# SizewellC_ISH2_Session2_07072021_TEXT

00:15
Hello and welcome back to the issue specific hearing number two on traffic and transport before I started I just checked the live stream and a recording of both started

00:29
yes I confirm the live streams working and the recording started. Thank you.

00:35
Okay moving on to agenda item two I want to talk about road and HTV freight

00:41
firstly starting with the applicant in response to question tt 1.13 this is on page 85 183 of the traffic section a rep two dash 100

00:58
about HTV capacity you stated larger ATVs for bulk materials are available. And as said C's ATV profile takes into consideration payloads 27 tonnes for aggregate deliveries rather than the original 18.5.

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On this basis, do you consider that the figure of 18.5 tonnes represents a conservative estimate of the carrying capacity of a typical HTV on this project?

01:32
Thank you, sir. Mr. Wolf is going to feel that question and hand over to him please.

01:42
Yes, so, thank you. So James Oliver, for the applicant, engagement with the supply chain and bulk bulk to suppliers has been ongoing since the initial assessment, you're correct to say that a typical road waggon 2010. Road waggon has a carrying capacity of generally so 1818 and a half tonne engagement with the supply chain has indicated that larger vehicles are available. So the the articulated typical type of vehicles, and those can carry a much greater volume of product.

02:15
By leveraging those larger vehicles, we obviously are able to reduce the number of hgvs that we require. And it's fair to say that this is only really during the early years before the rail and marine aspects, infrastructure become on board. So we're looking at using those larger vehicles initially to further reduce the impact on the road until such time as we can use the bulk material methods rather than the Marines to import the remainder of the products.

02:45
Sorry, very bad feedback from when I speak to you again.

02:52
Anyway, are you saying that in the early years of the project, you're likely to be using bigger waggons and the ones that could take 18.5 tonnes?

03:02
Yes, so a there's two typical types of Bobtail waggon

03:09
or axle tipper which will carry 18 and a half or an articulated unit so it has a separate trailer and tractor unit. We would look to use those larger vehicles in the early years when we don't have the rail and marine infrastructure and therefore there is a small portion of bulk material that needs to be imported by the road until such time as a move to a rail and marine import strategy.

03:36
Okay, thank you going on in your response to question tt 111

03:43
is on page 83 of the traffic section of rap to 100. Could you confirm the theoretical capacity of the road based HTV fleet using your most recent capital levels is 14.4 6 million tonnes and taken together with a nominal rail capacity of 10.2 5 million tonnes and marine capacity of 989 point eight to 5 million tonnes. That this is a total freight carrying capacity of just over 34 point 5 million tonnes

04:18
and stated freight requirement of the main construction site is 12 point 1 million tonnes. On that calculation, you could deliver almost three times the freight carrying capacity you need for the main construction site. Is that correct?

04:41
Yes, I'll come back on that that point. So the

04:45
the response to those questions requested the maximum theoretical capacity and those rely on the full number of trains, marine or hgvs over the entire duration of the project.

05:00
demand for bulk materials is not linear, we require a much greater proportion of the fill in the early years. So between years,

05:10

two to five, we have a great proportion of the backfill material that's needed. And from years, four onwards, the concrete materials start to start to increase through to the mechanical electrical phase where then the bottom tools are a lot less. So

05:29
whilst it's true to say the theoretical capacity of all those input modes is upwards of 30 million plus tonnes, that would require all of those materials to be spread consistently and steadily over the duration of the project. And that's not the demand profile that we need to deliver. So we use the bulk material imports a lot greater in the in the early years, when we need those materials, and to a lesser degree in the latter years when the focus of material imports is at the materials that aren't necessarily suited

06:03
by means of travel, could could maybe just add to this consideration in your response to TT one point 12.

06:13
Where about using the anticipated 40% by road results in an expected tonnage of 4.8 million tonnes by road, which equates to 261,620 vehicles.

06:25
You haven't given me a profile of that, but just on average, that's about 87 hgvs a day. Just if you take it over the whole period, why are the Kappa levels

06:36
as high as they are? If that's the way that you believe that this is a proper way of controlling the HTV movements? Why? Why is this theoretical difference? So great. So I think I also need to draw attention to the fact that the HGV classification is there is that anything over three and a half tonnes. So whilst the I think the assessment states quite clearly that we've assumed an 18.5 18.5 tonne per HTV. In reality, that's that's not the case. In the early years, we will be using large volumes, large quantities of those larger vehicles. But then Latin in the later stage of the project, we'll be using a lot smaller vehicles, as well as all of the background, sort of ancillary support and equipment that comes in on the much smaller volume vehicles. So I think I would draw your attention to

07:32
revise plate 4.2, which is the propose the forecast HTV profile in the freight management strategy. And that shows our forecast of the hgvs taking into account the material demands and the sizes and types of vehicles.

07:50
Okay, well, it's still question after question the cap numbers because the early years cat numbers, correct me if I'm wrong, 300 ATVs a day and you're saying there'll be larger vehicles. So that sounds to me like 300 very large SUVs,

08:06

going backwards or forwards along a B one, one to two, a proportion of those will be large hgvs. But certainly not all of them. We something we could do, as part of the deadline for submission is to

08:23
split out what those vehicles are, or certainly give a greater level of granularity of the types of vehicles and the composition of them. There will be both material input via road, but a say a proportion only the remainder will be similar smaller vehicles. Well, the thing I'm struggling with at the minute is relating the caps, which you've heard yesterday, and today, Mr. Flanagan say about, you know, think about the caps are a good way of controlling the amount of, you know, vehicle movement on the site. But I can't, in my mind, get what is theoretically possible. And what you're saying about 40% and what you're saying about the HTV is I can't get these two things to relate.

09:05
So from the information I've got in front of me today, so I think in my mind, it suggests the capsule are far too high. I

09:18
certainly disagree. I mean, the I think the HV profile that I mentioned shows that we can deliver the project within the cap. And that is a probably a greater representation of the profile that we believe rather than a steady max over the input nodes for while you provided me in in terms of the theoretical capacity of road based ATVs. So you can move 14.4 6 million tonnes which is more than the total amount. If you were to assume that every one of those hgvs every day was a higher carrying capacity of 18 and a half tonnes. But you did agree earlier on that's a fair assessment of the average for HTV on the project

09:59
or not

10:00
So your rail capacities worked out.

10:05
In our written response, I think I have drawn attention to the fact that you know, HTV has a considerable range of sizes, and that taking 18 and a half tonne is not necessarily representative of an average.

10:22
In that case, then that questions how you worked out how many vehicles taking off the road rail provision would would remove because that were used 18 and odd. That's your figure, it's not my figure. No, correct because the the material is diverted off the road onto rail will always be bolt material. So that that is the material that we would use the larger hgvs. So it's fair to work in equivalent HTV number per train on the basis of those stated hv capacities. The all of the other materials that won't necessarily be delivered in bulk and will be on much smaller vehicles, there will increase the total HTV number beyond because there will be a greater proportion of smaller vehicles than in the opening often.

11:10
I know you're saying that, but I'm not convinced that At what point because when we went to see Hinkley, it didn't look to be a smaller proportion of small agvs on the site parked up on the site. The other thing is that none of these caps include the associated development sites. When I look at the materials involved for associated developments, it all look fairly like bulk materials, bitumen road roadstone concrete, and none of them in my mind would be on small PCBs as you would define them. So if you add that figure in as well, the number of hgvs on the network starts to look a lot higher.

11:49
So it's right to say that the ad traffic is generally excluded from the profile. And that's because a lot of those deliveries will be across the wider network. So you know, they majority of those will stay on the a 12 to gain access to the to village bypass and the SLR they they won't travel down the B 1122. Obviously, the sensitive receptor sites a little more forbidden, no model.

12:16
So building a fibre link road, you're saying to me there will be no ATVs along a b 1122.

12:24
The strategy for building the link road is to focus on in the initial phases, getting the insert line overbridge installed, that will require a level a small, relatively small level of HTV traffic to travel down the B 1122. to the next point that we will take off where the middle to more spur is proposed. That gives us access to the east and the west side of the second rail line to build the ADA bridge, focusing on the delivery of the overbridge in the very early years then allows us to the project to facilitate crossing the subject line without needing to go down the BLF and 22. So the size of linkway can then be delivered from from west to east with materials travelling down the retrace of the DSLR as it's built, rather than needing to put large construction volumes of travel for the SLR down below 22. And how would that be controlled and in terms of what we're looking at the decio.

13:25
So the movements down the 1122 is controlled within the cap, and that's 300 in the early years. And the profile that we've developed takes into account all of the movements that are required down down with 1122 for the main main project works for the DSLR

13:46
Yeah, but let's say the building of the cyber link road west to east for whatever reasons, it became expedient to start from the UK, both ends, then to be 1122 watts to protect to be around 22 in that circumstance.

14:02
So we would or we could we are committing to the 300 deliveries done the bill of 22 for the main development site now for all for all materials, and that's controlled by the GPS tracking. So we would be able to demonstrate that the the vehicles that travelled down the 1122 do not exceed the

14:24
I mean, I think for the purpose of this discussion what I'm what I hope you get I'm struggling with is relating the cap levels to what the capacity that would be allowed in you know any both cap levels would allow much greater capacity for freight movement.

14:42
And in theory, you could move all the freight

14:46
without any rail or marine capacity on those cap levels. No, because as I said the to achieve the theoretical maximum tonnage by road as you mentioned

15:00
require the title limits every day. And as I mentioned, the there's a much greater demand for the bulk materials in the early years. And the delivery of the quantity of volunteer in the early years under the caps that we are setting with does not deliver the amount of materials required, but earlier is kept 300 isn't that

15:23
thing is also important to say that the project couldn't handle the amount of material coming in via road, you know, for the operational logistics, greater quantities by road and urban marine and rail are a much more efficient means of the for the project. So there is an incentive within the project to deliver those as planned to ensure that we can deliver in an efficient and timely manner.

15:52
Okay, thank you. I think at this point, I'd like to hear from other other parties. Could I potentially hear from Suffolk County Council on this point, please?

16:06
Thank you, sir. Michael Bedford, Suffolk County Council.

16:11
So obviously, you've seen I'm taking it from the line of that series of questions, as it were similar sort of queries that we raised in our rep three comments which point out, as it were, the implications of the raw figures, in terms of the overall quantum of materials to be delivered to the site, compared to the capacity that's available just by road, if you utilise the figures and utilise the applicants assumptions. So obviously, we've set all of that out. And you've also taken all that on board. I don't elaborate on that. I will bring in Mr. Mary to comment on particularly what we've just heard from Mr. Oliver. But certainly,

16:57
as an initial point, we are somewhat puzzled.

17:01

Or at least certainly I am puzzled by the suggestion in answer to you that the 300 cap in the early years, was intended to apply to the use of all materials, travelling on the B 1122. And not simply those going to the main development site, because that's certainly not how I had read or understood what was being suggested. In the construction traffic management plan. That's rep 254.

17:36
And it maybe it's just a glitch or maybe just NEEDS CLARIFICATION, but that was a slight surprise. In that part of the answer. If I can bring Mr. Mary on the substantive points that he has heard from Mr. Oliver, for his particular comments on behalf of the County Council. Thank you.

17:55
Hello, Good morning, sir. Steve. Mary from Suffolk County Council. Yeah, there was a couple of points I was going to raise. Firstly, that this has to relate back to the overall freight management strategy. And some questions we will be raising in is h2 about that in a wide level? But that's not the question you're asking the moment. The particular concern, it does drill down into the Stephanie, early years and the number ATVs errors understanding is the cap is 600 hgvs. In the early years, and yet, if you refer to table 4.2 of as slash 280, which is material, the freight management strategy, that clearly shows the numbers exceeding 350, or going up to 350, in late 200, and then 2023. And yet, if you look at the implant implementation plan, which is rep two, oh 44, it's showing that the size will link road is not completed until the end of 2010. Before so it's implying that there'll be more vehicles on a b 1122. Before the early years is actually finished. And we've always interpretated the early years as being the last day before the the mitigation is delivered for the project. I'd also raise the issue of that I would have concerns about a significant number of articulated vehicles going down to BLM 22 in the early years, with the amount of traffic going there, and particularly the I ELLs, which I understand we're going to talk about in a minute.

19:25
And just one thing just to point out as well. In terms of caps, we haven't asked for a capital Marine, what we're seeking to do is to effectively help be a critical friend to help the developer implement a freight management strategy. The preferred strategy is the one that is on the table to make sure that they do maximise marine maximise rail and minimise it so they were the main points I was gonna make, other than we will get onto controls tomorrow, hopefully.

19:57
Thank you, Mr. Murray. In terms of what the early

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As often as the discussion will have tomorrow as well about how that is defined later on.

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Can I potentially hear from highways England whether they want to add anything in terms of this discussion?

20:23

Hello, I think I have to have you on the moment.

20:27
Eric, would you like to take this one? I'll take this one. Let me Please introduce myself. My name is Chris Haskell innopolis chairman and corporate civil engineer, I work for highways England as our route manager for Suffolk. We have more comments regarding the controls rather than the cabs. So I would like to comment on the controls when

20:49
this item is discussed. Okay, that will probably be tomorrow, but thank you.

20:55
Okay, can I hear from the applicant? Again, please?

21:01
So if I just start HGV caps and how the cap works, and Mr. Bedford's

21:08
being uncertain about how that precisely works over pays to pick up that in the control session, if that's acceptable tomorrow?

21:14
The your, your series of questions, sir, about how the stated volumes translates to Firstly, the profile of hgvs and then also translates to the, to the caps. So we consider that is we've tried to explain it, obviously. So you've still got questions. Mr.

21:36
Stoller has given his answers now, I said that we were proposing to submit suffered some further information on materials that deadline five, and I'm suggest that we try and provide a fuller answer for you there, sir. I mean, I think the simple point, the simple answer is that you can simply smooth, seamless, smooth,

21:54
rolling out of that 12 million tonnes over the construction phase, if you do have the profile, which shows peaks. And, indeed, the fact that you might not run up against the caps throughout the entire construction periods, we would say, is a good thing. And indeed, the caps are there to stop hands when there is Mr. Oliver said, there is greater need for a certain type of import, which involves more extreme movements, for instance, but rather than provide a third answer now, try and include that in our deadline five submission, if that's acceptable. Yeah, with the just one thing about you might not run up against the caps is a good thing. It really depends on which side of the discussion you're looking at that from, if you know, if you live on a b 1122, and you're running up against the caps or over the caps, it's quite a significant discretion. And the other thing is, I know, I hear what you're saying about the profile, but the profile isn't the thing that will be control.

22:55
The profile you submitted is just that indicative profile, the thing that will form the control, which we'll talk about tomorrow are the caps and how refined they are. To respond to as you put it, the profile is probably what we need to get to. But we can talk about that more tomorrow.

23:15
is point I'd like to hear journey. I can't see any hands up. There's any IP or Wait, wait, Mr. Collins.

23:23
Yes, thank you for calling. Stop sighs on Cb 1122 and 70 s which parish council

23:30
thank you for bringing up the whole point about the caps. I do understand we'll we'll go through these tomorrow. But I I also agree that if it's great to set a high cap and never reach it, but on the other hand, it doesn't really offer the control that actually we're looking for. The other thing which is sort of is becoming apparent is that in the early years, much heavier vehicles are going to be used and we haven't had a proper discussion about vibration. And into in indeed, when we actually talk about vibration, particularly along the B 1122, which has multiple listed buildings with actual I say, minimal or even no underpinnings at all, no sort of foundations, there will be issues and yet there's no suggestion that any of these buildings should be looked at prior to this work going on. And therefore it's going to be very difficult for anybody to figure out whether damage is being occurred certainly places like saboten church which has an old town which is very close to the road. So the whole issue about these larger vehicles Now, coming on I I think we just need, as you quite rightly say, a good profile to see what it is we're talking about and then look at what the cap should be because this is just bandying 306 100 about or 600 movements and 300 vehicles in both directions. Is is not really very

25:00
informative.

25:02
Thank you. Thank you, Mr. Collins. Could I hear from Mr. Galloway, please?

25:12
Hello, can you see me, the candidate Mr. Galloway? Good morning, just a couple of quick points following up on Mr. Collins points. This idea that there are different types of HDB ranging from three and a half times up is great in terms of informing a cat. But we have to look at the consequences of that in two fold. And I would like to understand a bit more in a bit more depth, that rather than one large elephant, we might have a swarm of smaller mosquitoes. and that in turn will lead to different levels of congestion on the road, because the number of vehicles might vary from one carrying a large load to a load of smaller ones carrying smaller loads. And one of the key issues about the Ae 12. And the the drag main route up and down it is congestion. And what will happen in terms of the overall impact on the road. The other issue, which arises from this is that the applicant must surely have an idea of the constituent elements of this, ranging from three and a half up to 40. Tanner in terms of their traffic forecasts, because they based traffic forecasts and the impact of what that freight carriage will have on

the eatwell based on some sort of numbers, presumably informed by the different types of vehicles. Because traffic, the traffic forecasts are based on the movement of vehicles, and not necessarily whether it's 42, or three and a half. Thank you. Thank you. Mr. Galloway. Can I hear from Mr. Scott? No, please?

26:48
Thank you. Just a quick question, which we have raised before, which is about the designated routes. And in a way we don't the interest only in the materials going to the sites. But there is a question I live in on the periphery on the off the a 12. About return routes for ATVs lgv is associated traffic. So would it be useful to clarify that at this stage? That's my question. And I'll I'll ask the applicant to respond to these. But I mean, that may be something that involves in more detail in the caps, but Well, I'll ask the applicant to respond.

27:27
Thank you.

27:29
Can I hear response to those please?

27:33
Mr. Flanagan? Yes. I'm going to pass over to miss Malone to to respond. She will on the Sephora she can and the traffic profile point and the hgvs. And so the question, just to be clear, was about how the traffic profile incorporates the hgvs.

28:04
Sorry, it said, parties, Mr. Mr. Oliver, is in fact going to

28:11
respond as far as he can to the size of he these points. And if we need to come back on traffic protocols, we'll see to do something later.

28:21
Okay.

28:22
Thank you.

28:27
Yeah, thank you, James, all for the applicant. I think yes, just to touch back on the appointment of Mr. Murray raised about the recent profile showing exceedances of the cap, he is correct. And the cap that we have presented is our unmitigated profile. The cap does so the profile does show that there are a number of instances where our forecast number of hgvs do exceed the 300 daily deliveries. And it's the proposal or the purpose of the DMS system, the delivery management system, to allocate the controlled number of daily slots, and to smooth out those

29:11
instances where we do exceed and the DMS system is the primary control to ensure that we do not go through those those caps.

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touching on the the question on the number of all types of numbers of hgvs versus the smaller vehicles. My understanding is that we classify them all as ATVs for the purposes of noise and vibration assessment. And possibly, yes, it's something that we could come back to in the deadline five submission to give an indication of the proportion of those that will be the larger vehicles against the smaller types of vehicles.

29:53
Thank you. Thank you.

29:58
So the other

30:00
question was about return journeys now

30:04
think

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I'm gonna have more interesting assistance.

30:10
Thank you.

30:23
So this is in terms of the tracking of the return journeys, and via GPS. So the GPS is proposed. And it's subject to kind of further discussions with stakeholders. And but it's not just on their route to the site, but from the site as well. And so all of their journeys say a movement is a two way trip. The caps are two way, it's not just one way movements that are being controlled. And they will be there on kind of controlled on the way to site and on the way from site as well.

30:56
Thank you. I mean, we'll talk in more detail, I think tomorrow about caps and how to control how they're monitored or controlled, but thank you for that.

31:07
So,

31:09
so I am Mr. Fortman.

31:19
Sorry, apologies I'm struggling here. Thank you, class fortnum. Can't see ash parish Council also in part talk for miles virgin.

31:32
Immediate, Claridge's parishes,

31:36
it seems it's not clear even at this stage, with regards to rail and sea capacity, what actually work volumes will be like,

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but whatever the final impact of caps are, or might be the impact in the a 12 corridor around cancer rush, we can market and even going beyond

32:01
down to Woodbridge, it's would be of interest to really understand what volumes are associated to the southern route Come on the a 14 and a half to the a 12 corridor to inside I know everything culminates at the B 1122. But there will be quite an

32:27
heavy impact in the local community here. Especially should there congestion beyond the a 12. And then suddenly, local site routes like the B 1178, or the a 11, five, two, culminating at Snape with a B 1069. And that those will suddenly be subjected to incredibly heavy loads, and especially when we're talking about the larger vehicles prepares by the applicant, that some of those roads are actually not capable of safely accommodating those loads. And we would really be interested to see what are the mitigations there? What are the proposals? And, you know, is this really a feasible situation? Thank you.

33:18
Thank you

33:21
could perhaps respond to that question, please?

33:25
Yes.

33:28
Miss Mallon will help you respond to that I understand. Thank you,

33:44
for the applicant. And so a number of points there in terms of the a 12 corridor. And we have assessed and we've had a hierarchy that we're coming on to traffic modelling later, but I can answer it in kind of summary. And we've kind of got a hierarchical approach of the traffic modelling. And that looks at a strategic model. And then there's a series of other models that sit below that, including a micro simulation of detailed traffic model of the a 12 corridor between seven hills junction and the A IF and 52. The controls that are set out in the ctmp are that there will be daily caps on the number of hgvs. And their HTV for monitoring purposes is three and a half tonnes or more. So the assessment purposes, we've when we look at the visit model as a worst case, and we've

34:40
we've modelled all of the sides well HTV two something called AGV two, so they would basis that stands for the acronym so there's ogV ones and ATV T's and they make up a hate the HTV classification as other goods vehicles, so your ATV etc. You can

35:00
Arctics and kind of larger than a tipper truck. So we've already from a capacity perspective, and looking at that fism kind of a 12 model modelling kind of assess the worst case implications and capacity of all of those and vehicles being at the larger end of the spectrum of hgvs. In terms of the split between

35:26
the split between

35:28
the eight valve and what would read along along with the bridge, first of all, were proposing HGV routes, which would be prescribed would be controlled by GPS. And so there shouldn't be any or any of non compliance with those would be reported to the TRG. much in the same way as successfully being implemented at Hinkley. So it's not kind of a new thing. It's not new technology. And so so they would be controlled to stay on the a 12. And they would call it the fate management facility at seven hills route along the a 12. And in the early years, they'd be on the 1122. And then the MP construction on the size of our link, right? The way we've kind of at the moment we're forecasting a split in terms of North and South and the a 12 of 85% from the north and south in the south and 15% from the north, you'll you'll realise that we've the there's been consultation on the DC original DCA submission was on the integrated freight strategy whereby there is forecast to be more hgvs and therefore set out in the consolidated transport assessment. And there is a range of hgvs that have been assessed along the a 12 corridor along the HTV routes, but and both based on the preferred strategy and the and the integrated strategy. So actually, we have assessed up to 1000 hgvs. routing along the eight of corridor with 150 from the north and 850 from the south, when the when the when we were at but then obviously now that's our preferred strategy has has less hgvs. But we have an understanding of the impact of a range of hgvs are on that corridor. And that's all set out in the in the consolidator to which I'm sure we'll be discussing in more detail later. Thank you Miss McClellan. was the former Could you put your hand down please? And can I hear from Robin Sanders?

37:34

Hello, Mr. Humphrey. I could put my hand up. I hadn't realised that done it. But I think a number of my points really come under modelling rockers point so I'll leave until that steak. Okay, thank you. Because therefore I hear from Mr. Beach, please.

37:54
Thank you, sir. Tim beach, Snape parish Council. And I've got a brief for milesplit and sunborn. as well.

38:02
It's probably the same point. It's around modelling. I just heard for the applicant,

38:07
some reference to micro modelling. All of that was predicated on talked about in terms of the a 12 corridor sitting in snow and the surrounding villages. We would be interested in what level of modelling the was because I haven't seen any of the impacts outside of that a 12 corridor. Is there any modelling that actually covers that wider area? If it's alright with you, Mr. beech. We'll deal with that on agenda item four.

38:38
Thank you, which is about modelling. Thank you.

38:42
Josie bassinet, please.

38:47
Yes, thank you. Um, just to follow up on the earlier persons question, which I don't think the applicant answered the question about the a 12 congestion and the surrounding roads was not how many of their hgvs are going on it. Rather, it's how much rat running is going to happen when all the people on the a 12 have to get off the 812 and low in order to allow sizewell traffic to take it over. And I don't know answered. Well, thank you Miss bassinet. But I think again, that's more of a modelling transport approach than it is an HGTV on the network, which is what we're talking about now. So if it's alright with you, we'll deal with that one later on as well. Please. Thank you.

39:36
Okay, just to chat before I move on to AI ELLs, does the applicant want to say anything further at this point?

39:46
said no further comments on

39:49
Okay, then right, looking at abnormal indivisible loads.

39:55
I am right in assuming while while you're there, Mr. Flanagan that

40:00
Ai road based ai ai ELS to the main construction site, we'll use the highways England heavy load route 100, which is a 12 B 1122. In the early years, and the a 12 b one one to do cyber link road in later years. That's correct.

40:17
So they'll all be routed on the route.

40:22
Know that the position is more complicated and hence I'm going to move on to explain that if I can, okay.

40:39
Mr. Curtin and other nonprofit applicants.

40:43
So, this is a range of abnormal loads that are set out in the ctmp. And so, and they will have a range of origins, the purpose of heavy route 100, overseer is certainly its name, it's the highways England heavy route 100, it's actually

41:01
kind of now part of the local road network, and it will be some lower stuff down to along the along the a 12 and two sides will be

41:12
So, we are building a a BLF. And that would be two and the purpose of that would be to bring in the heavy lightest largest abnormal loads by sea and in order to adhere with the water preferred policy. And so, the water policy seeks for marine transport for VR one and special order loads below that there are a range of a set out in the cgmp and table 3.1 there will be a range of abnormal loads that are much smaller than that and but that they are larger in number than the in the special order and via one vote, and depending on their origin, and will depend on their route. So some would be from the eight far south and some would be from the a 12 North via the heavy route 100.

42:07
And if and if they were from a highway thinking perspective, if for whatever reason the beach Landing Facility was not used, they would seek for an alternative kind of where possible marine

42:21
kind of use to be to be made or for the special order and the VR ones. And therefore kind of lower stuff lends itself to to abnormal loads. It's currently used by abnormal loads, it forms part of the heavy weight 100. And so were there an instance where the the baseline facility was not used or prior to the beach Landing Facility being used, then where possible, then then lower staffed and would lend itself to that and using heavy route 100. But as you can see table three, but one at the ctmp there are lots of of kind

of smaller, what just classify as abnormal loads. And actually kind of based on the data in terms of Hinkley, they may be classified as an abnormal load on over route to site. But once they're unloaded, they're then reclassified as HTTP, it's that fine a difference in terms of the classification some of these instances and for quite a lot of these abnormal loads. And that to the kind of travelling public, they may look kind of a ruler with larger than a than then HGTV, and that tips them into the into the abnormal low bracket. If they if that happens, and they are reclassified as HGTV, then same happens at Hinkley there then included in the HTV caps as part of that movement. So this pacing is actually the same kind of controls on that. So So suppose kind of going around to kind of question there will be a need to use both the a 12 north and south it's not a case that all of those that are via the road would come and via the north and therefore our assessment kind of includes that.

44:02
Thank you for that.

44:05
I'm having a think I'm having a bit of a technical problem. I can hear you but I can't see you at the moment and I'm reliably informed that everyone else can hear and see you. So I might have to hand over for a minute to Mrs. Cassini while I leave the meeting and rejoin and I'll hopefully be back with you in a minute.

44:26
Cassini

44:28
Thank you, Mr. Humphrey.

44:31
If we can just with Mr. Humphrey while he leads and rejoins.

44:40
In terms of the agenda, I shall pick up for Mr. Humphrey as best I can. And his next point was in response to question tt 1.8 which is on page 79 of 183 of the traffic sec.

45:00
Rep two dash 100 it stated that there will be on average 1400 a year.

45:09
Mr. Humphrey has asked whether he he's assumed that this is more intensive at the beginning and end of construction, moving temporary construction equipment to and from sight. That being the case in the early years, what would you estimate to be the peak daily flow of AI ELLs?

45:31
Sorry, Mr. Flanagan, I think you're on mute at the minute.

45:35
Sorry, thank you, as I was just discussing with the team, so, Madam, yes. Miss Martin's going to respond on those questions. Thank you very much.

45:52
Sorry, I missed

45:55
your

45:57
turn your camera off, please.

46:05
Thank you, Miss McClellan. If you'd like to continue cursing up, Matt, and on behalf of the applicant? So I think what we've offered up earlier is the commitments put this in writing to find more clarity on this, which we will do. But so I can I can answer it based on the informations before the examination that moment, which is table 3.1 again, and in in the ctmp. And so, Hinkley is five providers with a lot of information 10s of abnormal loads. And the

46:41
so the the you can see, based on that, that there is a range of abnormal loads, we've got data from the last kind of last four years, our proxy for the early years would be the 2017 data. And that in table 3.3 point one, so correct, that there may be envisaged to be kind of a more abnormal loads kind of in the early years. And then continuing throughout the throughout the construction beyond that at a lower rate. So I think the best proxy at the moment priority as providing kind of further kind of information. And following the hearing is table 3.1 in terms of the price on of HTV is in that earlier period. Okay to think Thank you very much. And while while you're there, could I ask you how long it would take for an AI l to move along the B 1122. From the a 12 to the site, please. And it very much depends on its size. And so there will be a range and where it's a be a special order vr 100 at the higher end of the scale, and then it would take considerably longer than travelling it kind of lower speeds to having to kind of be underplayed? Well, all of them, in terms of the intent of the early years should say I'll clarify this. And so anything over 2.9 metres would be pleased, escorted. And so that that would both kind of provide kind of improvements in terms of the speed going along with a read aloud to kind of clear the breed as they go along and direct traffic along that route. and improvement of road safety as the movement the abnormal loads. But going back to the kind of the range of abnormal loads, the vast majority of them are small. They are in terms of their width, and their and their weight, and that they're at the lower end of the range of abnormal loads. And therefore they shouldn't be travelling kind of significantly of kind of lower speeds than a typical HTV. And so same similar

48:58
similar speeds, and joda time to HTV. For the vast majority of them, once we get into kind of the the far less frequent larger loads, then they would be a more complicated exercise to take on the 1122.

49:12
Thank you. I will now hand back to Mr. Humphrey, who I can see has returned.

49:19
Thank you, Mrs. Cassini. Apologies for that. Technology failed me for a few minutes.

49:29
Mr. Flanagan, did you want to say something at this point?

49:33
Nope, no suggestion.

49:36
Okay, could I hear from Mr.

49:39
Scott, please?

49:49
Sorry. So the questions asked of you have moved on. Thank you. Oh, could you put your hand down and please, Mr. Scott.

49:56
Mr. Lovelock,

49:58
can I hear from you, please?

50:02
Yeah, Clive Lovelock representing task, it's a question about abnormal loads and the abnormal loads that come from the north the abnormal loads coming from the north. As I understand it, from this morning's discussion use the a 12. And they cross the P sub line adoption level crossing.

50:25
I would, I would like an undertaking from sizewell see, that those abnormal loads would only take place outside the normal hours of operation of the of the railway.

50:41
Those of us of a certain age remember a very serious accident at Hickson where an abnormal load was hit by an express train. And I think I don't think it's unreasonable to ask sysvol See, to restrict their abnormal loads Darshan level crossing to times when the trains are not running.

51:02
Thank you, Mr. Lovelock.

51:04
Mr. Collins, good to hear from you, then I'll hear from the applicant on your on these points.

51:13
Yes, thank you. I was

51:16
there's a lot of reliance on tables 3.1 3.2 on the Hinkley Point experience. And it does occur to me that when having looked at these two tables, we have approximately 3000 or just over 3000

51:32
Ai L movements in the first two years, which is the early years that we're talking about. So this is a quite a significant number of movements, big and small. So I am concerned, this table is properly

51:49
translated into something which has meaning for for size, because it is going to be quite different.

51:57
Thank you. Thank you, Mr. Collins. Could I could applicant respond to both of those points, please?

52:06
So yes, Mr. Collins is playing. We've already said nines helpfully offered that table 3.1 and 3.2 we will translate into years for the size well profile. The Mr. lovelock's point, I'm gonna ask Miss Mullen to deal with these

52:39
Batman on behalf of the applicant. So, the point is regard to conduct and level crossing the management of abnormal loads over the crossing, and a commitment to for the applicant to only route abnormal loads outside of normal operations of the railway. There are there are measures in place already in order to can protect and that will reduce the best minimise any risk of the abnormal loads crossing over dharshan level crossing. So at the moment, there are lay bys, Emily, the side of the of, of data level crossing, and there that they form part of heavy route 100. They are there and in order for the abnormal A's to park up, they then need to make a phone call and to network veil, they need to say that they are they are about to cross the level crossing, they need to wait for that permission, they then cross the railway crossing and have to park up and then they need to let network well know make another phone call and make make network network well know that they've crossed successfully. And the line is clear. So all of these messages are already in place in order to protect the railway and to manage abnormal loads across across the across the line. And we would conform with all of those statutory obligations that are already in place at the moment.

54:06
Thank you.

54:08
Could I Mr. Bedford has his hand up? Could I hear from Mr. Bedford?

54:14
Thank you. So Michael Bedford, Suffolk County Council. First of all apologies. I think I've had some difficulty with my raise hand function. So we got slightly out of sequence because I was going to contribute or at least invite Mr. Married contribute on als before you'd gone back to the applicant. For some reason, my hand didn't seem to work. Well, I apologise for that. But it could well be Mr. Bedford, my it problems were the source of that problem. But

54:42
that's very generous of you to say I don't know that. Whatever. The you will remember that was the earlier exchange when Miss McFarland was dealing with our a I was an asset that Mr. Mary wanted to make some comments on that. We defer that to this session. So what I just like to now do is bring Mr. Mary in to deal with

55:00
Effectively composite the any of the points he wants to raise on AI owls, in light of what the applicant has been saying. conscious that we have been told that we're going to get some updated information shortly from the applicants that deadline five, to provide some flesh on some of the things that they've been saying. Thank you.

55:21
Mr. Murray. Hello. Hello. So I see Mary from Suffolk County Council. I'm answering this part in my capacity as a de velopment management manager but also as Traffic Manager for Suffolk. So both hats on this one. Just hopefully to help you a little bit The question was raised about the length, the time it takes a normal load to traverse the BLM 22 certainly the sto especially

55:47
category two and three, they're limited to 30 and this is around 50 miles so that'd be about half an hour. And it's just about 30 miles on the 812 about an hour for that so gives you some idea of the time they'll be on there. That's only for those classes.

56:01
There's a number of points I wanted to make firstly also so in relation to the beach Landing Facility that that is a seasonal facility so obviously we have issues with the the winter season and delivery veils and also that's also not helped by the police won't escort large abnormal loads in nighttime. So, outside daytime

56:23
something which hopefully can be resolved by good programming, the matter of rail crossings was raised as a safety issue we have also echoed that particular concern is a b 22 rather than the a 12 Mr. McMillan is correct is there are lay bys either side of the A 12 darsham level crossing and they have phones at the level crossing so the drivers can phone and do that the dash in the middle and level

crossing on the 1122 does not and we have raised this concern and we are working with the applicant and Network Rail to find a solution to avoid abnormal loads stopping on the BLF 22 which is obviously be of a concern. Coming back to some of the points made it is key that's the the data provided in table 3.1 of the construction transport management plan, which is rep 2054 does give some numbers of the loads. And table 3.2 also gives the dimensions in terms of widths of particular concern 1122 are the widths on a showing in the early years we have considerable numbers of vehicles larger than 3.5 metres. And within we know because we sort of know the road locally, but the applicant has also acknowledged it that's the BLM 22 is normally two is normally six metres wide. And this is from the consolidated transport assess went rep 40052 point 3.14. So the applicant acknowledges the width of that road and of concern would be if these loads are moving in the daytime is the how oncoming ATVs will be managed the road if it's only six metres and you got three and a half metre, a abnormal load that leaves two and a half metres for an ATV to squeeze past. And I'd also refer back to those a recent BBC programme that showed a tractor coming head on with an abnormal load which so it does show the problem in his reality.

58:18
They were the main issues I wanted to make in terms of abnormal loads. We have raised issues about so the structural capacity of the a 12 and the 1122. But I think we can just do that in writing. So hopefully that was of help. Thank you, Mr. Murphy. That last point about the width of the road is actually stolen my next question, but I'll ask the applicant to respond on that. That point and then after the applicants responded, I'll hear from the police, I think want to speak.

58:48
Thank you, sir. Again, Miss Mullins going to respond to is Mr. Merrick Paulson. Thank you.

59:03
I'm Kirsten Mullen on behalf of the applicant.

59:07
Taking them in in terms of BLF being a seasonal facility is correct, but they the delivery of the abnormal loads that are needed in terms of the permanent equipment can be scheduled around the BLF. And that's forms part of the programming in terms of the BLF and 22 and the lay bys and Mr. Mehra is correct there no lay bys currently, at that level crossing this is a constraint and that we've got on the BLF and 20 to join

59:41
when we're moving abnormal loads we're currently discussing with

59:46
with with the Suffolk Constabulary and Suffolk County Council and in Network Rail about the management of abnormal loads from the from the north, we've got Darshan

1:00:00

Cross we've got data and lay bys. And from the south, we're wanting to have a, an abnormal load pick up lay by, and currently we're we're looking at potential laybuy. for the police to pick up at work at market, it means that in the early years, the BLF, in 22,

1:00:19
a abnormal loads, anything over 2.9 metres would be escorted by the police, they would be picked up at a point either darsham or low staffed, and either at work or market and then escorted for the rest of their route through to site. So what we're negotiating and discussing with Network Rail is whether there's something more sophisticated than the current procedure whereby the abnormal load needs to wait these two way to either side of the crossing, like I've just explained previously, and call Network Rail, and where they're giving that they are going to be police escorted, they will be tracked via GPS, that Network Rail is able to understand their position communicate with the police. And then therefore as they're approaching that level crossing, the police then get the ability to move them through that level crossing, rather than stopping the side of it as they would have to do where the police not not escorting them. So that's current discussions that we're having between the authorities. And we would need to include that in the next version of the ctmp. Just the final point mismo mentioned was about oncoming hgvs and the width of abnormal loads. And so this is something that we recognise the B 1122 is a constraint it brings on the need for the for the size of our link code, but that we can manage this through liaison between again, the police will be escorting those, and we will have delivery managers at the at the Plaza and so they can be that coordination on that final stretch of the of the route in order to hold hgvs back as they're coming through, recognising we can't hold everything and but that that we can control it as as much as we can in order to manage that. And that read through.

1:02:13
But if I heard Mr. Mary, right, it takes half an hour to get an abnormal load along the B 1122.

1:02:22
That's the that's it. So if you look at so in terms of the categories and appoint new again to table 3.1. So that category is that Mr. Mary mentioned with the StG oh three and the SDG geo two. So if you if you also look at that the CMU category, which is lower category, and this and that forms, the vast majority of that 2017 data again, we need to kind of contextualise this in terms of early years, and we'll do that following the here. But the vast majority would not have that restriction. And and don't be the DST that the sdq the heavier the stay speed restrictions on the heavier ones. No, but if the B 1122 is only nominally six metres wide, and anything over 2.9 metres, has a police escort, the geometry is not great. I think we accept on a b 1122. It's what happens to opposing traffic. While the abnormal load I accept you can control your own opposing traffic, but you can't control all the other opposing traffic. Yeah, and I mean, this is this is something that the police do. And that is that that's the point of the police and using the police, they can direct and stop traffic. And they they manage traffic successfully in terms of other abnormal loads of countries. So in October last year, a 4.4 metre wide load was taken through down the 1122 to two sides. Well be so it has been done before the police have done that and manage that successfully. I think what we're saying is is that the the wider loads and you know all of those effectively over 2.9 metres would be escorted by the police. And but not all of them would have these it would create a constraint in terms of passing traffic.

1:04:25
Thank you. As luck would have it. We have the police here to speak. So I'd like to hear from the police now please.

1:04:33
Hello, sir. Ben Stansfield on behalf of politic Constabulary. So it wasn't clear to me whether you had specific questions so we've arrived shoehorned myself in but he if you do have specific questions, well, I know you had your hand up. So I assume there is something you wanted to say on this subject. We planted say on AI ELLs, so

1:04:55
it was detective Chief Superintendent cutters make himself available to the exam.

1:05:00
nation. So in a minute, I'll hand over to him for just picking up a couple of points.

1:05:06
I mean, tomorrow, we'll deal with membership of the transport Working Group. I don't think that's an issue you'd necessarily want to hear about today. But earlier, Mr. Cohen talked about having no legal obligation for the police to escort

1:05:20
AI out and I just wanted to sort of assist you further to by explaining that certain broad regulations can only be breached effectively with police direction. So crossing double white lines, you know, struggling carriageway is going the wrong way around the roundabout. They will all require the police escort to Worlds has no legal obligation, the only way to do it will be with the police.

1:05:43
I was required notification to the abnormal local officer. And then guidance is given, we would expect EDF also rather sizable seat to as a responsible operator to be taking the guidance from the Constabulary. But if I if I hand over to

1:05:59
detective Chief Superintendent cutter to explain in more detail that existing resource within the Constabulary and the approach to mitigation, thank you.

1:06:09
Thank you, Dave Cutler soccer, please. So I mean, the sales and traffic management has been one of our our sort of priority areas to look at over the last couple of years, a lot of effort and a lot of engagement with the applicant has gone in to get us to the position we are. Now it is a significant area for us from the comments we've already heard from from various people.

1:06:34
We just talked about or just heard about the restrictions on that road.

1:06:40
And sort of the Layton residential traffic light signal, essentially the traffic that's already on that road, particularly in terms of the the significant agricultural use, seasonal use, particularly a very large agricultural vehicles,

1:06:55
and the impact of AI ELLs, and at the same time, that changing operating environment, additional hgvs, through construction, traffic being on the road at the same time.

1:07:09
All of those come together to become an issue that lands on our over land on our shoulders to facilitate those movements we do, we read aisles. Currently, we don't have a dedicated team to move aisles, we rely on using trained officers on overtime, outside of duty time, because we don't have the resource within our duty time to be able to facilitate that. So those people who want to move loads

1:07:40
tell us when they want to move them. And then we negotiate in terms of our availability, and our and our access to move those vehicles to best suit their needs. But obviously, sometimes we can't do and as they want them to be moved, and we have to do it when we can do it. We don't move at night, and we don't move up to certain times. So there are

1:08:02
restrictions on when we will safely move AI all traffic.

1:08:12
So there is there is a need for a PC support here. There was a need for an IR team to to assist the applicant in moving those vehicles. We've heard yesterday that scheduling of providers at the site is is an important part of the construction process. And we want to be able to facilitate that and assist. But obviously, we need the resource to be able to do that which will come into mitigation at a later time.

1:08:39
The we've we've heard some discussion on scheduling.

1:08:44
And it's okay to look at average numbers based across 365 days. But obviously, they're not all moved over 365 days.

1:08:53
Not so much at weekends more in terms of those less weekday periods. So the numbers go up. It's not a smooth scheduling in terms of an average number of days, peaks and troughs in terms of what those movements look like. And obviously that has an impact on our ability

1:09:10

to move them so.

1:09:13
So as I said, we continue to engage with with EDF really positively around what this looks like and what the demand will be and where we're moving like I hope

1:09:26
they're fairly towards agreeing what between us is required for for this movement.

1:09:34
Thank you.

1:09:37
Anything further or more specific we can help you with so whether that No, no.

1:09:43
That's fine. Thank you very much. Very helpful.

1:09:47
And could I hear now from the close fortnum please?

1:09:52
Yes, this is clause fortement. Sorry.

1:09:58
Class forward, man.

1:10:00
Come sash parish council but this is an issue brought up by marto pc and it's linked to the a 12. We understand that the applicant expect to bring some loads of under 150 pounds for road loads over 150 tonnes are expected to be brought by CEO US Highway England heavy loads route 100, which routes from low Stockport, a sizable lead applicant has therefore concluded that inverted commas structural alterations to the bridges on the a 12 martyred are not considered to be required for the sizewell c project. But we would draw to the attention of the applicant that in discussions with scottishpower renewables regarding their Ai L requirements for E a one and EA two. There has been some debate about the future availability of the Belvedere yard at Lowestoft marks for therefore believes that the applicant should have a contingency plan should loads have to be brought in from the South scottishpower have said that if monster bridge has to be used for AI ELLs, they would lay down a temporary bridge deck, you would like to comment on the African coast. Thank you.

1:11:23
Mr. Collins, good to hear your point as well, please.

1:11:29

Yes, to two items, I guess.

1:11:34
Heavy route 100, I presume, also means that once the size will link routers built that any that route basic basically would get diverted along the B 1122, initially to the middle to more

1:11:51
junction rather than sending materials all the way up to the beginning of the sidewalk link road and through the somewhat difficult set of junctions through Oxford. So I'd like that

1:12:05
actually sorted out or at least told us what we're going to do on that point. And going back to these numbers in the ctmp.

1:12:15
And whilst I understand there's a lot of those loads are smaller and won't require export x escort by the police. When you look at the numbers for Hinkley, point 832 in the first two years, would require ESCO that's 28% of those that's over one a day for two years. That's a huge amount of escorted traffic to go down to be 1122. And I'd be quite interested in whether that's what EDF are actually telling us.

1:12:49
Thank you, Mr. Collins.

1:12:51
Could I hear from the applicant? Now? One on two, three points?

1:12:57
Yes, thank you. Mr. Mian is going to respond on those three points that

1:13:10
crossed my mind on behalf of the applicant. So cover them in in turn. So we've had really positive engagement with the police. And I concur with Mr. Cutler that we are close to kind of agreeing the management of the abnormal loads, and we're having kind of weekly discussions on that. And so as part of the next version of cgmp, there will be further detail. And that should set out. And those agreements that have been that have been put in place. Part of that is we recognise kind of police resourcing of this, and that we're proposing a dedicated police resource to be funded for the movement of abnormal loads. And that will require the police to train additional traffic police. And while they're when they're they're not escorting abnormal loads, there would be additional resources available for general traffic, road policing, which would provide a road safety benefit in the area as well and mitigate to mitigate those safety concerns as an impact from the from the development. So there's that additional police resource with provider financial function.

1:14:32

As part of that, I think Mr. Cutler raised about the resourcing and the difficulties of resourcing that in terms of the scheduling and that it's not a flat profile based on the data we've got at Hinkley and abnormal loads do form a key parts of the sequencing and programming at the site. But there is a commitment that will be put in the next version of cgmp that we will seek to smooth

1:15:00
The profile of abnormal loads wherever possible. And so that effectively what the what would happen to we would have a dedicated police resource funded for a certain level of abnormal later day. realism kind of fairing into kind of caps, it wouldn't be an abnormal load cap, per se, but we would have this dedicated resource would have the DMS bookings up to that level that agreed level, which we're discussing with the place where there be a need to go beyond that point, and go above that on a particular day, then that's subject to kind of, obviously discussions with the police. And there's statutory notification periods, which we would adhere to but in addition to that, currently set out in the ctmp is that we would have forward planning. So that's paragraph 7.2, point 16 and ctmp, flow forward scheduling of the forecasted abnormal loads and provided to the TRG and the community safety Working Group on a monthly basis. In order to first to plan forward those just recognising that special order and CR one loads have statutory notification periods that are foreign, that is two weeks for VR one and 1010 weeks for special orderlies for members directly. And, and so that's part of the statutory, that the larger loads have a longer lead time anyway. So that there's the forward planning. And then also in terms of paragraph 7.2, point 20 for the cgmp. There's a proposed weekly meeting with the police in order to liaise plan, the abnormal life movements. So effectively, that would be covered off within the ccmp in the deed of obligation in the next versions of that.

1:16:55
But But yeah, it's it's been welcomed discussions we've had with the police that's been very positive and very helpful. So in terms of Mr. Fortman, with regard to do a 12, in reference to those two points, one reference to sexual observations at MOSFET and pointing to the Scottish power and the Scottish power examination, and then with regards to certainty around Belvedere yard, so we have confirmation from low Stockport, and we can provide that to the examination, that Belvedere, Belvedere yard is within the ownership of the port and could be utilised. So we can provide that confirmation in writing to you and so dated there is kind of uncertainty in in the ability for large loads to be brought in. And via Silva de artists for everybody understand this the past of the port to the south. And it would mean that any kind of large abnormal loads, wouldn't have to then route through low stuff and confuse the 812 and coming and coming to the south. And so the in terms of kind of large, heavy loads and the need for structural alterations, the structural team at Suffolk County Council have confirmed that the

1:18:12
that the the existing structures on the a 12 are capable of and the sto categories one, two, and three. And so the only categories that would be that would require structural surveys and potential improvements would be the VR one and special order loads. So in terms of the approach, though, isn't set up already that we've got the beach Landing Facility, obviously scottishpower didn't have a beach Landing Facility as part of the decio. And as a second point, we've got certainty that we can use Belvedere yard and those off port so we we don't see there's a need or a risk and there being any structural alterations required at malford.

1:19:01
What about missing homes? So just in terms of risk? Hopefully I've covered that off with the first point in terms of the we recognise that there will need to be kind of police resource required in the particularly in the early years prior to the delivery of the size while linkwood included antivirus bypass and that those kind of discussions and pitfall agreement that we have with them would be to provide that dedicated police as awesome funding for that.

1:19:32
Thank you. I see a hand up for Mr. Ashton. Mr. Ashton, would you like to say something? Thank you, sir. Paul Ashton, the Oxford parish Council. And this is really just seeking clarification on what was discussed earlier about abnormal loads crossing the level crossing on the B 1122. Just outside the Oxford and I seem to think there was a suggestion that the police

1:20:00
may be able to phone Network Rail as the load approaches to get permission to cross the crossing. And then and then after the vehicles pass through the crossing phone again to say it's through. I, I don't know the detail of how this would work, but I assume that there will be occasions where Network Rail would have to say, No, you need to wait. Because there's a train approaching or maybe a train within a few minutes. And when we want the the load to cross, as there's no laybuy on either side there I seen that load, then we'll just sit on the road, blocking the road completely for HGV traffic and potentially creating quite an obstacle for our cars as well. Is that a is that a reasonable understanding? And how long might the the load sit there waiting for permission to cross?

1:20:46
Thank you. I'll ask the applicant. Once I've heard from Mr. Collins again, Mr. Collins, you've already made the point, I think. Yeah, I just wasn't they didn't answer the question about once the SLR is in whether the Middleton crossing was still part of what would be presumably a new heavy route 100. That was the only clarification I was asking. Okay, thank you, Mr. Collins. So could I hear from the applicant on those two points, please?

1:21:19
Yes, you can. And again, it was in the first instance beavers reply. Thank you.

1:21:32
Mr. Carson Atman on behalf of the applicant, apologies missing that point, yes, you correct that in terms of once the size will inquire days and is in place, we would envisage that heavy weight 100 would be reassigned to a da 12 that the 1122, two middle some more link the middle to more link and then the size one link road. And but that would be subject to highways England and the and the county council in order to or highways England to read designate that route. That's what we would envisage.

1:22:02
In terms of the point about the level crossing for Mr. Ashton.

1:22:07
This is the purpose of this protocol, which we're seeking to agree with network well, and the police and those discussions are ongoing. So I can't completely confirm that. But the protocol would seek to minimise the the situation and that Mr. Ashton set out whereby an abnormal labour will be waiting on the BLF and 22. For that confirmation. And so that's, that is the purpose of trying to agree that that protocol whereby that that situation is minimised, as far as practical.

1:22:40
Thank you

1:22:43
don't see any other hands up at the moment. Is anyone else? Any other comments on abnormal indivisible loads? Before I think I'm aware of the time and the fact we've just about finished agenda item two. So without any other comments, I think I will adjourn for lunch. Sorry.

1:23:03
Excuse me, sir. If it's okay, if I could, I didn't answer my question.

1:23:09
So my point was not that the load would be waiting to get permission to cross is the load would ask for permission to cross and will be denied. Because there's a train approaching, possibly for a couple of minutes, three minutes, maybe. And we'd have to sit there waiting for that train to pass before getting permission. So the question wasn't really answered, I'm afraid. I think, Well, I I understood the answer to be Yes, that's possibly what would happen. But they're trying to minimise that delay, but I'll ask the applicant to respond to that again.

1:23:43
Yes, thank you, sir. Thanks, miss.

1:23:55
King confirm that. That's correct. And as far as the the other aspects is to say that there's the trains operate to a timetable, and that should hopefully form part of the optimal load management as well and the movement of that, and when they get picked up and the coordination of that in order to minimise that disruption, the 1122.

1:24:16
Thank you.

1:24:18
Now, subsequently, I notice I have another hand up, which is in RF, I think that's having a whole state.

1:24:30
Yes, that's right. My name is Charles Street, and I'm counsel for the havening Hall estate instructed by Norton rose, we had two short questions or points on AI ELLs, which I would ask through you to the

applicant. They both relate to the design of the Oxford roundabout. The first is why there's a need for the 55 metre circular inscribed roundabout, rather than the 40 metre inscribed roundabout which has been assessed by TPA.

1:25:00
needs to be found on page 82, Appendix three of our reps, and that's been found acceptable. That's rep 2287 for your note. And the second is why there's not around about of that type at the link between the size well link road and the B 1122. And you can find that on the drawings in as 132 compared with a s 138. What we can't understand is why where the link road link meets the B 1122. That isn't what appears to be an AI I suitable round about required there.

1:25:42
Okay, I will ask the applicant to respond to that, please.

1:25:58
Sir, thank you. Yes, we've heard those points. That detail design points. And what I'm going to suggest is we do have a highways designer here and kind of dress them but to make sure we address them properly. I wonder whether we might just take them away over lunch and come back and give you a clear, crisp answer after lunch.

1:26:17
That would be very acceptable. Can I make a point before you do that? Mr. Flanagan? I mean, I think generally, everyone listening to this has had issues with the sound quality coming from your office, when people are speaking in echoes and the feedback. Is there a way that over lunch potentially that could be looked at in a way of minimising it. So we'll do our best if you can ask, we try to improve it over the mid morning break. You still finding difficulty? It's better, but it's still not, you know, clear. It can still be echoey and bit feedback sometime and I can hear myself speaking when I'm speaking to someone in your offices. Okay, so on some occasions, let's see what we can do. Thanks. Thank you very much. Okay, the time is now

1:27:09
1323. So, we will adjourn for lunch till so we say quarter past 214 15.

1:27:19
Thank you