 --> 00:27:22,485
So therefore, um, it became more apparent that it would be

517

00:27:23,045 --> 00:27:26,325
suitable for us to, as if you like, assist

518

00:27:26,385 --> 00:27:30,365
and contribute to that by actually making money available,

519

00:27:30,825 --> 00:27:34,565
um, towards increased signage, um, to,

520

00:27:34,665 --> 00:27:35,925
to facilitate

521

00:27:35,925 --> 00:27:39,605
or to encourage that further use of that, uh, route that

522

00:27:39,605 --> 00:27:42,725
that's, as, that's as far as the, uh,

523

00:27:42,725 --> 00:27:44,765
thought process has gone in relation to that.

524

00:27:45,345 --> 00:27:48,405
As I understood it, the applicants undertaken to

525

00:27:49,055 --> 00:27:53,765
facilitate crossing of the a 14 over bridge by mounted

526

00:27:54,535 --> 00:27:56,725
horse riders, um,

527

00:27:56,905 --> 00:28:01,045

and that includes the increase in height of the parapet on

528

00:28:01,625 --> 00:28:04,725

the southern side, sorry, the western side of the bridge.

529

00:28:05,665 --> 00:28:09,845

Um, I think this is something we should set an action point

530

00:28:09,985 --> 00:28:14,085

for, for you to come back to us with a, an explanation

531

00:28:14,085 --> 00:28:18,845

of why, um, A SB has been removed,

532

00:28:19,945 --> 00:28:23,445

and also that's, that's more of an audit point.

533

00:28:23,445 --> 00:28:28,165

Yes. Um, and why the justification

534

00:28:29,025 --> 00:28:31,845

or, or why the equestrian measures

535

00:28:33,045 --> 00:28:37,405

proposal is justified, um, when, you know, we just switched

536

00:28:37,405 --> 00:28:39,765

to that basically from equestrian signage.

537

00:28:40,705 --> 00:28:44,645

Um, I'd like to bring in county at this point

538

00:28:44,705 --> 00:28:47,205

to see if they've got any views on this,

539

00:28:47,205 --> 00:28:50,125

because presumably they would be signatories to,

540

00:28:50,945 --> 00:28:52,565

um, both of those

541

00:28:55,535 --> 00:28:56,535
Provisions. So I'm,

542

00:28:56,535 --> 00:28:58,565
um, it may be

543

00:28:58,565 --> 00:29:02,005
that we don't have necessarily somebody who can deal with

544

00:29:02,005 --> 00:29:06,085
that, but I'll just, um, openly ask, um, Mr.

545

00:29:06,325 --> 00:29:08,605
Tuttle whether he's able to, to help at all.

546

00:29:08,865 --> 00:29:11,125
If not, sir, then we will certainly come back

547

00:29:11,125 --> 00:29:13,405
to you in writing, but I'll, I'll just ask Mr. Tuttle.

548

00:29:14,095 --> 00:29:17,165
Thank you. Uh,

549

00:29:17,165 --> 00:29:18,925
just Tuttle transport assessment manager.

550

00:29:19,305 --> 00:29:21,365
Um, yeah, we, I'm aware of the discussions

551

00:29:21,365 --> 00:29:25,725
that were ongoing in respect to equestrian use over the, um,

552

00:29:26,355 --> 00:29:29,925
over the bridge, over the, uh, over the A 14

553

00:29:30,665 --> 00:29:34,285
and the use of mounting blocks versus the raising

554

00:29:34,345 --> 00:29:35,525

of the parapet height.

555

00:29:36,225 --> 00:29:38,645

Um, unfortunately, I don't know the outcome

556

00:29:38,645 --> 00:29:39,805

of those discussions.

557

00:29:40,545 --> 00:29:41,605

Um, I believe

558

00:29:41,605 --> 00:29:44,885

that we were looking at potentially the mounting blocks

559

00:29:44,885 --> 00:29:49,565

rather than the parapet being extended, um, for this,

560

00:29:49,985 --> 00:29:52,245

for the purposes of this development anyway.

561

00:29:52,825 --> 00:29:55,645

Uh, and the Greenway team would be looking at whether the

562

00:29:55,675 --> 00:29:59,365

parapet could be raised as a part of their scheme.

563

00:30:00,065 --> 00:30:03,285

Um, but I can't unfortunately confirm

564

00:30:03,735 --> 00:30:04,965

where we are with that.

565

00:30:06,385 --> 00:30:07,765

That's fine. Mr. Tuttle.

566

00:30:07,785 --> 00:30:11,645

Um, as I understood it from, I'm just trying to, um,

567

00:30:12,315 --> 00:30:14,885

call it up now from the deadline for

568

00:30:16,375 --> 00:30:18,605
draft development, consent order.

569

00:30:19,065 --> 00:30:23,925
The draft DC0 had been updated to include

570

00:30:23,945 --> 00:30:24,965
for that parapet.

571

00:30:26,315 --> 00:30:28,285
Just bear with me. This is

572

00:30:30,765 --> 00:30:33,365
deadline five, um,

573

00:30:37,915 --> 00:30:41,205
yeah, part 24 in Schedule 14.

574

00:30:45,675 --> 00:30:50,445
It's bringing the height of the parapet to 1.8 meters.

575

00:30:51,385 --> 00:30:54,045
That's on page 1, 1, 1 of

576

00:30:55,065 --> 00:30:57,885
the deadline five draft DC0,

577

00:30:57,885 --> 00:31:01,125
which I'll give you the reference for, uh, momentarily.

578

00:31:01,235 --> 00:31:02,285
Just bear with me please.

579

00:31:06,515 --> 00:31:10,495
That's the, in the tracked version, rep 5 0 0 8.

580

00:31:12,955 --> 00:31:16,455
So, Mr. Tuel, um, I understand you are not very close

581

00:31:16,455 --> 00:31:18,455

to these discussions of, it's, it's happening

582

00:31:18,455 --> 00:31:21,095

with other parties, but clearly this is the point

583

00:31:21,095 --> 00:31:22,175

that county in general

584

00:31:22,315 --> 00:31:24,695

and the applicant need to provide us with Yes.

585

00:31:25,005 --> 00:31:27,335

Clarity on. Um, I think Ms.

586

00:31:27,425 --> 00:31:30,295

Cahun will probably take that point away

587

00:31:30,315 --> 00:31:32,615

and we'll add it as an action point for today.

588

00:31:35,185 --> 00:31:36,255

Thank you, sir. Thank You.

589

00:31:36,385 --> 00:31:38,375

Thank you for your assistance anyway, on that point.

590

00:31:40,475 --> 00:31:45,255

Um, so the action point would be then for both the applicant

591

00:31:45,315 --> 00:31:49,895

and county to clarify their positions on

592

00:31:50,595 --> 00:31:55,295

the removal of the antisocial behavior provision from

593

00:31:55,395 --> 00:31:57,815

the draft section 1 0 6,

594

00:31:58,435 --> 00:32:02,895

and also the over breach on the A 14

595

00:32:03,415 --> 00:32:07,175
appetite, whether the DC0 needs to remain

596

00:32:07,195 --> 00:32:08,775
as currently amended

597

00:32:10,075 --> 00:32:13,775
and why the proposed equestrian

598

00:32:14,695 --> 00:32:17,815
contribution has changed to a general contribution from a

599

00:32:17,815 --> 00:32:18,815
signage contribution.

600

00:32:25,435 --> 00:32:29,385
Right. We've been through the policies on, um,

601

00:32:29,695 --> 00:32:31,505
from South Cambridge's local plan.

602

00:32:31,505 --> 00:32:35,265
Could I invite South Cambridge to come in now, please?

603

00:32:35,315 --> 00:32:37,065
South Cambridge District Council.

604

00:32:37,845 --> 00:32:39,925
Uh, do you have any comments on what you've heard?

605

00:32:39,925 --> 00:32:42,045
Is there anything you disagree with

606

00:32:42,065 --> 00:32:43,405
or anything that you'd like to add?

607

00:32:48,385 --> 00:32:50,525
So Ms. Targa is going to, to,

608

00:32:50,525 --> 00:32:51,685

to deal with these points. Thank

609

00:32:51,685 --> 00:32:52,685

You. Thank you.

610

00:32:53,625 --> 00:32:57,445

Um, Chen Targa for South Cambridge District Council.

611

00:32:58,265 --> 00:33:00,485

Um, so we agree with, um,

612

00:33:01,105 --> 00:33:04,405

the applicant's position on the assessment

613

00:33:04,825 --> 00:33:07,005

of the policies within the South

614

00:33:07,005 --> 00:33:09,245

Cambridge district local plan.

615

00:33:09,825 --> 00:33:14,605

Um, we agree with, um, the assessment in terms of,

616

00:33:15,425 --> 00:33:18,085

um, how you'd assess, um,

617

00:33:18,945 --> 00:33:23,085

the policy T one, um, T one three,

618

00:33:24,085 --> 00:33:26,965

T one eight, and I believe it's T one two

619

00:33:27,345 --> 00:33:28,725

as well that we looked at.

620

00:33:29,505 --> 00:33:31,605

Um, and there's nothing that we disagree with.

621

00:33:33,065 --> 00:33:35,005

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

622

00:33:36,105 --> 00:33:40,965

Um, should we move on to the Cambridge local plan now?

623

00:33:40,965 --> 00:33:43,485

And we've got policies, um, five

624

00:33:43,545 --> 00:33:46,405

and 81 have been identified in that,

625

00:33:46,465 --> 00:33:49,645

and I do realize that, um, a smaller part

626

00:33:49,645 --> 00:33:52,925

of the development, pleaing Cambridge, would you like

627

00:33:53,005 --> 00:33:54,245

to comment on that first?

628

00:33:54,265 --> 00:33:55,265

The applicant please?

629

00:34:03,935 --> 00:34:05,365

Thank you, sir. Sorry, I was just waiting

630

00:34:05,465 --> 00:34:07,285

for the camera to catch up.

631

00:34:07,905 --> 00:34:12,405

Um, so policy, uh, five, um, of the city plan,

632

00:34:13,265 --> 00:34:16,085

uh, is titled Sustainable Transport and Infrastructure.

633

00:34:16,665 --> 00:34:18,085

Um, and it, and it says

634

00:34:18,085 --> 00:34:20,405

that development s must be consistent with

635

00:34:20,405 --> 00:34:22,045

and contribute to the implementation

636

00:34:22,045 --> 00:34:23,605
of the transport strategies

637

00:34:24,145 --> 00:34:27,765
and priorities set out in the local transport plan

638

00:34:28,345 --> 00:34:31,245
and the transport strategy for Cambridge in South Cambridge.

639

00:34:31,935 --> 00:34:36,565
Those, those plans, um, very much are focused on,

640

00:34:37,065 --> 00:34:41,165
um, again, reducing the, uh, need

641

00:34:41,165 --> 00:34:43,165
to use private cars, reducing

642

00:34:43,165 --> 00:34:47,205
therefore the, um, pressure on Cambridge, uh,

643

00:34:47,205 --> 00:34:49,125
Cambridge's roads, uh,

644

00:34:49,265 --> 00:34:52,245
and the encouragement to other forms of, uh,

645

00:34:52,645 --> 00:34:54,565
transport more sustainable forms of transport.

646

00:34:55,225 --> 00:35:00,165
Um, and in that context, I would, um, describe it

647

00:35:00,165 --> 00:35:03,925
as a policy, which is, uh, much akin to TI two

648

00:35:04,225 --> 00:35:08,885
of south Cambridge is, um, local pla um,

649

00:35:09,825 --> 00:35:14,405

it, um, it goes on to state, um, uh, it,

650

00:35:14,425 --> 00:35:17,565

it says with particular emphasis on securing modal shift

651

00:35:17,585 --> 00:35:22,125

and forms of transport, um, which is the essentially

652

00:35:22,125 --> 00:35:25,565

what those, the local transport plan, um, uh,

653

00:35:25,745 --> 00:35:28,565

the T-S-C-S-C are trying to achieve.

654

00:35:29,225 --> 00:35:33,325

It then goes on and has a series of criteria, which are, um,

655

00:35:34,585 --> 00:35:39,405

uh, which I would question in terms

656

00:35:39,405 --> 00:35:44,325

of if you like their, um, relevance to this specific scheme.

657

00:35:44,545 --> 00:35:47,165

But, but it may be helpful if we just run through each

658

00:35:47,165 --> 00:35:50,005

of them in turn, if that's helpful to you, sir.

659

00:35:50,425 --> 00:35:54,885

Um, yes, please. Uh, so, um, sub, uh,

660

00:35:55,225 --> 00:35:58,325

uh, criterion A says, uh,

661

00:35:58,905 --> 00:36:00,405

the following will be support.

662

00:36:00,745 --> 00:36:02,245

So this is the, the text leading

663

00:36:02,265 --> 00:36:05,645

to it says the following will be supported in principle.

664

00:36:05,665 --> 00:36:09,045

So it's a, it's a supporting policy in that sense, a

665

00:36:09,565 --> 00:36:13,045

delivery of local and strategic transport schemes subject

666

00:36:13,105 --> 00:36:15,885

to the outcome of up-to-date detailed assessments

667

00:36:15,945 --> 00:36:18,405

and consultation where appropriate.

668

00:36:19,285 --> 00:36:21,125

I wouldn't describe the scheme as a local

669

00:36:21,345 --> 00:36:23,085

and strategic transport scheme.

670

00:36:23,225 --> 00:36:25,925

So I would say that that criterion is not relevant

671

00:36:25,945 --> 00:36:27,325

to this, uh, proposal.

672

00:36:28,595 --> 00:36:32,685

Some point b uh, is promoting greater pedestrian

673

00:36:32,765 --> 00:36:34,765

and cycle priority through

674

00:36:34,945 --> 00:36:37,285

and to the city center district centers

675

00:36:37,865 --> 00:36:40,125

and potentially incorporating public realm

676

00:36:40,125 --> 00:36:41,725
and cycle parking improvements.

677

00:36:42,465 --> 00:36:43,485
But clearly, so far

678

00:36:43,485 --> 00:36:46,125
as the scheme itself provides cycle parking

679

00:36:46,505 --> 00:36:51,125
and, uh, open space, it achieves one element of

680

00:36:51,125 --> 00:36:54,405
that criteria in terms of access to the city center,

681

00:36:55,025 --> 00:36:59,605
we are well connected to the, um, to the, uh, Hoey Greenway,

682

00:37:00,185 --> 00:37:03,965
uh, and that the Greenway projects is that it are projects

683

00:37:04,025 --> 00:37:05,485
for 12 cycle ways.

684

00:37:06,425 --> 00:37:09,525
Uh, um, uh,

685

00:37:09,625 --> 00:37:11,005
Yes, we, we've seen some

686

00:37:11,005 --> 00:37:13,285
Information about us yes, uh,

687

00:37:13,385 --> 00:37:16,565
and, uh, effectively to provide access to the city center.

688

00:37:16,745 --> 00:37:19,365
So, uh, they, they run through the city center.

689

00:37:19,585 --> 00:37:21,045

So in, in essence, but on,

690

00:37:21,045 --> 00:37:24,525

Just, just on all of these points, is it a, is it the case

691

00:37:24,555 --> 00:37:28,085

that the part of the development that would be within

692

00:37:28,675 --> 00:37:30,365

Cambridge City's boundary

693

00:37:31,535 --> 00:37:34,165

isn't really a transport generating development?

694

00:37:35,035 --> 00:37:37,525

Well, so as you know, the only component of the, uh,

695

00:37:37,525 --> 00:37:40,285

project, which relates to that is the decommissioning

696

00:37:40,285 --> 00:37:44,165

of the existing works and the activity associated with that.

697

00:37:44,385 --> 00:37:49,325

So I think that in that sense, um, yes, the,

698

00:37:49,325 --> 00:37:51,845

the application of the policy is quite narrow, if you like,

699

00:37:51,845 --> 00:37:53,205

to that particular activity

700

00:37:53,505 --> 00:37:55,085

Be be the ventilation shaft

701

00:37:55,475 --> 00:37:57,365

that would remain in Cambridge,

702

00:37:58,115 --> 00:37:59,605

It'd be, there'd be a ventilation shaft,

703

00:37:59,605 --> 00:38:04,245

which would require, um, occasional, um, visits

704

00:38:04,505 --> 00:38:08,605

to check it, but those would be very low frequency as part

705

00:38:08,605 --> 00:38:12,405

of the, the normal maintenance, uh, monitoring, um, of the,

706

00:38:12,625 --> 00:38:14,445

um, business' activities.

707

00:38:15,625 --> 00:38:20,205

So in summary, would we categorize this as, um,

708

00:38:21,425 --> 00:38:25,285

having similar aims to the, the sort

709

00:38:25,285 --> 00:38:28,125

of strategic policy in South Cambridge,

710

00:38:28,265 --> 00:38:31,925

but, um, many of the points here wouldn't be applicable

711

00:38:31,925 --> 00:38:35,045

because the, the traffic generating part

712

00:38:35,125 --> 00:38:36,885

of development is not in Cambridge?

713

00:38:37,625 --> 00:38:39,485

Yes, sir. That, that would be my position.

714

00:38:40,135 --> 00:38:44,605

Thank you. And, um, moving on to policy 81, again,

715

00:38:45,165 --> 00:38:49,965

I wonder if a similar, um, principle would apply that,

716

00:38:50,065 --> 00:38:55,005

um, this relates to mitigation of large developments.

717

00:38:58,475 --> 00:38:59,565

What are your views on that?

718

00:39:00,385 --> 00:39:02,285

So I'm just, I'm just scrolling to it.

719

00:39:02,395 --> 00:39:03,565

Just bear with me one moment.

720

00:39:18,985 --> 00:39:21,685

So, uh, so policy 81, yes.

721

00:39:21,705 --> 00:39:25,205

In some, uh, so policy 81 is more specific

722

00:39:25,205 --> 00:39:28,205

because it, it, it re is, is referring

723

00:39:28,205 --> 00:39:30,605

to transport impact.

724

00:39:30,785 --> 00:39:34,925

So it says development will only be permitted where, uh,

725

00:39:35,045 --> 00:39:36,885

developments will only be permitted

726

00:39:36,885 --> 00:39:39,085

where they do not have unacceptable tra

727

00:39:39,145 --> 00:39:40,405

uh, transport impact.

728

00:39:41,665 --> 00:39:44,925

New development will require sufficient information

729

00:39:44,925 --> 00:39:47,725

to be supplied with all development proposals

730

00:39:47,725 --> 00:39:50,565

that the transport impact can be suitably assessed.

731

00:39:51,195 --> 00:39:53,725

That has been the case here in the, in the submission

732

00:39:53,725 --> 00:39:57,405

of the material, um, in the ta in the, uh,

733

00:39:57,885 --> 00:39:59,285

es, um, we

734

00:39:59,285 --> 00:40:02,085

Discussed, we discussed the point about travel plan

735

00:40:02,105 --> 00:40:03,205

as well and correct,

736

00:40:03,355 --> 00:40:08,085

correct point about financial contributions. Um, correct.

737

00:40:08,515 --> 00:40:12,205

Does, Does Cambridge City council have anything to

738

00:40:13,185 --> 00:40:15,765

add on its local policies here?

739

00:40:18,105 --> 00:40:19,525

No, I don't believe we do, sir.

740

00:40:20,495 --> 00:40:22,685

Thank you. And can I just ask you as well,

741

00:40:22,685 --> 00:40:27,125

on the next point, the draft greater Cambridge local plan,

742

00:40:27,945 --> 00:40:29,885

do any of the proposed policies in

743

00:40:29,885 --> 00:40:33,565

that put in a different direction to the adopted

744

00:40:34,085 --> 00:40:35,925
policies in both the city plan

745

00:40:36,305 --> 00:40:38,205
and the South Cambridge district plan?

746

00:40:39,385 --> 00:40:43,645
Um, in reviewing the emerging policy for the, uh,

747

00:40:43,785 --> 00:40:46,445
for the greater Cambridge local plan, there's nothing

748

00:40:46,475 --> 00:40:50,645
that comes to light that would be, uh, a diversion from,

749

00:40:51,305 --> 00:40:54,445
uh, what we currently have within both the South Cambridge

750

00:40:54,665 --> 00:40:56,565
and Cambridge City local plans.

751

00:40:56,975 --> 00:40:58,965
Thank you. So no major changes in approach?

752

00:40:59,385 --> 00:41:02,525
No, no major changes as far as a we've reviewed.

753

00:41:02,525 --> 00:41:04,165
Again, it's a, it's an emerging plan,

754

00:41:04,225 --> 00:41:06,405
but as, as far as we've got to, there's nothing

755

00:41:06,405 --> 00:41:09,405
that I would say is, is, is, is different in

756

00:41:09,565 --> 00:41:10,565
Approach. Thank you, Ms.

757

00:41:10,565 --> 00:41:12,085

Thank you, MS. Tab. And Mr.

758

00:41:12,265 --> 00:41:14,685

Bo, do you have any observations on that?

759

00:41:16,065 --> 00:41:20,165

So the only, the only, um, policy that, um, really relates

760

00:41:20,165 --> 00:41:24,965

to this is, is, uh, draft policy i oblique st,

761

00:41:25,575 --> 00:41:28,445

which is headed sustainable transport and connectivity.

762

00:41:29,145 --> 00:41:32,165

And I very much feel that that continues

763

00:41:32,885 --> 00:41:35,365

TTI two from the South Cambridge local plan

764

00:41:35,905 --> 00:41:38,485

and policy five from the city plan.

765

00:41:38,585 --> 00:41:40,725

So they're, they're very much of the same nature.

766

00:41:41,985 --> 00:41:43,965

So nothing pulling in a different direction.

767

00:41:44,385 --> 00:41:45,805

No, sir. Thank you.

768

00:41:46,025 --> 00:41:49,165

Um, now very briefly on the, the minerals

769

00:41:49,165 --> 00:41:53,645

and waste local plan, we have two policies here,

770

00:41:54,785 --> 00:41:57,765

um, 18 and 23 eighteen's actually

771

00:41:58,465 --> 00:42:00,485
titled Amenity Considerations,

772

00:42:00,705 --> 00:42:05,365
and that's, um, noted in the local impact report

773

00:42:05,425 --> 00:42:07,845
of county as a relevant policy.

774

00:42:08,665 --> 00:42:10,205
Um, having looked at it,

775

00:42:10,245 --> 00:42:13,165
and this is a point for county first, I think, is

776

00:42:13,165 --> 00:42:16,445
that a particular relevance to the transport section

777

00:42:16,465 --> 00:42:20,725
or is it one of those, um, sort of side effect type policies

778

00:42:20,725 --> 00:42:24,205
where, um, transport may have an impact on other areas?

779

00:42:38,665 --> 00:42:40,445
We got, I think you're on mute to ms.

780

00:42:42,815 --> 00:42:44,845
Sorry, so was, was that, was, was

781

00:42:44,845 --> 00:42:46,245
that directed to the applicant or the county?

782

00:42:46,505 --> 00:42:48,485
To the county, please? Oh, sorry, yes.

783

00:42:48,905 --> 00:42:53,005
Um, uh, generally yes, I would agree with that.

784

00:42:53,025 --> 00:42:54,965

So we, we, we wondered whether there was, um,

785

00:42:55,105 --> 00:42:59,605

any issue about, um, uh, the, it was sub point G,

786

00:42:59,605 --> 00:43:01,205

which deals with light pollution, et cetera,

787

00:43:01,205 --> 00:43:04,325

but I, I think these are more amenity points as opposed

788

00:43:04,325 --> 00:43:06,365

to actual transport points. So, but we,

789

00:43:07,085 --> 00:43:08,405

I think we've considered all

790

00:43:08,405 --> 00:43:11,885

of these points in other sections of the examination.

791

00:43:11,945 --> 00:43:14,925

Yes, yes. So you certainly go within the ES as well. Yes,

792

00:43:14,925 --> 00:43:15,925

Sir. Thank

793

00:43:15,925 --> 00:43:19,325

you. So that leaves us with Policy 23.

794

00:43:19,905 --> 00:43:22,205

Um, and can we just hear the applicant's views on

795

00:43:22,205 --> 00:43:23,285

that generally, please?

796

00:43:26,745 --> 00:43:31,645

So, Mike, um, in, in, in, in short form,

797

00:43:31,645 --> 00:43:34,125

and I'll come back to deal with the detail, I consider

798

00:43:34,125 --> 00:43:38,645

that the, um, application proposals are, uh, in compliance

799

00:43:38,645 --> 00:43:41,685

with policy 23 of the minerals

800

00:43:41,685 --> 00:43:46,365

and waste labor plan that, um, again, has a series of,

801

00:43:46,625 --> 00:43:50,885

uh, um, criterion in it which need to be satisfied.

802

00:43:51,865 --> 00:43:54,445

Um, the policy says that minimal

803

00:43:54,505 --> 00:43:57,365

and waste management, uh, development

804

00:43:58,475 --> 00:44:00,125

will only be permitted if,

805

00:44:00,185 --> 00:44:02,245

and then it runs through a series of points.

806

00:44:03,185 --> 00:44:06,085

Um, the first is that appropriate opportunities

807

00:44:06,305 --> 00:44:09,085

to promote sustainable transport modes can be

808

00:44:09,145 --> 00:44:11,165

or have been taken up to the degree

809

00:44:11,735 --> 00:44:13,685

reasonably available given the type

810

00:44:13,685 --> 00:44:15,205

of development and its location.

811

00:44:16,335 --> 00:44:18,805

Again, it's the point that we've discussed, uh,

812

00:44:19,085 --> 00:44:21,485

previously just around the nature of this development,

813

00:44:21,585 --> 00:44:24,445

but I believe that the scheme does

814

00:44:25,195 --> 00:44:28,485

promote sustainable transport modes through, for example,

815

00:44:28,665 --> 00:44:31,685

the, um, operation of workers travel plan, uh,

816

00:44:31,785 --> 00:44:34,125

at the availability of alternative means

817

00:44:34,185 --> 00:44:37,525

by which the site can be accessed by, uh, workers,

818

00:44:39,905 --> 00:44:43,565

uh, in relation, um, uh, sorry, it goes there.

819

00:44:43,565 --> 00:44:46,325

There's more in that, um, point A, um,

820

00:44:47,385 --> 00:44:49,485

it says if at the point of application,

821

00:44:49,885 --> 00:44:52,525

commercially available electric heavy commercial vehicles

822

00:44:52,525 --> 00:44:54,605

are reasonably available and development,

823

00:44:54,605 --> 00:44:58,085

which would increase hce b movements should provide

824

00:44:58,085 --> 00:44:59,365

appropriate electric charging.

825

00:44:59,855 --> 00:45:02,325

There is electric charging, as you're aware, um,

826

00:45:02,325 --> 00:45:04,085

that's being provided as part of the scheme.

827

00:45:04,425 --> 00:45:05,805

And you heard earlier from Mr.

828

00:45:06,065 --> 00:45:10,245

Dexter who referred to the efforts that Ian Water, uh,

829

00:45:10,265 --> 00:45:12,925

are ma, uh, is making at the moment to, um,

830

00:45:13,515 --> 00:45:16,685

decarbonize its fleet, um, part of that process.

831

00:45:16,945 --> 00:45:20,925

So I would, uh, conclude that, um, the scheme does comply

832

00:45:20,925 --> 00:45:25,125

with, um, criteria A in relation to B, um,

833

00:45:25,395 --> 00:45:27,125

will only be permitted, safe,

834

00:45:27,125 --> 00:45:28,205

and suitable access

835

00:45:28,225 --> 00:45:30,485

to the site can be achieved for all users.

836

00:45:31,205 --> 00:45:34,205

I, I, I mentioned that point previously, I believe

837

00:45:34,205 --> 00:45:36,765

that all users will have a choice of means

838

00:45:36,765 --> 00:45:37,925
of access to the site.

839

00:45:38,545 --> 00:45:41,125
Um, and so I believe that is tied with,

840

00:45:41,125 --> 00:45:44,045
Inevitably there's quite a lot of overlap with this policy

841

00:45:44,145 --> 00:45:45,605
and the local plan policies.

842

00:45:46,585 --> 00:45:49,445
Yes. Um, so is there anything different that you'd like

843

00:45:49,445 --> 00:45:52,125
to draw out before we conclude on this policy point?

844

00:45:53,785 --> 00:45:56,525
No, sir. I, I think, again, that these, these are these,

845

00:45:56,825 --> 00:46:00,565
um, uh, that there are, there is clearly in this, uh,

846

00:46:00,585 --> 00:46:03,925
policy at some point e the binding agreements covering l

847

00:46:03,925 --> 00:46:07,925
routing arrangements, um, which w we, um,

848

00:46:09,105 --> 00:46:11,405
uh, have covered in previous, uh, sessions

849

00:46:11,405 --> 00:46:14,925
or previous parts of the, of, uh, of the hearings, uh,

850

00:46:15,065 --> 00:46:16,925
around, uh, the buy, uh,

851

00:46:16,945 --> 00:46:18,645

how those are bound through the requirements.

852

00:46:18,645 --> 00:46:21,845

So the, uh, um, effectively the DCO itself.

853

00:46:22,105 --> 00:46:24,605

So again, I would say that we were in compliance with

854

00:46:24,605 --> 00:46:26,205

that, um, criteria. I

855

00:46:26,205 --> 00:46:29,405

Think the, the only point on that, as discussed earlier,

856

00:46:29,625 --> 00:46:32,325

the a IL during the operational phase,

857

00:46:32,325 --> 00:46:34,805

because in relation to a IL

858

00:46:34,805 --> 00:46:37,805

during construction county did want that to be restricted.

859

00:46:38,785 --> 00:46:42,965

Um, and there's no restrictions indicated

860

00:46:43,185 --> 00:46:44,565

for the operation phase.

861

00:46:45,585 --> 00:46:48,085

Um, we've set that as an action point. Yes, sir.

862

00:46:48,085 --> 00:46:49,845

County, is there anything that you'd like

863

00:46:49,845 --> 00:46:52,365

to come back on in relation to your policy?

864

00:46:56,995 --> 00:46:58,885

Nope. No.

865

00:46:58,945 --> 00:47:02,525

And do you consider that, um, the

866

00:47:03,485 --> 00:47:06,125

proposed development complies with policy 23,

867

00:47:06,385 --> 00:47:10,565

or are there any points of conflict that the A XA needs

868

00:47:10,585 --> 00:47:12,325

to pay part give attention to?

869

00:47:13,185 --> 00:47:14,965

So, tha thank you. I'm going to turn to Mr.

870

00:47:15,205 --> 00:47:17,405

Tuttle, but before I do so, um,

871

00:47:17,525 --> 00:47:20,405

I think it would just be helpful generally, and,

872

00:47:20,405 --> 00:47:23,925

and to you, sir, just to, in terms of the context of this is

873

00:47:23,945 --> 00:47:27,045

to, is to refer back to the local impact report,

874

00:47:27,045 --> 00:47:31,725

and that's REP 1 1 3 3 section

875

00:47:32,125 --> 00:47:35,245

13, which deals more widely with all the other, uh,

876

00:47:35,245 --> 00:47:36,605

local transport plan and strategy.

877

00:47:36,705 --> 00:47:40,525

So it, yes, there are other aspects to local plan

878

00:47:40,525 --> 00:47:42,605

and traffic policy that would be applied,

879

00:47:42,705 --> 00:47:45,165

and that also feeds into a much sort

880

00:47:45,165 --> 00:47:47,965

of more healthy response to the earlier question

881

00:47:47,965 --> 00:47:50,365

that you asked about the NPPF and,

882

00:47:50,365 --> 00:47:51,725

and sustainable transport.

883

00:47:51,795 --> 00:47:54,925

That is where the county would look to in terms of,

884

00:47:54,985 --> 00:47:57,725

of assessing, uh, sustainable transport.

885

00:47:57,865 --> 00:47:59,725

Um, and, and so I would commend you

886

00:47:59,725 --> 00:48:00,765

to, to look at that section.

887

00:48:00,815 --> 00:48:02,125

Thank you. But, um, Mr.

888

00:48:02,365 --> 00:48:05,805

Tuttle can, can deal with the rest of, of, uh, uh,

889

00:48:06,145 --> 00:48:07,245

policy 23.

890

00:48:07,815 --> 00:48:09,165

Thank you, Mr. Tal.

891

00:48:10,335 --> 00:48:12,925

Thank you. Jess Tal, transport Assessment Manager, sir.

892

00:48:13,345 --> 00:48:15,245

Um, yeah, I, it, it's fair to say

893

00:48:15,245 --> 00:48:18,205

that the county council are satisfied that all the policies,

894

00:48:18,345 --> 00:48:23,005

um, in 23, uh, all the individual parts of the policy in 23,

895

00:48:23,505 --> 00:48:27,245

um, um, have been, been applied and are, are acceptable.

896

00:48:27,505 --> 00:48:31,125

So the development does meet those, uh, meet those policies,

897

00:48:31,125 --> 00:48:34,885

and as my, my colleague, uh, said, it's, you know,

898

00:48:34,945 --> 00:48:38,965

it is in alignment with our thoughts on the MPPF as well.

899

00:48:38,985 --> 00:48:42,925

So there's no, there's no, uh, conflict between the,

900

00:48:43,035 --> 00:48:44,045

between the policies.

901

00:48:44,855 --> 00:48:49,325

Thank you, that's very helpful. Um, now over to Mr.

902

00:48:49,545 --> 00:48:52,605

Gilder and I see Mr. Jones, you've also got your hand up.

903

00:48:52,705 --> 00:48:54,925

So could we hear from both of you being turned green?

904

00:48:59,905 --> 00:49:01,085

Yes. Thank you, sir. Um,

905

00:49:01,305 --> 00:49:02,925

I'm gonna keep it very, very brief.

906

00:49:03,345 --> 00:49:07,005

Um, the one other consideration I'd just draw back

907

00:49:07,005 --> 00:49:10,125

to your attention, and it does really relate both

908

00:49:10,345 --> 00:49:15,245

to policy TI two and the cams, local plan and rules

909

00:49:15,245 --> 00:49:19,245

and Waste Local Plan Policy 23 is that by virtue of the

910

00:49:19,765 --> 00:49:23,565

relocation, where we are now relocating the works to a,

911

00:49:24,585 --> 00:49:27,845

um, a single access junction

912

00:49:27,875 --> 00:49:31,005

that points westwards on the A 14 from an all directions

913

00:49:31,725 --> 00:49:34,525

accessed at Junction 33 of the present works,

914

00:49:35,155 --> 00:49:39,445

what we are going to see is an increase in the overall HGV

915

00:49:39,445 --> 00:49:44,205

vehicle miles for, um, operational vehicles, particularly,

916

00:49:44,745 --> 00:49:48,165

um, sludge tankers and septic waste tankers.

917

00:49:48,625 --> 00:49:51,285

And I'm not sure that's been taken into account

918

00:49:51,825 --> 00:49:55,485

in suggesting that the, the new project, the

919

00:49:56,025 --> 00:49:59,725

the proposals are less sustainable than the existing.

920

00:49:59,745 --> 00:50:02,445

And I think it's just a matter that you need to, to,

921

00:50:02,665 --> 00:50:03,765

to refer back to

922

00:50:03,765 --> 00:50:06,085

because it's not effectively covered

923

00:50:06,105 --> 00:50:07,285

by the transport assessment,

924

00:50:07,285 --> 00:50:10,165

which clearly looks at the localized impacts

925

00:50:10,165 --> 00:50:11,965

of the vehicles on junctions and so on,

926

00:50:11,965 --> 00:50:14,365

but it doesn't look at the total vehicle miles traveled.

927

00:50:15,615 --> 00:50:17,925

Thank you, Mr. Gilda and Mr. Jones.

928

00:50:22,425 --> 00:50:26,485

Thanks, sir. Um, Just in relation to policy 23,

929

00:50:26,925 --> 00:50:28,885

I, I think there are two simple

930

00:50:28,885 --> 00:50:30,205

points I'd like to make quickly.

931

00:50:30,905 --> 00:50:33,645

One is that, um, the success

932

00:50:33,665 --> 00:50:36,605

of the operational logistics plan is based

933

00:50:36,605 --> 00:50:38,005
around geofencing.

934

00:50:38,545 --> 00:50:42,045
And I think for the benefit of residents, um, in order

935

00:50:42,045 --> 00:50:46,005
to avoid, um, conflicts with drivers

936

00:50:46,825 --> 00:50:49,685
who may or may not be using the geofencing, depending on

937

00:50:49,685 --> 00:50:52,805
how they're accessing the site, it would be very helpful

938

00:50:53,065 --> 00:50:56,245
to have some form of signage, uh, the entrance

939

00:50:56,245 --> 00:50:58,525
of High Ditch Road off New Market Road,

940

00:50:59,105 --> 00:51:03,685
and again, at the, um, the, just south

941

00:51:03,705 --> 00:51:06,445
of the bridge on the A 14, uh,

942

00:51:06,465 --> 00:51:10,165
for traffic leaving the site basically say no access to the,

943

00:51:10,265 --> 00:51:11,965
uh, water works.

944

00:51:12,225 --> 00:51:13,525
And that's an operational point

945

00:51:13,525 --> 00:51:14,685
rather than a construction point.

946

00:51:16,305 --> 00:51:20,005

The second thing is that this morning, I believe

947

00:51:20,865 --> 00:51:25,605

in reference to, um, para 4 3 20 of the,

948

00:51:26,025 --> 00:51:27,045

uh, transport assessment,

949

00:51:27,785 --> 00:51:31,645

the words if required were being discussed about whether it

950

00:51:31,645 --> 00:51:35,405

might be needed, and the transport stance for,

951

00:51:36,145 --> 00:51:37,845

for the applicant made the point

952

00:51:37,845 --> 00:51:40,845

that they didn't think congestion was particularly an issue

953

00:51:40,945 --> 00:51:43,285

and therefore, and so it went on.

954

00:51:43,475 --> 00:51:48,165

However, one of the big reasons for many residents, um,

955

00:51:48,275 --> 00:51:51,085

initially saying that they did not wish to see, um,

956

00:51:51,845 --> 00:51:55,525

HGV movements taking place during school hours was precisely

957

00:51:55,525 --> 00:51:56,605

because that greenway and

958

00:51:56,605 --> 00:52:01,085

that road Junction on the A 14 is used, uh, as a, as a route

959

00:52:01,145 --> 00:52:02,485

to school to and from school.

960

00:52:02,985 --> 00:52:04,765
And I wouldn't like the safety

961

00:52:05,065 --> 00:52:09,005
and, um, fear factor for our residents, uh,

962

00:52:09,315 --> 00:52:12,685
accessing the school to get lost, be behind the,

963

00:52:12,705 --> 00:52:15,565
the question about whether the junction was, um, overloaded.

964

00:52:15,735 --> 00:52:16,735
Thank you.

965

00:52:17,375 --> 00:52:18,645
Thank you, Mr. Jones.

966

00:52:19,245 --> 00:52:21,525
I wonder if that the point in relation

967

00:52:21,525 --> 00:52:25,405
to signage goes hand in hand with what we've, um,

968

00:52:26,145 --> 00:52:29,725
logged as action point 11, which is a review to the wording

969

00:52:29,725 --> 00:52:32,725
of the OLTP and the CTMP.

970

00:52:33,425 --> 00:52:35,485
Um, is that something that the applicant's

971

00:52:35,615 --> 00:52:36,965
happy to take away?

972

00:52:41,585 --> 00:52:44,645
Uh, yes. Uh, happy to think about that.

973

00:52:45,455 --> 00:52:49,805

Thank you. And, um, Mr. Gilde, your hand remains raised.

974

00:52:49,985 --> 00:52:51,445

Is there another point you'd like to make?

975

00:52:55,225 --> 00:52:58,685

Yes, very briefly, sir. And it is in s HH 64.

976

00:52:59,185 --> 00:53:01,005

Um, and it goes directly to the point

977

00:53:01,005 --> 00:53:04,285

that Mr. Jones was just making, um, the wording

978

00:53:04,285 --> 00:53:08,765

that now appears in Chapter 19, um, in terms of operations,

979

00:53:09,065 --> 00:53:12,165

um, at the works has now introduced the phrase

980

00:53:12,795 --> 00:53:14,565

that geofencing will

981

00:53:14,705 --> 00:53:17,245

and routing restrictions will apply to Ang

982

00:53:17,245 --> 00:53:20,965

and Water HTVs, whereas previously, I think it applied

983

00:53:20,965 --> 00:53:22,085

to all HTVs.

984

00:53:22,625 --> 00:53:24,485

And this is an issue which I, we have raised

985

00:53:24,485 --> 00:53:27,405

before, which is the question about third party contractors,

986

00:53:28,065 --> 00:53:31,445

um, who are particularly prevalent in the handling

987

00:53:31,445 --> 00:53:34,445

of septic tank waste, if not the sludge deliveries,

988

00:53:34,445 --> 00:53:38,565

which are predominantly done by Anglia Water Fleet vehicles.

989

00:53:38,905 --> 00:53:41,725

Um, is that a change of position on the part

990

00:53:41,725 --> 00:53:45,685

of the applicant or just a, an inadvertent insertion

991

00:53:45,685 --> 00:53:50,405

of those words into the, into that, um, into that document?

992

00:53:50,405 --> 00:53:53,725

Because obviously if, if it's only going to apply

993

00:53:53,725 --> 00:53:57,325

to Angry Water HTVs, there will be HGV movements through,

994

00:53:57,985 --> 00:54:02,525

um, denin in particular, um, coming up to the works

995

00:54:02,745 --> 00:54:05,285

by anybody accessing the works from the East.

996

00:54:05,845 --> 00:54:07,365

'cause it's the most convenient route.

997

00:54:07,985 --> 00:54:10,765

But just to be clear, this is the OLTP, Mr. Alder,

998

00:54:11,515 --> 00:54:12,805

Well, it's the OLTP,

999

00:54:12,805 --> 00:54:17,525

but it's also referenced in the relevant paragraph in, um,

1000

00:54:17,875 --> 00:54:21,165
chapter 19, which is where I've read it.

1001

00:54:21,265 --> 00:54:24,925
Um, and it's in our document that's paragraph 4, 3 20.

1002

00:54:25,795 --> 00:54:28,525
It's the second bullet point in paragraph 4, 3 20.

1003

00:54:29,815 --> 00:54:32,405
Thank you. Um, applicant, would you like

1004

00:54:32,405 --> 00:54:33,885
to come back on that, um, point?

1005

00:54:36,585 --> 00:54:41,325
Yes, please, sir. Um, Mr. Dexter will speak to this.

1006

00:54:44,105 --> 00:54:46,925
Um, we're trying to be, I think we're trying

1007

00:54:46,925 --> 00:54:48,085
to be more inclusive

1008

00:54:48,235 --> 00:54:51,525
with our language about the sludge tankers, uh,

1009

00:54:51,585 --> 00:54:54,485
and operations that we have, um, that are requiring

1010

00:54:54,675 --> 00:54:55,965
that we're working with the geo.

1011

00:54:56,225 --> 00:54:58,805
And so we'll be, uh, our SL tankers

1012

00:54:58,805 --> 00:54:59,965
and our contracting drivers

1013

00:55:00,155 --> 00:55:02,205

that work within the SL elements of it.

1014

00:55:02,355 --> 00:55:06,165

Obviously with the regional, um, location, find ourselves,

1015

00:55:06,545 --> 00:55:07,885

uh, in the proposed location.

1016

00:55:08,345 --> 00:55:11,485

Uh, some septic tankers will require, uh, to visit people

1017

00:55:11,485 --> 00:55:13,125

who without septic tanks, we want see append

1018

00:55:13,265 --> 00:55:15,885

and not, not all septic tankers are gonna be able

1019

00:55:16,085 --> 00:55:19,045

to be geofence, but the, um, we, we can change

1020

00:55:19,115 --> 00:55:21,845

that wording if and take it back to tankers

1021

00:55:21,845 --> 00:55:23,685

and contractors if it's required.

1022

00:55:25,035 --> 00:55:27,085

Well, we'll leave that with you as an action point.

1023

00:55:27,115 --> 00:55:30,445

There's a general action point on the RLTP

1024

00:55:30,445 --> 00:55:34,005

and CT CTMP, um, number 11,

1025

00:55:34,535 --> 00:55:38,445

which would include a point that Mr. Jones raised

1026

00:55:38,505 --> 00:55:41,045

to think about whether signage would be helpful in

1027

00:55:41,045 --> 00:55:42,605
conjunction with geofencing

1028

00:55:43,225 --> 00:55:46,165
and also the, um, provisions relating

1029

00:55:46,185 --> 00:55:47,805
to subcontractor's vehicles.

1030

00:55:47,905 --> 00:55:50,205
And also suppose that we've heard from Mr.

1031

00:55:50,395 --> 00:55:54,165
Gild that that might require, um, changes

1032

00:55:54,425 --> 00:55:59,085
to the referencing in ES chapter 19 so that it all ties up.

1033

00:56:00,985 --> 00:56:01,985
Mr. Gilder

1034

00:56:07,075 --> 00:56:10,045
Very, very briefly, sir, um, it's, it's, it's again,

1035

00:56:10,045 --> 00:56:11,445
on these third party vehicles,

1036

00:56:11,795 --> 00:56:14,045
they aren't contracted to angling water.

1037

00:56:14,115 --> 00:56:17,205
They are contracted predominantly to property owners, um,

1038

00:56:17,265 --> 00:56:19,325
and they deliver their waste to the nearest

1039

00:56:19,915 --> 00:56:24,605
that will accept, um, are doing business

1040

00:56:24,605 --> 00:56:27,045

with Ang and Water, but they're not under the control of Ang

1041

00:56:27,045 --> 00:56:28,285
and Water, just to be clear.

1042

00:56:28,305 --> 00:56:31,285
And Mr. Dexter can take that away and deal with it.

1043

00:56:31,895 --> 00:56:36,845
Thank you. Our point G on the agenda, we've,

1044

00:56:37,105 --> 00:56:39,565
um, put arrangements

1045

00:56:39,665 --> 00:56:42,765
for submitting comments on the applicant's, um,

1046

00:56:42,825 --> 00:56:44,165
recent submissions

1047

00:56:45,425 --> 00:56:48,885
and this, um, this was added in light of the,

1048

00:56:48,905 --> 00:56:53,045
the compressed timescale we were working to, both in terms

1049

00:56:53,105 --> 00:56:55,365
of the additional submission

1050

00:56:55,625 --> 00:56:58,125
and the deadline six submission.

1051

00:56:59,465 --> 00:57:00,765
Uh, as we know,

1052

00:57:00,995 --> 00:57:04,685
safe Honey Hill have already submitted some comments on this.

1053

00:57:05,265 --> 00:57:07,485
I'd just like to ask whether any of the parties

1054
00:57:08,745 --> 00:57:10,925
are intending to submit written comments.

1055
00:57:11,625 --> 00:57:12,625
Ms. Marshall,

1056
00:57:14,155 --> 00:57:15,155
Good afternoon. Thank you, sir.

1057
00:57:15,155 --> 00:57:17,565
Sarah Marshall for National Highways.

1058
00:57:18,085 --> 00:57:21,165
I confirm that National Highways will be submitting, um,

1059
00:57:21,685 --> 00:57:25,165
comments on the applicant's additional submissions.

1060
00:57:25,665 --> 00:57:29,845
Um, we, uh, I probably all feel I've gone on

1061
00:57:29,845 --> 00:57:32,245
and on, on about the issue of compulsory acquisition.

1062
00:57:32,465 --> 00:57:33,485
Um, we will be,

1063
00:57:35,345 --> 00:57:37,925
I'm expecting a Casey opinion on the

1064
00:57:37,935 --> 00:57:39,605
compulsive acquisition point.

1065
00:57:40,385 --> 00:57:45,095
Um, the big issue for Al Highways I'd like to bring

1066
00:57:45,095 --> 00:57:47,775
to the examining author's attention, sir, is

1067
00:57:48,365 --> 00:57:51,055

that the high net decision referred to by the applicant

1068

00:57:51,725 --> 00:57:54,295

that the high net and not a statue undertaker

1069

00:57:54,935 --> 00:57:56,775

angling water are a STA undertaker.

1070

00:57:57,315 --> 00:57:59,015

And as such, they are governed

1071

00:57:59,035 --> 00:58:00,655

by New Roads and Street Works Act.

1072

00:58:00,655 --> 00:58:04,815

They've got, um, they've got the, uh,

1073

00:58:05,165 --> 00:58:08,775

ability to place their apparatus wherever they wish, um,

1074

00:58:08,995 --> 00:58:10,415

and also the Water Industry Act,

1075

00:58:10,555 --> 00:58:12,415

so they have those statutory powers.

1076

00:58:12,635 --> 00:58:15,335

So we will be saying that, you know, there,

1077

00:58:15,335 --> 00:58:17,215

there's no compelling case.

1078

00:58:17,215 --> 00:58:19,015

It fails the compulsory acquisition test.

1079

00:58:19,125 --> 00:58:21,375

There's no compelling case in the public interest

1080

00:58:21,835 --> 00:58:24,895

for the land to be compulsory acquired, um,

1081

00:58:24,895 --> 00:58:26,215
because they've already got those,

1082

00:58:26,215 --> 00:58:29,055
those statutory rights under two other

1083

00:58:29,285 --> 00:58:30,575
legislative provisions.

1084

00:58:31,395 --> 00:58:35,935
Um, we will also be submitting a KC opinion,

1085

00:58:35,935 --> 00:58:38,175
which was submitted for the high net decision

1086

00:58:38,755 --> 00:58:40,855
and accepted by the examining authority

1087

00:58:41,915 --> 00:58:46,895
and the, um, secretary of State, um, so on the, uh,

1088

00:58:46,895 --> 00:58:48,935
application of New Rosen Street Works Act.

1089

00:58:48,935 --> 00:58:51,175
So that will also be submitted, um,

1090

00:58:51,355 --> 00:58:53,175
for this deadline. And, and,

1091

00:58:53,515 --> 00:58:55,015
But sorry, just to be clear, sorry about

1092

00:58:55,015 --> 00:58:56,535
what Deadline seven, is it

1093

00:58:56,855 --> 00:58:57,855
Deadline seven? Yes. Sorry,

1094

00:58:57,855 --> 00:58:58,575

sir. Um,

1095

00:58:59,195 --> 00:59:01,695

Is that some, just thinking about the logistics

1096

00:59:01,755 --> 00:59:06,575

of publishing documents via pins, is that something that,

1097

00:59:06,835 --> 00:59:10,015

um, you are willing to share directly with the applicant?

1098

00:59:10,715 --> 00:59:11,855

The reason I'm asking is

1099

00:59:11,855 --> 00:59:13,815

because the applicant may wish to respond to that

1100

00:59:14,315 --> 00:59:17,695

before the close of the examination on 17th of April.

1101

00:59:18,895 --> 00:59:22,685

I will share, I, what I'll do, sir, I think to, to,

1102

00:59:22,825 --> 00:59:23,925

to assist the applicant.

1103

00:59:24,355 --> 00:59:26,205

What I'm submitting, I will also share,

1104

00:59:26,205 --> 00:59:28,565

and I think we I've done that on a previous occasion,

1105

00:59:29,225 --> 00:59:31,325

is also share them direct with the applicant

1106

00:59:31,425 --> 00:59:34,205

so they have an opportunity to respond.

1107

00:59:34,465 --> 00:59:38,285

Um, national Highways will also, I've, I've managed

1108

00:59:38,285 --> 00:59:42,205

to obtain a technical note from our structures, um, division

1109

00:59:42,835 --> 00:59:44,285

that will also be submitted.

1110

00:59:44,425 --> 00:59:47,965

So when I submit for this deadline, seven, I will copy

1111

00:59:48,305 --> 00:59:50,445

or I will, I will submit to the applicant as well.

1112

00:59:50,995 --> 00:59:53,645

Does the structures note confirm what you said previously

1113

00:59:53,645 --> 00:59:55,445

or does it contain any new issues

1114

00:59:55,445 --> 00:59:56,805

that we might need to pick up?

1115

00:59:57,705 --> 01:00:02,485

It may, it may contain some,

1116

01:00:03,265 --> 01:00:06,005

it expands on the issues that I have have raised,

1117

01:00:06,005 --> 01:00:08,725

which is expanding on the concern National Highways have,

1118

01:00:09,185 --> 01:00:12,325

um, with the implications of structures under the, um,

1119

01:00:12,535 --> 01:00:14,805

sorry, compulsory acquisition of the subsoil.

1120

01:00:14,875 --> 01:00:19,245

Okay, so it relates to ca rather than say a IL routing?

1121

01:00:19,745 --> 01:00:21,405

Yes. Yes, yes. Thank you.

1122

01:00:21,625 --> 01:00:23,125
Mr. Hudson, you've been dealing

1123

01:00:23,155 --> 01:00:25,405
with ca is there anything you'd like to come in

1124

01:00:25,755 --> 01:00:26,765
with at this point?

1125

01:00:28,645 --> 01:00:30,525
Hmm. Um, no, I think we'll just wait until

1126

01:00:30,585 --> 01:00:32,565
and see your representation,

1127

01:00:32,825 --> 01:00:34,445
how the applicant responds to that.

1128

01:00:34,975 --> 01:00:36,565
Thank you. Yes.

1129

01:00:36,565 --> 01:00:40,885
So we'll set an action, um, on that for it to be shared

1130

01:00:40,885 --> 01:00:41,925
with the applicant.

1131

01:00:42,565 --> 01:00:45,205
I think that would be the most helpful way forward.

1132

01:00:45,305 --> 01:00:46,645
So the applicant does have an

1133

01:00:46,645 --> 01:00:48,725
opportunity to respond to that.

1134

01:00:49,735 --> 01:00:51,565
Thank you, sir. The notice,

1135

01:00:51,705 --> 01:00:53,125
the technical notice is very short.

1136

01:00:53,595 --> 01:00:55,525
It's less than two pages. Thank you.

1137

01:00:56,055 --> 01:01:00,205
Thank you. And, um, from county

1138

01:01:00,545 --> 01:01:02,205
and Cambridge city Council

1139

01:01:02,225 --> 01:01:05,405
and Sir Cambridge District Council, are you planning

1140

01:01:05,505 --> 01:01:08,445
to make any written comments on the recent submissions?

1141

01:01:09,865 --> 01:01:12,685
No, sir. Other than we would put in, uh, our summary

1142

01:01:12,785 --> 01:01:14,125
of today and, and, and,

1143

01:01:14,545 --> 01:01:16,405
and that would form the basis of our response.

1144

01:01:16,935 --> 01:01:19,045
Thank you, Mr. Gilda.

1145

01:01:24,815 --> 01:01:27,725
Thank you, sir. You, you've seen of course,

1146

01:01:27,825 --> 01:01:29,485
and I'm just pointed to the fact

1147

01:01:29,485 --> 01:01:32,485
that we've already commented on the transport submissions,

1148

01:01:32,485 --> 01:01:35,805

and I recognize that at the risk

1149

01:01:35,805 --> 01:01:37,085
of being slapped down like Mr.

1150

01:01:37,185 --> 01:01:39,685
Bowles, we should be only talking about transport today.

1151

01:01:39,705 --> 01:01:43,605
But, um, there are other, there is other material of course,

1152

01:01:43,605 --> 01:01:46,205
which has come forward in the D six submissions, um,

1153

01:01:46,595 --> 01:01:50,525
from the applicant, which we would like to respond to, um,

1154

01:01:50,955 --> 01:01:52,965
necessarily this is a very, very tight,

1155

01:01:53,235 --> 01:01:56,485
even tighter timescale than we, we thought, given the

1156

01:01:57,285 --> 01:01:59,885
intervals between the, the, the deadlines,

1157

01:01:59,885 --> 01:02:01,925
because obviously the, the library was

1158

01:02:01,925 --> 01:02:03,085
only updated yesterday.

1159

01:02:03,505 --> 01:02:07,165
Um, and we have until Friday to submit. I don't think so.

1160

01:02:07,465 --> 01:02:08,685
Um, we'll be able

1161

01:02:08,685 --> 01:02:11,285
to do anything other than make final comments, um,

1162

01:02:11,415 --> 01:02:13,125
which would be with you at D seven.

1163

01:02:13,665 --> 01:02:16,085
Um, I don't think we'll have time to circulate them

1164

01:02:16,085 --> 01:02:17,245
to the applicant for anything.

1165

01:02:17,705 --> 01:02:20,685
Um, and we will just do that and they will rest with you.

1166

01:02:20,785 --> 01:02:23,765
So to, to take on board as you, as you think fit.

1167

01:02:25,215 --> 01:02:27,565
Thank you. And applicant. What's your view on that?

1168

01:02:33,575 --> 01:02:37,645
Thank you, sir. Um, perfectly content with what Mr.

1169

01:02:37,855 --> 01:02:39,085
Gilda suggests,

1170

01:02:39,105 --> 01:02:42,685
and as I said earlier today, we are grateful to him

1171

01:02:42,705 --> 01:02:46,845
and, uh, his team for, um, submitting in the way

1172

01:02:46,845 --> 01:02:48,245
that they have done so

1173

01:02:48,245 --> 01:02:50,325
that certain matters can be looked at today.

1174

01:02:50,865 --> 01:02:55,605
Um, we, um, we are not so full

1175

01:02:55,605 --> 01:02:58,565

of warm, warm feelings towards National Highways.

1176

01:02:59,265 --> 01:03:04,045

Um, so none of the matters which Ms. Marshall just, uh,

1177

01:03:04,365 --> 01:03:06,725

referred to, um, actually

1178

01:03:07,235 --> 01:03:10,805

come under your topic G at all, uh,

1179

01:03:10,805 --> 01:03:15,685

because these are not, any of them matters arising from

1180

01:03:16,075 --> 01:03:19,245

what we put in, um, at stage six.

1181

01:03:20,585 --> 01:03:24,405

Um, I anticipate, sir, that you are

1182

01:03:25,845 --> 01:03:29,165

probably unlikely to rule them inadmissible, um,

1183

01:03:29,665 --> 01:03:34,365

but we will have to, uh, respond to them by deadline eight,

1184

01:03:34,985 --> 01:03:37,525

uh, rather than by this Friday.

1185

01:03:38,265 --> 01:03:41,125

Um, no indication whether these are

1186

01:03:42,425 --> 01:03:43,885

new Casey's opinions

1187

01:03:43,985 --> 01:03:45,845

or whether they are supplemental

1188

01:03:46,825 --> 01:03:49,005

to the early opinion from Ms.

1189
01:03:49,205 --> 01:03:52,205
Stockley just before she became a qc.

1190
01:03:52,725 --> 01:03:56,365
Actually, uh, she now is, um, uh,

1191
01:03:56,385 --> 01:03:58,645
and we don't know the contents of the technical note

1192
01:03:58,865 --> 01:04:02,045
and, uh, we will just have to reserve our position generally

1193
01:04:02,505 --> 01:04:04,845
to respond as best as we possibly can to those

1194
01:04:04,905 --> 01:04:05,965
by deadline eight.

1195
01:04:06,515 --> 01:04:10,445
That, that, uh, that there is, uh, on the face of it,

1196
01:04:10,505 --> 01:04:12,405
no reason why we should be coming in.

1197
01:04:12,465 --> 01:04:13,465
Now,

1198
01:04:15,995 --> 01:04:20,445
Hopefully if the applicant, um, provides them

1199
01:04:20,505 --> 01:04:21,885
to you a deadline seven,

1200
01:04:21,885 --> 01:04:24,125
that will give you some time to respond.

1201
01:04:24,705 --> 01:04:29,485
I'm just conscious that if we waited for Pins systems

1202
01:04:29,825 --> 01:04:33,125

to be satisfied, yes, that might take a couple of days off.

1203

01:04:33,465 --> 01:04:35,445

Yes. Um, well, I, I think

1204

01:04:35,445 --> 01:04:37,285

that's the best we can do at this stage.

1205

01:04:37,345 --> 01:04:39,205

Of course, we don't know what the contents

1206

01:04:39,205 --> 01:04:41,605

of those submissions are either. Uh,

1207

01:04:42,605 --> 01:04:43,605

Absolutely. So, so

1208

01:04:43,605 --> 01:04:44,965

with respect,

1209

01:04:44,965 --> 01:04:48,525

it places you in a difficult position as well as us.

1210

01:04:49,025 --> 01:04:52,205

Um, Ms. Marshall I think was offering to send those

1211

01:04:52,225 --> 01:04:53,405

to us immediately.

1212

01:04:53,985 --> 01:04:56,925

Uh, we have our hands extraordinarily full between now

1213

01:04:56,925 --> 01:04:58,725

and Friday as you can anticipate,

1214

01:04:59,065 --> 01:05:02,645

but nevertheless, we would like to receive those, uh, new

1215

01:05:03,345 --> 01:05:06,365

NH documents this afternoon by email, please.

1216

01:05:09,135 --> 01:05:10,805

Thank you. Would National

1217

01:05:10,805 --> 01:05:12,205

Highways like to come back on this?

1218

01:05:13,335 --> 01:05:15,685

Thank you, sir. Sarah Marshall for National Highways,

1219

01:05:16,405 --> 01:05:19,805

I can certainly send over the technical note.

1220

01:05:20,225 --> 01:05:24,885

And the, um, the Ruth Stockley KC opinion,

1221

01:05:25,745 --> 01:05:28,285

um, to the a to the applicants,

1222

01:05:28,285 --> 01:05:30,205

they have already received that opinion.

1223

01:05:31,025 --> 01:05:35,005

The opinion on the compulsory acquisition is currently being

1224

01:05:35,005 --> 01:05:38,285

drafted, so I don't have a copy in my hand at the moment

1225

01:05:38,505 --> 01:05:40,805

and that was due to our KC being away.

1226

01:05:40,865 --> 01:05:44,445

He has been tied up with the a 47 court for appeal matter.

1227

01:05:45,105 --> 01:05:48,965

Um, so as soon as I receive that opinion, I will be able to

1228

01:05:49,755 --> 01:05:51,765

send a copy to the, to the applicant,

1229

01:05:51,825 --> 01:05:53,765

but I don't have it in my hand at this stage.

1230

01:05:54,855 --> 01:05:57,925

Thank you. Uh, Ms. Marshall. Ms. Kaho,

1231

01:06:02,175 --> 01:06:03,175

Thank you. So small

1232

01:06:03,175 --> 01:06:03,645

point,

1233

01:06:03,705 --> 01:06:07,525

but, um, I, I had interpreted this point to deal with, um,

1234

01:06:07,665 --> 01:06:10,325

any comments on the most recent submissions?

1235

01:06:10,945 --> 01:06:12,125

Um, it's gone a bit wider,

1236

01:06:12,265 --> 01:06:15,445

but I, I thought I would, uh, alert you to, to the fact

1237

01:06:15,445 --> 01:06:18,205

that there are still ongoing discussions between, um,

1238

01:06:18,425 --> 01:06:20,245

the county in particular with regard

1239

01:06:20,245 --> 01:06:21,405

to protective provisions and,

1240

01:06:21,425 --> 01:06:23,125

and those matters are still being sorted.

1241

01:06:23,465 --> 01:06:26,085

The statements of common ground are also being finalized

1242

01:06:26,085 --> 01:06:29,765

between, um, county district, uh, uh,

1243

01:06:29,865 --> 01:06:31,405
and city with the applicant.

1244

01:06:31,945 --> 01:06:34,685
Um, so those are matters that, that are come as well

1245

01:06:34,685 --> 01:06:36,525
as responses to your questions.

1246

01:06:36,705 --> 01:06:38,805
So I thank you the, the fine point. We do have

1247

01:06:38,945 --> 01:06:40,285
Any other matters on the agenda,

1248

01:06:40,425 --> 01:06:43,085
we think people have just done skipped forward,

1249

01:06:43,105 --> 01:06:44,405
but that's a helpful update.

1250

01:06:44,405 --> 01:06:47,125
Thank you, Ms. Kahu. Thank you. Um, and Ms. Cotton,

1251

01:06:49,785 --> 01:06:53,925
Um, I have a deadline, six, uh, points to, uh, read,

1252

01:06:54,145 --> 01:06:58,085
absorb, and respond to, um, that have been submitted

1253

01:06:58,085 --> 01:06:59,805
by they were answering your questions

1254

01:07:00,035 --> 01:07:01,405
with regard to our drive

1255

01:07:02,815 --> 01:07:07,755
To, sorry, With regard to a, um, access, our drive

1256

01:07:08,335 --> 01:07:09,335

Access. Thank you.

1257

01:07:09,335 --> 01:07:13,435

And, um, the applicant,

1258

01:07:13,435 --> 01:07:14,635

you've got your hand up as well.

1259

01:07:14,965 --> 01:07:15,965

Thank you.

1260

01:07:16,605 --> 01:07:20,915

Thank you. Yes. Um, I would just like to clarify please,

1261

01:07:20,945 --> 01:07:24,475

exactly what we are to expect from National Highways

1262

01:07:24,655 --> 01:07:28,555

and when, um, the,

1263

01:07:29,375 --> 01:07:32,995

the KC opinion submitted at high net on the new

1264

01:07:32,995 --> 01:07:34,035

Rose Street works.

1265

01:07:35,055 --> 01:07:37,595

Um, may I ask through you, so whether

1266

01:07:37,665 --> 01:07:40,115

that is the opinion given by Ms.

1267

01:07:40,355 --> 01:07:43,435

Stockley, um, before her elevation,

1268

01:07:43,735 --> 01:07:47,595

and I'm, I'm stressing that point for the sake of accuracy.

1269

01:07:47,695 --> 01:07:49,515

I'm absolutely delighted that Ms.

1270

01:07:49,515 --> 01:07:52,595

Stockley has taken silk now very much deserved.

1271

01:07:53,135 --> 01:07:55,915

But I, I'm asking this because of clarity.

1272

01:07:56,495 --> 01:07:58,755

Uh, if that is, um, so,

1273

01:07:58,755 --> 01:08:01,355

and that's the one that we've seen, then we don't need

1274

01:08:01,355 --> 01:08:03,155

to receive a fresh copy of that.

1275

01:08:03,895 --> 01:08:07,995

Um, if there is some other opinion from a different case,

1276

01:08:08,895 --> 01:08:12,035

um, which hasn't yet been written, um, I,

1277

01:08:12,315 --> 01:08:16,205

I do find myself wondering how Ms. Marshall knows

1278

01:08:16,205 --> 01:08:17,685

what its contents are going to be.

1279

01:08:18,825 --> 01:08:22,085

Um, if, if the case has been asked for his

1280

01:08:22,085 --> 01:08:24,205

or her opinion, um, and,

1281

01:08:24,465 --> 01:08:28,565

and hasn't actually, um, said what it is yet, Ms. Marshall,

1282

01:08:29,015 --> 01:08:30,685

presumably we're going to receive

1283

01:08:30,685 --> 01:08:33,085

that at some point when it has been written

1284

01:08:33,265 --> 01:08:36,245

and it would be good to know when that will be.

1285

01:08:36,945 --> 01:08:41,365

Uh, and, um, I think we understood from the last answer

1286

01:08:41,435 --> 01:08:44,525

that we will receive the technical note this afternoon.

1287

01:08:45,605 --> 01:08:47,325

I understand it's a technical note this

1288

01:08:47,325 --> 01:08:49,645

afternoon as well as Ms.

1289

01:08:49,735 --> 01:08:53,765

Stock Lee's opinion. Now, could you confirm Ms.

1290

01:08:53,875 --> 01:08:55,325

Stock's opinion, Ms. Marshall?

1291

01:08:56,025 --> 01:08:58,845

If it's the same opinion as the one that we've seen

1292

01:08:58,845 --> 01:09:01,365

before, then we don't need a fresh copy of that.

1293

01:09:02,625 --> 01:09:04,685

But if it's a different one, then yes, we do.

1294

01:09:05,105 --> 01:09:07,325

Has that been admitted to the examination before?

1295

01:09:09,705 --> 01:09:12,165

Uh, sir. Thank you. Sarah Marshall for National Highways.

1296

01:09:12,865 --> 01:09:15,925

Ms. Docky's opinion has not been submitted to examination

1297

01:09:15,985 --> 01:09:18,965

for this examination, um, and that is the opinion

1298

01:09:19,185 --> 01:09:22,125

and it, it was the opinion also submitted

1299

01:09:22,125 --> 01:09:23,525

for the high net decision.

1300

01:09:23,905 --> 01:09:26,645

So that is the opinion, and the applicant has received a

1301

01:09:26,645 --> 01:09:30,445

copy, um, about, about, about six weeks ago.

1302

01:09:31,025 --> 01:09:33,845

Um, I apologize for the, for the,

1303

01:09:34,385 --> 01:09:36,645

for the other KC opinion.

1304

01:09:37,025 --> 01:09:41,685

Um, unfortunately, our, our KC was,

1305

01:09:41,785 --> 01:09:43,285

has been abroad, so he hasn't been able

1306

01:09:43,285 --> 01:09:45,045

to produce anything for me.

1307

01:09:45,105 --> 01:09:47,125

He, he's flown back this morning

1308

01:09:47,905 --> 01:09:49,805

and will be letting me have something tomorrow.

1309

01:09:50,385 --> 01:09:51,405

So I'm expecting,

1310

01:09:51,405 --> 01:09:54,525

and that will be submitted to examination, so it, it will

1311

01:09:54,525 --> 01:09:55,525
Be public. Well, may I suggest,

1312

01:09:55,525 --> 01:09:56,245
thank you.

1313

01:09:56,385 --> 01:09:58,925
May I suggest that you do send the

1314

01:09:58,925 --> 01:10:00,245
two documents this afternoon?

1315

01:10:00,775 --> 01:10:01,845
Thank you, sir. Yes. You

1316

01:10:01,845 --> 01:10:05,725
Send the Casey the fresh Casey's opinion as soon

1317

01:10:05,725 --> 01:10:09,405
as you can to enable the applicant to respond,

1318

01:10:09,865 --> 01:10:13,605
and then you submit all of those in a single bundle

1319

01:10:13,985 --> 01:10:16,925
to the examination explaining when they

1320

01:10:16,925 --> 01:10:18,165
were provided to the applicant.

1321

01:10:18,815 --> 01:10:20,245
Thank you. Thank you.

1322

01:10:20,345 --> 01:10:22,285
Is, is that satisfactory, Ms. Ellis?

1323

01:10:25,705 --> 01:10:30,365
It, it, it is, uh, thank you that Mr. May reminds me, um,

1324

01:10:30,795 --> 01:10:34,565

that, uh, Ms. Marshall said at the last hearing, uh,

1325

01:10:34,715 --> 01:10:36,485

that she would submit Ms.

1326

01:10:36,575 --> 01:10:41,245

Stock Lee's opinion, um, at the previous deadline.

1327

01:10:41,345 --> 01:10:46,325

But, uh, we have seen that, so it's, um, of no matter to us,

1328

01:10:46,425 --> 01:10:49,685

but clearly, sir, it's important to you and, uh,

1329

01:10:49,785 --> 01:10:51,845

and the rest of the examining authority

1330

01:10:52,385 --> 01:10:55,805

and indeed, uh, potentially to other parties, uh,

1331

01:10:55,805 --> 01:10:56,845

including the county.

1332

01:10:57,345 --> 01:11:00,885

So yes, putting them all in in one bundle sounds sensible,

1333

01:11:01,425 --> 01:11:05,005

but please could we have a technical note this afternoon so

1334

01:11:05,005 --> 01:11:09,125

that we can, uh, work out, uh, what we have to do about it.

1335

01:11:10,335 --> 01:11:12,925

Thank you. Well, that takes us neatly, I think, onto

1336

01:11:13,915 --> 01:11:16,085

actions, unless anybody else has got

1337

01:11:16,565 --> 01:11:17,685

anything they'd like to raise.

1338

01:11:19,865 --> 01:11:21,045

Um, Mr. Jones?

1339

01:11:23,805 --> 01:11:24,965

I, I beg your pardon, sir.

1340

01:11:25,045 --> 01:11:28,765

I, I will you take a question away from the traffic

1341

01:11:28,825 --> 01:11:30,445

and transport issue at the moment?

1342

01:11:30,705 --> 01:11:33,165

No, it's, it's just traffic and transport today.

1343

01:11:33,955 --> 01:11:38,485

I'll wait. Thank you. Thank you. Anybody else?

1344

01:11:41,185 --> 01:11:44,445

No. Well, we've noted down those points, um,

1345

01:11:46,025 --> 01:11:49,445

for the, the ca in addition to, um, the

1346

01:11:50,085 --> 01:11:53,765

transport action points, um, we've checked that over

1347

01:11:54,585 --> 01:11:56,685

the lunch period, so it's just about there now,

1348

01:11:56,685 --> 01:12:00,645

and we'd hope to send that to our case team, um,

1349

01:12:00,715 --> 01:12:03,845

this afternoon so that the action points can be circulated

1350

01:12:04,785 --> 01:12:06,765

if not today, certainly tomorrow.

1351

01:12:08,185 --> 01:12:11,905

Um, and, um, I think

1352

01:12:11,905 --> 01:12:14,425

that takes us now over to any of the matters

1353

01:12:14,565 --> 01:12:17,105

for which I asked to Mr. Hudson.

1354

01:12:17,445 --> 01:12:20,545

So, um, on my behalf, I'd just like to thank everybody

1355

01:12:20,565 --> 01:12:22,825

for their time today and throughout the examination

1356

01:12:23,525 --> 01:12:27,225

for your assistance with, um, providing responses

1357

01:12:27,245 --> 01:12:29,065

to examining authority.

1358

01:12:29,275 --> 01:12:30,705

Thank you, Mr. Hudson.

1359

01:12:35,715 --> 01:12:38,945

Thank you. Um, so yes, moving on to the next agenda item.

1360

01:12:39,725 --> 01:12:41,465

Um, I've had no other matters notified

1361

01:12:41,465 --> 01:12:44,945

to me under this agenda item that people wish to raise.

1362

01:12:45,805 --> 01:12:48,465

Um, so are there any other items that anyone wishes to raise

1363

01:12:48,955 --> 01:12:50,185

after what they've heard today?

1364

01:12:54,495 --> 01:12:55,495

Mr. Jones,

1365

01:12:57,835 --> 01:12:59,725

Charles Jones from and Parish council.

1366

01:13:00,185 --> 01:13:04,445

Um, with the D six submissions, we saw a change to the,

1367

01:13:04,605 --> 01:13:06,205

a welcome change to the hedge

1368

01:13:06,385 --> 01:13:09,685

and tree, uh, plans submitted with the DCO.

1369

01:13:10,445 --> 01:13:13,485

I just wondered if the, if the applicant could clarify.

1370

01:13:14,465 --> 01:13:18,245

It seems as though, um, hedges that were wholly

1371

01:13:18,475 --> 01:13:21,125

outside the limits of land to be acquired

1372

01:13:21,385 --> 01:13:25,125

or used are, um, have been excluded,

1373

01:13:25,665 --> 01:13:28,725

but where hedge roads cross between inside

1374

01:13:28,745 --> 01:13:32,525

and outside, they've been retained outside the

1375

01:13:33,045 --> 01:13:34,125

L-A-E-A-U.

1376

01:13:34,645 --> 01:13:35,805

I wonder if that was the correct

1377

01:13:35,805 --> 01:13:37,525

interpretation of what's now shown.

1378

01:13:38,185 --> 01:13:42,725

And as to the second part, if we have the opportunity to

1379

01:13:43,465 --> 01:13:46,605

review where the vegetational hedges looks,

1380

01:13:46,745 --> 01:13:50,005

looked right in terms of what's in Fen, we'll try

1381

01:13:50,005 --> 01:13:51,885

and respond by, um, D seven.

1382

01:13:52,355 --> 01:13:55,005

Otherwise, I was wondering whether it is some mechanism

1383

01:13:55,025 --> 01:13:57,285

for picking us up within the L-E-R-M-P.

1384

01:13:57,695 --> 01:13:58,695

Thank you.

1385

01:14:00,825 --> 01:14:02,605

Um, would that could like to come back on that?

1386

01:14:07,145 --> 01:14:08,285

Yes, sir. I'll try.

1387

01:14:08,505 --> 01:14:10,805

And if I haven't quite heard this properly,

1388

01:14:11,155 --> 01:14:12,445

I'll be, um, held.

1389

01:14:12,545 --> 01:14:15,085

So I'm sure, um, it is intentional

1390

01:14:15,675 --> 01:14:18,805

that the ones which straddle the boundary

1391

01:14:19,425 --> 01:14:20,845

are included on the plan.

1392

01:14:21,385 --> 01:14:25,525

Um, it, it, the objective behind that is so

1393

01:14:25,525 --> 01:14:29,805

that it can be seen what proportion of hedge is proposed

1394

01:14:29,845 --> 01:14:32,325

to be taken in each instance.

1395

01:14:35,035 --> 01:14:36,445

Okay. Thank you. Does

1396

01:14:36,445 --> 01:14:38,125

that answer your question on that, Mr. Jones?

1397

01:14:39,705 --> 01:14:41,365

Yes, indeed. Thank you very much indeed.

1398

01:14:42,135 --> 01:14:45,015

Thank you. And Ms. Cosson, I

1399

01:14:46,095 --> 01:14:49,255

I just wanted to say thank you very much, much to, uh,

1400

01:14:49,515 --> 01:14:52,215

all the planning inspectors for your, um,

1401

01:14:52,245 --> 01:14:55,695

extraordinary efforts and, uh, really thorough examination.

1402

01:14:55,805 --> 01:14:59,695

It's, it's, it's been, uh, a privilege

1403

01:14:59,715 --> 01:15:01,615

to see you at work, so thank you.

1404

01:15:02,995 --> 01:15:06,695

We appreciate that. Thank you very much. Um, okay.

1405

01:15:07,075 --> 01:15:09,095

And I can see, well, there's two hands

1406

01:15:09,155 --> 01:15:11,735

and may be legacy hands, Mr. Jones and Ms.

1407

01:15:11,735 --> 01:15:12,895

Co in your hands still up.

1408

01:15:16,125 --> 01:15:19,335

Okay, thank you. Um, I'm seeing no other hands raised,

1409

01:15:20,905 --> 01:15:24,405

so, um, I just wanted to briefly address

1410

01:15:25,465 --> 01:15:28,605

the Rule 17 letter that we issued yesterday

1411

01:15:28,625 --> 01:15:30,245

and just wanted to see whether the applicant

1412

01:15:31,115 --> 01:15:33,655

wished at this point to comment on any aspect of it.

1413

01:15:46,355 --> 01:15:49,535

Um, thank you very much, uh, sir,

1414

01:15:49,535 --> 01:15:50,775

for giving us the opportunity.

1415

01:15:51,395 --> 01:15:54,895

Uh, we propose to answer in writing at deadline seven.

1416

01:15:56,765 --> 01:15:57,775

Okay, thank you. I'll just,

1417

01:15:58,235 --> 01:15:59,775

If we've got on to thank yous

1418

01:15:59,775 --> 01:16:03,815

and farewells, um, I, I would, uh, like

1419

01:16:03,835 --> 01:16:05,095

to thank you

1420

01:16:05,155 --> 01:16:09,295

and, uh, both of your colleagues, um, very much on behalf

1421

01:16:09,295 --> 01:16:12,415

of the applicant team as well. Thank you, sir.

1422

01:16:13,285 --> 01:16:15,935

Okay, thank you. Um, I also just wanted

1423

01:16:15,955 --> 01:16:18,015

to double check one thing we've mentioned earlier,

1424

01:16:18,025 --> 01:16:22,555

which was the antisocial behavior section 1 0 6,

1425

01:16:22,685 --> 01:16:26,315

which was part of the Rule 17 and discussed briefly.

1426

01:16:26,465 --> 01:16:29,795

That was, I think, I think you mentioned it was to do with

1427

01:16:30,375 --> 01:16:34,075

the landowner, but the section one six was to do with,

1428

01:16:35,115 --> 01:16:37,595

I think it was the counter council who was a signatory Yes.

1429

01:16:37,935 --> 01:16:41,955

On that. And it also related to the existing site in terms

1430

01:16:41,955 --> 01:16:42,955

of antisocial behavior.

1431

01:16:43,095 --> 01:16:45,955

So I think it might be worth just expanding on that

1432

01:16:45,955 --> 01:16:48,995

and just clarifying what the, um, current status is.

1433

01:16:49,955 --> 01:16:53,195

I think what Mr. Bowles was saying was that the,

1434

01:16:53,495 --> 01:16:56,635

the original genesis of that provision

1435

01:16:57,255 --> 01:17:01,635

was when the relevant, uh, path was going

1436

01:17:01,635 --> 01:17:03,195

to be a permissive path.

1437

01:17:03,655 --> 01:17:07,595

Mm-Hmm. Um, and it was that the landowner wanted

1438

01:17:07,815 --> 01:17:12,005

to have powers, um, in the 1 0 6 to deal

1439

01:17:12,005 --> 01:17:14,405

with antisocial behavior, all very understandable.

1440

01:17:15,385 --> 01:17:19,205

Um, now that it is proposed to become, to be dedicated

1441

01:17:19,265 --> 01:17:23,125

as a public right of way, then the general powers

1442

01:17:23,155 --> 01:17:24,845

that the county council has

1443

01:17:25,345 --> 01:17:28,365

as highways authority would come into play.

1444

01:17:28,905 --> 01:17:31,205

And so it, there's no need, um,

1445

01:17:31,585 --> 01:17:34,165

to include powers in the section 1 0 6.

1446

01:17:34,595 --> 01:17:36,245

Okay. So the landowner being the

1447

01:17:36,245 --> 01:17:37,405

council, the county council,

1448

01:17:39,345 --> 01:17:42,405

No, but, but the dedication, the, the land,

1449

01:17:42,505 --> 01:17:46,925

the county council would have the interest

1450

01:17:46,945 --> 01:17:51,245

and powers that it has as highway waste authority once, uh,

1451

01:17:51,245 --> 01:17:54,725

public rights were dedicated over the relevant part

1452

01:17:55,145 --> 01:17:56,485

of the landowner's land.

1453

01:17:57,275 --> 01:17:59,245

Okay, thank you. And then also towards the end,

1454

01:17:59,245 --> 01:18:00,965

towards the back of that document though, is they,

1455

01:18:02,145 --> 01:18:05,205

the existing wastewater treatment plant, is the plan of

1456

01:18:05,205 --> 01:18:07,485

that relating to antisocial behavior also?

1457

01:18:07,545 --> 01:18:10,005

So is that, does that, is that also fall in a way?

1458

01:18:11,505 --> 01:18:13,525

Uh, so it's John Bowles for the applicant.

1459

01:18:13,745 --> 01:18:16,005

Um, the, uh, the inclusion

1460

01:18:16,025 --> 01:18:19,565

of a plan in the draft section 1 0 6, um, relating

1461

01:18:19,565 --> 01:18:22,765

to the existing wastewater treatment plant was purely

1462

01:18:23,145 --> 01:18:26,005

to secure the terms of the section 1 0 6 agreement

1463

01:18:26,695 --> 01:18:27,845

until such time

1464

01:18:28,465 --> 01:18:31,965

as the new site can be bound under the section 1 0 6.

1465

01:18:32,105 --> 01:18:36,805

So there was no intention to apply the a SB uh, provisions

1466

01:18:36,945 --> 01:18:39,445

of the section 1 0 6 that was offered at that time.

1467

01:18:39,865 --> 01:18:42,245

It was purely a mechanism to enable us

1468

01:18:42,305 --> 01:18:45,125

to ensure the integrity of the 1 0 6

1469

01:18:45,445 --> 01:18:46,445

Offering. Okay. I understand.

1470

01:18:46,445 --> 01:18:48,645

Thank you. And can I just ask, uh, Ms.

1471

01:18:48,745 --> 01:18:52,885

Cahoon if, if you are satisfied with that, uh,

1472

01:18:52,985 --> 01:18:54,085

not coming forward anymore?

1473

01:18:55,665 --> 01:18:58,865

Um, so forgive me, um, uh,

1474

01:18:58,865 --> 01:19:02,905

and this is a, a matter that, that, um, I'm embarrassed

1475

01:19:02,905 --> 01:19:05,105

to say is that I was not aware of the Rule 17

1476

01:19:05,105 --> 01:19:06,745

that had been directed to the county council.

1477

01:19:06,925 --> 01:19:10,585

So I have not been able to take full instructions on, on any

1478

01:19:10,585 --> 01:19:12,145

of its contents, however,

1479

01:19:12,485 --> 01:19:14,385

But there is only one question direction to the council.

1480

01:19:14,385 --> 01:19:15,745

There is, it wasn't, it wasn't actually,

1481

01:19:16,005 --> 01:19:17,345

it wasn't actually relating to this

1482

01:19:17,935 --> 01:19:19,865

section 1 0 6, but now it's come up.

1483

01:19:19,985 --> 01:19:21,585

I, I would like to ask you that question.

1484

01:19:22,405 --> 01:19:24,825

Um, I, I am, uh, going to see if Mr.

1485

01:19:24,925 --> 01:19:26,465

Tattle is able to assist.

1486

01:19:31,065 --> 01:19:32,425

I think this may also be covered

1487

01:19:32,485 --> 01:19:35,305

by the action point we captured four county.

1488

01:19:36,855 --> 01:19:38,225

Yeah, I just want to understand the

1489

01:19:38,225 --> 01:19:39,665

counter's point while we're here.

1490

01:19:40,285 --> 01:19:42,625

But yeah, just Tuttle again, so yeah, I would agree

1491

01:19:42,625 --> 01:19:44,625

that I think this was one

1492

01:19:44,625 --> 01:19:45,905

of the things we were gonna take away

1493

01:19:45,905 --> 01:19:48,545

because obviously if there have been changes, we need

1494

01:19:48,545 --> 01:19:50,105

to look at those and see, you know,

1495

01:19:50,165 --> 01:19:51,905

we can understand the logic behind them,

1496

01:19:52,245 --> 01:19:55,065

but we just need to set ourselves

1497

01:19:55,065 --> 01:19:56,305

that we are satisfied with.

1498

01:19:56,695 --> 01:19:57,745

Yeah, it's not a change.

1499

01:19:57,895 --> 01:20:00,665

It's, there was two section one oh sixes, one relating

1500

01:20:00,665 --> 01:20:03,665

to antisocial behavior that's now disappearing completely.

1501

01:20:04,765 --> 01:20:08,365

So that section, section oh six is not being finalized.

1502

01:20:08,545 --> 01:20:10,965

So it is not a change to the other one. It's the one,

1503

01:20:11,135 --> 01:20:12,135

Sorry, yes. So, okay,

1504

01:20:12,135 --> 01:20:13,845

so there, there's, sorry, there's been a,

1505

01:20:14,165 --> 01:20:17,045

a difference then in, in what's, yeah, so, okay.

1506

01:20:17,065 --> 01:20:19,325

So I mean if the antisocial behavior, if it is a right

1507

01:20:19,325 --> 01:20:22,525

of way that we are taking on as a county, then

1508

01:20:22,525 --> 01:20:24,765

that would naturally fall away because Okay.

1509

01:20:25,025 --> 01:20:29,445

We would then have, um, maintenance liability for the,

1510

01:20:29,745 --> 01:20:31,005

the surface as it were.

1511

01:20:31,665 --> 01:20:33,365

Subsea always remains with the owner,

1512

01:20:33,465 --> 01:20:35,845

but we would, we would be, you know, looking at

1513

01:20:35,845 --> 01:20:38,845

that under our current rights of way maintenance plans.

1514

01:20:39,715 --> 01:20:41,645

Okay, I understand. Thank you very much for that.

1515

01:20:43,185 --> 01:20:45,005

Um, I'm not sure if my camera's working.

1516

01:20:45,145 --> 01:20:49,165

Can you, can you also see me okay? We can hear you. Okay.

1517

01:20:51,665 --> 01:20:54,765

Um, so it might also be worth mentioning here that uh,

1518

01:20:54,965 --> 01:20:56,965

deadline six, the applicant set out that a number

1519

01:20:56,965 --> 01:21:00,805

of updates will be made to some documents such as the deed,

1520

01:21:00,945 --> 01:21:02,805

the draft development consent order,

1521

01:21:03,505 --> 01:21:05,565

and I'm not not planning on listing 'em here.

1522

01:21:05,705 --> 01:21:08,285

So I just want to say that could you just ensure

1523

01:21:08,285 --> 01:21:09,725

that all the changes you mentioned

1524

01:21:10,465 --> 01:21:13,605

during deadline six will be, um, actioned by

1525

01:21:14,205 --> 01:21:15,485

deadline seven as necessary?

1526

01:21:19,145 --> 01:21:21,445

Yes. Yes sir. Of course.

1527

01:21:21,655 --> 01:21:22,925

Thank you. Okay, thank you.

1528

01:21:24,145 --> 01:21:27,905

Um, in that case, I'll move to close the hearing.

1529

01:21:29,445 --> 01:21:32,225

Um, I'd like to thank everybody also for contributing

1530

01:21:32,225 --> 01:21:36,025

so hopefully to this hearing and um, all previous hearings.

1531

01:21:36,085 --> 01:21:38,625

And as I'd also like to extend that thanks

1532

01:21:38,645 --> 01:21:41,305

to the production company for assisting

1533

01:21:41,305 --> 01:21:45,345

with the smooth running of this and also all of the events.

1534

01:21:46,645 --> 01:21:49,425

Um, may we remind you that a digital recording

1535

01:21:49,425 --> 01:21:53,065

of the proceedings today will be made available as soon

1536

01:21:53,065 --> 01:21:54,825

as practicable on the project page

1537

01:21:54,885 --> 01:21:57,145

of the National Infrastructure Planning website.

1538

01:21:58,565 --> 01:22:01,425

May we also remind you that the next stage

1539

01:22:01,425 --> 01:22:05,465

of the process will be deadline seven on the Friday the

1540

01:22:05,465 --> 01:22:09,225

12th of April, 2024, which includes written summaries

1541

01:22:09,225 --> 01:22:10,825

of oral submissions of this hearing,

1542

01:22:12,125 --> 01:22:14,385

any closing submissions, a number

1543

01:22:14,385 --> 01:22:16,105

of finalized documents from the applicant,

1544

01:22:16,285 --> 01:22:19,425

and responses to the Rule 17 letter we issued yesterday.

1545

01:22:21,365 --> 01:22:22,985

Um, apologies to my camera freezing,

1546

01:22:23,565 --> 01:22:26,905

but the time is now seven minutes past three,

1547

01:22:27,165 --> 01:22:28,705

and this issue, specific hearing

1548

01:22:28,805 --> 01:22:31,385

for the Cambridge Wastewater treatment plant relocation

1549

01:22:31,385 --> 01:22:32,905

project is now closed.

1550

01:22:33,075 --> 01:22:34,075

Thank you very much.

1551

01:22:35,475 --> 01:22:37,105

Thank you, sir. Thank you, sir.

1552

01:22:42,685 --> 01:22:43,995

Thank you very much indeed.

1553

01:22:46,885 --> 01:22:47,555

Thank you, sir.

1554

01:22:51,805 --> 01:22:52,515

Thank you, sir.