

BRIEFING NOTE

Wellcome Campus Expansion, Hinxton

Condition 51 (Construction) – Construction Traffic Management Plan

Response to Hinxton Parish Council Comments (Dated 14th January 2022)

The table below reproduces the comments provided by Hinxton Parish Council and provides a response indicating where amendments have been made to the Construction Traffic Management Plan.

No	Item	HPC Comment	Response on behalf of U&C – Comment or amendment to CTMP	HPC Response 10.3.22
	HPC Summary Comments	<p>HPC requests that:</p> <ul style="list-style-type: none"> All construction traffic (not just HGVs) is prohibited from using Hinxton Village, the ford and the back road to Duxford for site access or egress (see 4.1 below), backed up with visible screen permits for construction traffic, camera monitoring and sufficient financial sanctions for infringement (see 4.1.6, 5.4 below); For full consultation on temporary traffic management (see 2.4 below); For consultation on the proposed speed restrictions on the A1301 (see 3.3.7 below); 	Response provided in relation to comments below.	See comments below

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		<ul style="list-style-type: none"> For clarification of the timings for implementation of the off site highway works A505/A1301 roundabout and at junction 10 of the M11. That off site parking in the village of Hinxton be prohibited (see 4.2.16 below ref on site parking); That Saturday site working is not permitted (see 5.2.1 and 5.2.7 below) For early liaison (before any infrastructure works) with the community liaison manager (see 5.2.10); That traffic flows on the A1301 (both construction workers and plant and materials) are accurately monitored (see 6.1.10 and 7.1 below). It seems unlikely that the Contractor's logistics manager will share data which puts the main contractor in breach of the delivery restrictions. We seek clarity on what financial sanctions will exist for non-compliance. The sanctions currently contemplated are woefully inadequate and are limited to liaison with relevant operatives 		
1	Section 1 Introduction			
	1.4 CTMP Objectives	<p>The objectives are stated below. They should properly include that protection of Hinxton Village, both from a decade of construction traffic and from the operation and use of the scheme once complete.</p> <p>1.4 CTMP Objectives</p>	<p>Amendment:</p> <p>Add final bullet point – <i>The CTMP seeks to ensure the protection of local villages, including notably Hinxton,</i></p>	<p>Amendment noted thanks as regards construction traffic.</p> <p>Comments understood as regards the operation and</p>

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		<p>1.4.1 The objectives of the CTMP are to reduce:</p> <ul style="list-style-type: none"> • Environmental impact of construction activities through lower vehicle emissions and noise levels, and through the efficient use of on-site resources and co-working with other developments in the area (including Capital and Operational carbon reductions); • Risks to road users, specifically in relation to construction vehicle movement to and from the site; • Congestion by reducing number of vehicle trips, particularly in peak periods; and • Cost through efficient working practices and reduced deliveries. 	<p><i>from the impacts of construction.</i></p> <p>Response:</p> <p>The CTMP is focused on construction traffic impacts and not the occupation of the development which has been comprehensively assessed and mitigated as part of the Outline Planning Application and Permission</p>	use of the scheme once complete.
	1.4.2	<p>The provisions relating to engagement with neighbours (below) should make explicit reference to the occupants of Hinxton Village.</p> <ul style="list-style-type: none"> • Engage effectively with affected neighbours including the existing Campus and all its tenants and 	<p>Amendment</p> <p>Add:</p> <p><i>Engage with local residents of local villages represented through the Community Liaison Group and Parish Councils.</i></p>	Amendment noted thanks
2	Section 2 Context, Considerations and Challenges			
	2.1.9 Access Routes	The strategy states that		

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		2.1.9 the key routes accessing the site (M11, A11 and A505) are classified as Strategic Routes and the A1301 as a Local Route, none are indicated as subject to any relevant restrictions.		
	2.3 Site location and access	<p>The Strategy acknowledges that:</p> <p>2.3.11 There are a number of local routes between the A1301 and the villages of Duxford, Ickleton and Great Chesterford. Both North End Road and New Road link the A1301 with Hinxton village centre. To the north, Hinxton Road passes through Duxford and joins St. Peters Street in the centre of Duxford. Onward connectivity is provided to the A505 via Moorfields Road and via Hunts Road which run essentially parallel to each other.</p> <p>We ask that construction traffic is prohibited from accessing Hinxton Village, including the high street and the back road (via the ford) to Duxford.</p> <p>HGVs are of course already prohibited from Hinxton ford.</p>	<p>Response</p> <p>This section of the CTMP provides context rather than details on future traffic management. The issue of construction traffic and in relation to Hinxton village is covered below.</p>	See comments below in reply
	2.4 Considerations and Challenges	<p>The strategy states (inter alia)</p> <p>2.4.2 The main challenges/considerations identified at this stage are as follows:</p> <ul style="list-style-type: none"> Restricted junction on the M11 - as Junction 9 of the M11 is restricted, allowing only access to/from the south, traffic approaching from or departing to the north requires a less direct connection to the 	<p>Response</p> <p>The Reserved Matters application for the A1301 works will (when submitted) be subject to formal consultation and the CEMP / CTMP specific to</p>	<p>Noted but this paragraph is not just about temporary traffic on the A1301.</p> <p>It is about how construction traffic finds its way to and from junction 10 of the M11. When traffic on the</p>

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		<p>motorway network via the A1301, A505 and Junction 10 of the M11. These routes may be less desirable for construction traffic, especially at certain times of day.</p> <ul style="list-style-type: none"> Temporary traffic management: measures are likely to be required at several locations, particularly during construction of the planned highways improvements on the A1301. It will be important to minimize disruption to access for neighbouring properties and will involve production of detailed phasing plans which will require approval with relevant stakeholders. It is likely that pedestrian routes may need to be temporarily diverted as part of the traffic management measures. <p>HPC ask for full consultation on temporary traffic management. It is hard to see how movement of traffic on the A1301 will be sufficiently sustained while the new highways infrastructure is installed.</p>	these works will also provide further details and be subject to consultation	<p>A1301 is heavy or restricted, the temptation is to drive via Ickleton or via Hinxton ford to get back to the M11, Junction 10.</p> <p>That is the key issue for discussion and planning.</p>
3	Section 3 Construction Programme and Methodology			
	3.1 Introduction	We note that full details of the programme and methodology are to follow.	N/A	Awaited
	3.2.2 Pre planting Phase OB: Off Site	<p>Talks about planting to first section of A11 bund.</p> <p>Surely planting / bunding should also start on the West (A1301)</p>	<p>Response</p> <p>It is the intention that</p>	Noted thanks that is helpful. Please let us have details of the size and

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	Enabling Works	side of the DA3 residential area at that time. The tree planting needs to provide sufficient screening for the village of Hinxton and not merely on completion of the residential allocation	planting between the A1301 and DA3 will be undertaken early in the development programme as part of the early landscape works.	scale of planting and of any bunding when available. Hinxton village seeks screening from the residential allocation.
	3.3 Methodology	<p>States that</p> <p>3.3.2 Where possible, materials from excavation and groundworks would be reused on-site. Initial calculations show that it would be possible to achieve a cut and fill balance which means there would be no need to import or export significant volumes of topsoil or subsoil during construction.</p> <p>Surely there will be extensive levelling of DA1, which currently sits on high ground. Details awaited by detailed design / Development Brief.</p>	<p>Response</p> <p>Further details on the extent of earthworks and levels will be provided as part of a future enabling works submission for the expansion land which will be subject to consultation</p>	<p>Ok, but the core point remains that surely there is a vast amount of excavation to take place on DA1. We await that clarity.</p>
	3.3.7 Highways Works	<p>Sets out highway improvements, which are stated to include:</p> <ul style="list-style-type: none"> A reduced speed limit on the A1301 from 50mph to 30mph <p>Is that restriction intended to apply along all sections of the A1301, or just adjacent to the Expansion land (DAs 1 and 3)? We ask for consultation with HPC on this issue.</p>	<p>Response</p> <p>The A1301 works will be subject to a reserved matters application which will be subject to formal consultation.</p> <p>Amendment</p> <p>A reduction in speed limit on the A1301 [<i>this is to</i></p>	<p>Amendment noted thanks. We will await consultation on the reserved matters application.</p> <p>We see merit in a speed reduction as long as it does not result in static traffic on the A1301, which in turn would exacerbate “rat running” through the</p>

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			<i>reflect ongoing discussions with CCC regarding the future speed limit]</i>	villages and back to junction 10 of the M11
	3.7.12 Highways Works	<p>There is no timeline stated in relation to the off site highway works</p> <p>3.3.12 It is noted that the development also proposes areas of off-site highways works as part of the mitigation package of works, including improvements to the A505/A1301 "McDonalds" Roundabout and Junction 10 of the M11. These are not specifically identified in the above outline phasing and it is anticipated that these will be subject to separate consultation/approval process.</p> <p>Please can we have confirmation on the timing of those works.</p>	<p>Response</p> <p>The timings of off-site highways works are set out in the publicly available S106 Agreement. U&C can provide a note of the timings if helpful</p>	<p>Thank you, we will refer to the S106 but a note of timings would also be helpful</p>

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4	Section 4 Vehicle Routes and Access			
	4.1 Routing of HGV traffic	<p>As above, we ask that all construction traffic is prohibited from using Hinxton Village for site access or egress.</p> <p>Paragraph 4.1.1 currently states:</p> <p>4.1 Routing of HGV Construction Traffic</p> <p>4.1.1 Construction traffic routing would be generally confined to major highways, avoiding residential villages such as Ickleton and Hinxton. It is anticipated that most construction materials would arrive directly via the M11 and A11. Vehicles to/from the north would access the Site via M11 Junction 10, whilst the vehicles to/from the south would access via Junction 9a. A small proportion of construction traffic is expected via the A11 to/from the north-east. Routing restrictions (see section 5.4) would ensure that HGV's avoid inappropriate routes through</p>	<p>Amendment</p> <p>Remove 'generally' [construction traffic will be confined to major highways through routing and signage].</p> <p>Response:</p> <p>Paragraph 4.1.8 states that roads through the local villages will be banned for construction traffic.</p>	<p>Amendment noted thanks.</p> <p>Obviously what we need to discuss further is how the ban on construction traffic using roads through the local villages is applied in practice. How it is structured and enforced.</p>
	4.1.6 Route Management	<p>Paragraph 4.1.6 states:</p> <p>Route Management</p> <p>4.1.6 As discussed further in Section 5.4, adherence to the strategic routes above will be vital to avoid the use of unsuitable routes through local villages. Measures will include the use of signage and the provision of maps to contractors/builders. It is assumed that directional signage will only be required from the slip-roads o the major intersections and onwards (e.g. J10 of the M11).</p>	<p>Response</p> <p>U&C will undertake to coordinate a workshop with the Parish Council, U&C's highways engineer and ,if required, with the Local Planning Authority and the County Council to discuss more widely concerns regarding construction</p>	<p>Response</p> <p>Noted, we await the workshop on the 24 March.</p>

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		<p>The measures the applicant cites to avoid the use of unsuitable roads are said to include "signage and the provision of maps".</p> <p>HPC ask for far more proactive route management, to include the clear labelling of construction traffic with visible screen permits and cameras and monitoring in the village of Hinxton. HPC rely on the applicant to actively manage, monitor and enforce a prohibition on construction traffic using Hinxton Village for site access / egress.</p>	<p>traffic.</p> <p>The nature of the local road network in the context of the site location is such that there shouldn't be rationale for routing through any of the local villages as site access is gained directly from the strategic road network. Construction traffic signage is evidenced to be effective in restricting construction traffic using certain routes and roads.</p> <p>Protocols are in place for residents and Parish Councils to liaise with U&C through the Community Liaison Group. Should such evidenced concerns be raised regarding parking and construction traffic, appropriate actions and measures will be taken.</p>	<p>We don't agree that the nature of the local road network in context of the site is such that there shouldn't be a rationale for routing through any of the local villages. Indeed we would say that reflects a lack of understanding of local traffic flows. There is already significant pressure on the A1301 and the A505 during commuter hours and after school. The system is at breaking point. Much of that static traffic seeks access / egress to the M11 at Junction 10. If the traffic on the A1301 is not moving, traffic (including construction traffic) will drive via the villages of Hinxton and Ickleton.</p> <p>We don't think construction traffic signage is sufficient mitigation. As above we ask for far more proactive route</p>

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				management, to include the clear labelling of construction traffic with visible screen permits and cameras and monitoring in the village of Hinxton (and Ickleton). Hinxton rely on the applicant to actively manage, monitor and enforce a prohibition on construction traffic using Hinxton Village for site access / egress.
	4.2.16 On Site Parking	<p>Paragraph 4.2.16 states that on site parking will be restricted to an absolute minimum. Again we ask that off-site parking in the village of Hinxton be prohibited, monitored and appropriately sanctioned</p> <p>On-Site Parking</p> <p>4.2.16 On-site parking for construction works would be restricted to an absolute minimum. This would only be made available to those personnel who need to carry heavy equipment or materials to the Site. Unapproved parking on public roads would not be allowed and the labour force would be encouraged to use public transport or a car sharing scheme. Local traffic management measures for Site access would be agreed with SCDC prior to construction commencing as part of a detailed CTMP</p>	<p>Response</p> <p>Notwithstanding the sustainable travel measures that will be in place to reduce car travel to site, there will be sufficient parking provided and no rationale or requirement to park elsewhere.</p> <p>Protocols are in place for residents and Parish Councils to liaise with U&C through the Community Liaison Group. Should</p>	<p>As above, we ask for the clear labelling of construction traffic with visible screen permits and cameras and monitoring in the village of Hinxton (and Ickleton).</p>

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			such evidenced concerns be raised regarding parking and construction traffic, appropriate actions and measures will be taken.	
	4.4.4 Temporary Traffic Management	HPC ask that there are no temporary road closures during peak commuter hours. The village is heavily reliant on the free movement of traffic on the A1301.	<p>Response</p> <p>The A1301 works and approach to phasing and traffic management have not yet been defined. The A1301 Reserved Matters Application and associated CEMP / CTMP will provide such information and be subject to consultation</p>	<p>Response</p> <p>Noted, we await the A1301 Reserved Matters Application and associated CEMP / CTMP</p>
5	Section 5 Strategies to reduce impacts			
	5.1.2 Planned measures to reduce construction impact	<p>We note the proposed site working hours include 07.00 to 13.00 on a Saturday, with site arrival and departure before and after those times.</p> <p>HPC ask that there be no Saturday working. Construction traffic arriving at 6.30 on a Saturday morning will inevitably cause disturbance.</p> <p>The applicant later acknowledges under paragraph 5.2.7 that:</p>	<p>Amend</p> <p>Working hours 08.00 to 13.00 on a Saturday.</p> <p>Also amendment to clarify that work outside of the hours noted in the CTMP will not normally be</p>	<p>Response</p> <p>Amendment noted thanks</p>

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		<p>5.2.7 Whilst night-time (23:00-08:00), out-of-hours or weekend working would not normally be permitted, it is conceivable that certain works may have to be undertaken during these periods. If necessary, the hours of operation for such works would be subject to prior agreement and reasonable notice with SCDC.</p>	<p>permitted.</p> <p>Response</p> <p>The permitted hours are established in the Outline Planning Permission decision notice.</p> <p>The document has been amended so that the position on Saturday working is consistent with the Outline Permission.</p>	
	Community considerations 5.2.10	<p>The strategy states:</p> <p>5.2.10 There are residential areas and associated amenities to the north (Hinxton) and south-west (Ickleton) that might be somewhat affected by the construction activities. It is likely that works could have some impact on residents and local businesses, including construction noise, workforce use of local public transport, temporary traffic management etc.</p> <p>5.2.11 A community liaison manager will be appointed, who would be focused on engaging with the community/stakeholders to provide appropriate information and to resolve issues of concern. Appropriate meetings would be held with local residents (or their representatives), the Existing Campus and other affected parties to keep them informed about the works, and to provide a forum for them to express their views. SCDC would also be invited to participate.</p>	<p>Response</p> <p>In accordance with the Outline Permission the Community Liaison Group, and thus any liaison manager will be appointed prior to commencement.</p>	<p>Response</p> <p>Noted thank you. Early engagement is key.</p>

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		<p>5.2.12 and email or telephone helpline service would be maintained by the Contractor during any construction periods to handle enquiries and concerns from the general public. It would also act as a first point of contact for information in the case of any emergency.</p> <p>5.2.13 Construction site boards outlining information on the project and forthcoming works would be displayed at the entrance to any construction sites. Site contract numbers would be displayed as appropriate, along with the complaints procedure.</p> <p>Can we ask that the community liaison manager is appointed, identified and active before any infrastructure works commence</p>		
	5.3.11	We note that once appointed, the Principal Contractor(s) will produce a phase specific Construction, Environmental Management Plan in line with the principles of the Outline CEMP.	N/A	
	Adherence to designated routes 5.4	<p>At present the strategy states:</p> <p>5.4 Adherence to Designated Routes</p> <p>5.4.1 As noted in Section 4.1, construction vehicles will be required to adhere to the designated construction routes identified. A clear signage strategy will be implemented to ensure construction traffic follows designated routes and avoids banned routes such as New Road and roads through Duxford, Hinxton and Ickleton.</p> <p>5.4.2 The designated routes will form an integral part of the supplier sub-contracts. Maps of the approved routes will</p>	<p>Response:</p> <p>U&C will undertake to coordinate a workshop with the Parish Council, U&C's highways engineer and ,if required, with the Local Planning Authority and the County Council to discuss more widely concerns regarding construction</p>	<p>Response</p> <p>Workshop scheduled for 24 March.</p> <p>As above we ask that Wellcome take full and sufficient responsibility for their construction traffic, to include:</p> <p>the clear labelling of construction traffic with</p>

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		<p>be issued to contractors and housebuilders, which they will be required to sign off. These can then be included in their own procurement and contracts with their supplies. Penalties may be considered for non-compliance; to enforce adherence, the site management team will undertake spot-checks on a monthly basis.</p> <p>5.4.3 Routes for AILs will be determined by the haulier in collaboration with the affected Police and local highways authorities. These would be determined by the configuration of the load, depending on its height, width, weight and length. The need for escort vehicles would be determined through that process.</p> <p>HPC submit that "monthly spot checks" will not be sufficient. We ask for camera monitoring and financial penalties for non-compliance.</p>	<p>traffic.</p> <p>As noted previously, the nature of the road network means there shouldn't be any rationale for construction traffic to utilise local roads. The strategic road network provides direct site access.</p> <p>The Community Liaison Group will provide a platform for any evidenced significant concerns regarding construction traffic to be raised.</p>	<p>visible screen permits and cameras and monitoring in the village of Hinxton (and Ickleton).</p>
6	Section 6 Preliminary Construction Vehicle Movements.			
	6.1 Vehicle Forecasts	<p>Paragraph 6.1.1 acknowledges the construction period to be at least 10 years:</p> <p>6.1 Vehicle Forecasts</p> <p>Introduction</p> <p>6.1.1 The Proposed Development is anticipated to be constructed over a period of at least 10 years, during which time levels of construction traffic would vary and there would be a mix of construction and development generated</p>	N/A	

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		traffic arising from the Site.		
	6.1.10	<p>Paragraph 6.1.10 anticipates a peak of demand of 1050 construction workers each day and 3,700 monthly (185 daily) deliveries.</p> <p>The applicant's assumption is of 350 light vehicle movements morning and evening generated by workers:</p> <p>6.1.11 Worker movements to and from the Site will be coordinated as part of the workforce Travel Plan (see Section 5.10), which measures put in place to restrict the number of people arriving by car or light vehicle (vans). It is usual for workers to travel in groups using a single vehicle (i.e. car / van shares, minibus). As such, the total number of vehicle movements is typically much less than the total number of workers. For the purposes of this assessment an assumption of an average of three workers per vehicle has been made.</p> <p>6.1.12 This would result in around 350 light vehicle movements in the morning peak period and 350 in the evening peak period generated by workers at the Site at peak periods. This would be spread across the morning and evening peak periods.</p> <p>Deliveries of plant and materials – restricted delivery times, to avoid peak hours, based on 185 delivery vehicles per day.</p> <p>6.1.13 Deliveries (of materials, plant and equipment etc.) would be restricted in terms of delivery times, so that peak hours are avoided. On this basis, the ES assumed that an average of 21 arrivals and 21 departures per hour would be</p>	<p>Response</p> <p>U&C will undertake to coordinate a workshop with the Parish Council, U&C's highways engineer and, if required, with the Local Planning Authority and the County Council to discuss more widely concerns regarding construction traffic.</p> <p>It is important to note that the traffic levels have already been assessed as part of the EIA within the Outline Planning Application.</p> <p>It is standard practice to apply restrictive planning conditions and assume compliance</p>	<p>Response</p> <p>Workshop on 24 March.</p> <p>This is a massive traffic impact (rare in scale and duration).</p> <p>The assumption about 1050 construction workers coming in 350 vehicles is highly optimistic not outwardly founded in any empirical analysis.</p>

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		expected, with a total of 370 two-way trips per day (i.e. 185 vehicles per day). This figure of 370 two-way trips per day represents a peak of construction activity and is predicted to be split between 241 two-way movements on the A1301 south of the Existing Campus and 130 on the A1301 north of the Existing Campus (i.e. 65%/35% split).		
7	Section 7 Implementing, Monitoring and Updating			
	7.1 Management	<p>The strategy says that main contractors will produce Construction Management Traffic Plans for each phase for approval by SCDC.</p> <p>7.1.2 The Detailed CTMPs/CEMPs will be managed by the relevant main contractors. A nominated employee will be appointed as "Logistics Manager" and will be responsible for the day-to-day organization and monitoring of construction logistics for the Site, for the duration of the construction phase.</p> <p>The monitoring is undertaken by the Contractor's Logistics manager. We ask that the relevant data is shared with HPC monthly.</p> <p>It is hard to see that Contractors working tight timelines and subject to delay related damages for late completion will really restrict plant and material deliveries to out of peak hours as envisaged.</p> <p>The sanctions currently contemplated for non-compliance are</p>	<p>Response</p> <p>U&C will undertake to coordinate a workshop with the Parish Council, U&C's highways engineer and ,if required, with the Local Planning Authority and the County Council to discuss more widely concerns regarding construction traffic.</p> <p>The Community Liaison Group is to be established as a forum for construction updates as well as raising queries and concerns.</p>	<p>Response</p> <p>Workshop noted.</p> <p>The suggestion here is that if non compliance with the CTMP is an issue "which can be evidenced" that HPC should raise the issue in the liaison group and action will be taken.</p> <p>Fine, but give us the tools to evidence non-compliance. Put cameras in the villages and label your construction traffic clearly with screen permits.</p>

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		<p>woefully inadequate:</p> <p>There will need to be meaningful financial sanctions for non compliance.</p>	<p>It is proposed that if such concerns are warranted once construction commences such data can be requested and shared through the Liaison Group.</p> <p>It is not considered that there is a practical risk of non-compliance but if this is an issue that can be evidenced, then it can be raised and demonstrated to the Liaison Group and subsequently appropriate actions taken.</p>	