



Hearing Transcript

Project:	Frodsham Solar Farm
Hearing:	Transcript of issue •pecific @earing 2 (ISH2) - Part 1
Date:	24 February 2026

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The video recording published on the Planning Inspectorate project page is the primary record of the hearing.

FULL TRANSCRIPT (with timecode)

00:00:04:27 - 00:00:35:18

Good afternoon everyone. I would like to welcome you all to this issue specific hearing on the Frodsham solar project, and we are now in session. Can I just confirm that everyone can hear us clearly? It's a good start. Excellent. And can I confirm with Mr. Cook that the live stream and recording has started? Excellent. Thank you. Well, good afternoon everyone. My name is David Wallace. I've been appointed by the Secretary of State to be the lead member of the panel to examine this application.

00:00:35:24 - 00:00:38:26

I'll hand over to the other panel members to introduce themselves.

00:00:39:21 - 00:00:47:03

Good afternoon. My name is Claire Bello, and I have been appointed by the Secretary of State to be a member of the panel examining this application.

00:00:47:20 - 00:00:55:14

Good afternoon. My name is Paul Birley, and I've also been appointed by the Secretary of State to be a member of the panel examining this application.

00:00:55:28 - 00:01:34:08

Together, we constitute the examining authority, or Xa for short. I'll deal with a few housekeeping matters now before we get into the main content of the meeting. Um, can everyone make sure that they've got the devices and phones turned to silent? And for those attending virtually, if you keep your cameras and microphones switched off. Um, until you want to appear on the screen, that will ensure your privacy there as well, and limit the amount of disturbance during the course of the hearing. Um, should anyone need them? The toilets are outside and just across the reception way there, and there's tea and coffee and refreshments just outside the doors here.

00:01:34:22 - 00:02:11:17

There's no fire alarm drill for this afternoon, so if it does go off, it's the real thing. There's exits here and here. And, um, we'll be congregating in the car park at the front of the building. Um, and we'll receive instructions from there. This, uh, meeting will follow the agenda that was published on the National Infrastructure Planning website. Hopefully you've seen or had a copy to hand at some point. Um, the agenda is for for guidance only, and we may add considerations or issues as we progress or indeed we may carry them over to tomorrow.

00:02:11:19 - 00:02:47:06

We do have a second day, um, schedule for tomorrow for this issue specific hearing. Um, but we'll keep timings under under advisement as we go. Uh, we will conclude the hearing as soon as all relevant contributions have been made and all questions asked and responded to. If discussions can't be concluded, then it may be necessary for us to prioritize matters and defer other matters to our

written questions, which come out later in March. If you cannot answer the question being asked, or you require time to get the information that is requested together, please let us know.

00:02:47:12 - 00:02:54:22

Please indicate that and you can submit that the next available written deadline, which is deadline for on the 5th of March

00:02:56:11 - 00:03:35:22

Today's hearing is in a hybrid way. We are both here in the venue and we have attendees online however you are attending. And please be sure you've got our full interest and we will ensure you can participate as fully as you need to and can be given a fair opportunity to do so. A reminder that recording of today's hearing will appear on the project page of the National Infrastructure website as soon as practicable after the hearing has finished. With this in mind, please ensure that you speak slowly and clearly into the microphones or whenever you speak, stating your name and who you are representing if applicable, at each time you speak.

00:03:35:27 - 00:04:10:01

If you're in the room, the microphones in front of you have a gray button. When you press that, the color goes red and that means you are live and can be heard and recorded. If you press it again, it'll go white and you'll have privacy restored. If you're online again, you'll turn your microphone on on teams. Once you click that button, you're on and can be heard. Make sure you click it off again if you don't want what you're saying to be recorded. Um, if you are not at a table where there is a microphone present, there is a roving microphone, but please do allow it to reach you.

00:04:10:06 - 00:04:44:17

If you want to speak. Just a reminder that anything you contribute to today's meeting, um, will be subject to the Planning Inspectorate Privacy Notice, which is provided in the notification for this hearing. We assume you familiarize yourself with that, but just to let you know that the recordings are kept and maintain publish for a period of five years from the date of the Secretary of State's decision and all the information that's on there is subject to data protection laws. If this causes you some concern, please speak to a member of the case team at the back of the room.

00:04:45:12 - 00:05:17:21

Now, let me just explain the purpose of today's hearing. Um, we have a number of questions raised across a number of topics. We've indicated which topics we want to speak of today and in the subsequent days. Um, it's felt that these questions are best probed in this forum with the given of oral evidence as opposed to being in writing. Um, please try and give direct answers to the questions. Um, as I say, if you don't know the answer, that's fair enough. You will be allowed to qualify your answers as necessary.

00:05:17:23 - 00:05:23:00

Um, but it's important that we get the information we need in order to, to make our recommendation.

00:05:25:06 - 00:05:51:29

So moving on then, to introductions. I'm now going to ask various people to introduce themselves. Um, for the benefit of the recording. And just to so we're all familiar with ourselves in the room and

who's representing here today? Um, if you're representing an organization, please state so. And if you could also state how you'd like to be addressed, whether that's Mr. or Mrs.. Doctor miss, however you want to do that. So can I start with the applicants team please. Thank you. Sir.

00:05:52:05 - 00:06:12:03

Um, my name is Matt Fox, senior associate at Pinsent Masons. Um, acting on behalf of the applicant, um, and for the items that I'd like to be today, we have Mr. Russell, um, director of access planning, Mr. Duncan Carter, and associate access, and Mr. Paul Gregory, um, who's a battery safety and testing consultant.

00:06:13:11 - 00:06:18:29

Thank you very much. Welcome, all. May I come now to Cheshire West and Chester Council?

00:06:19:15 - 00:06:40:00

Michelle sparke I'm a partner at Clerkenwell North. Um, and I act on behalf of Cheshire West and Chester Council. You can call me Mrs. Spark. That's fine. Um, and to my right, I've got Paul Friston, who's principal planning officer. To my left, I have James, um, from the highways team. And further left I have Alex Malthouse from the public right of way team. Thank you sir.

00:06:41:05 - 00:06:47:08

Thank you very much. Welcome, all. Um, I understand there's a representative of Frodsham Town Council.

00:06:54:14 - 00:07:00:27

Thank you very much. Welcome. Um, from the cycle North Cheshire active travel.

00:07:03:12 - 00:07:05:06

Oh, sorry. It comes the microphone.

00:07:06:03 - 00:07:08:01

Yes. Ashley McCreight. Yes.

00:07:08:09 - 00:07:12:03

Thank you very much. Um, from National Highways.

00:07:15:21 - 00:07:31:25

Good afternoon sir. My name is Ben Philbrick. I'm a barrister instructed to represent National highways. Um, also, uh, on the, uh, in the hearing today, I have Mr. Chan and Mr. Johnson who are from National Highway. Should any technical input from them be required.

00:07:32:13 - 00:07:40:20

Excellent. Thank you very much. And welcome to the to the team there. Thank you. Sir. Um, is there anyone from the Environment Agency?

00:07:42:26 - 00:07:45:23

No. Um, from historic England?

00:07:47:12 - 00:07:53:07

No. Okay. Um. From pagan northern footpath society.

00:07:54:04 - 00:07:55:00

Linda smith.

00:07:56:15 - 00:08:03:13

Thank you very much. Now, that's all of those on my list, but I notice there's a lady at the end of the table there.

00:08:03:19 - 00:08:04:04

So

00:08:05:27 - 00:08:06:12

sorry.

00:08:06:14 - 00:08:08:13

I'm just with clerk Will. Mark, just stop serving.

00:08:08:15 - 00:08:09:07

Oh, okay.

00:08:09:10 - 00:08:12:22

Thank you very much. Is there anyone who I've missed? Yes.

00:08:18:23 - 00:08:31:13

Thank you very much. Welcome. Um, is there anyone else in the room who's wanting to speak today who have not yet introduced. No. Is there anyone else online who expected to speak today who have not yet introduced.

00:08:35:13 - 00:08:51:16

Excellent. That means we've got everyone. Thank you very much for that. And, uh, welcome to you all. And we look forward to your contributions during the course of the events. At which point I will hand over to my colleague, Mr. Burley, to start the questioning on fire risk, safety and security. Thank you.

00:08:52:00 - 00:09:15:21

Thank you. Um, the first point to a small point of clarification, and it might help if we just turn up the, um, battery safety management plan, which is the track version. Rep 3027. And it's the, um, the sentence that's been added on page 31.

00:09:35:13 - 00:09:36:16

Yeah. Thank you.

00:09:40:13 - 00:09:54:07

We all got there. Yeah. Should this be automatic rather than automotive? I wasn't sure whether this was a particular term or whether it's just a typo.

00:09:54:25 - 00:10:02:02

Mr. Foxman, applicant. That is a typo. And so page seven is the same reference, and that's just automatic. So we'll update that.

00:10:02:12 - 00:10:03:19

Right. Thank you.

00:10:05:14 - 00:10:40:26

Um, and you said in your response to the the council's relevant rep that you'd met with Cheshire Fire and Rescue Service, um, and that they were satisfied with the proposals. We haven't heard anything at all directly from the fire service. Um, we did invite them today, but it looks like they haven't attended. Would it be possible, then, for you to try to elicit a response to the examining authority from them so that we have direct confirmation, please?

00:10:41:22 - 00:10:48:01

Mr. Watson heartbroken? Yes, we certainly do that. But I would like to bring in Mr. Gregory so we can just talk about the relationship we have with them already.

00:10:48:19 - 00:10:49:10

Yes.

00:10:55:11 - 00:10:58:06

Paul Gregory for the applicant. Um.

00:11:00:12 - 00:11:35:15

So the outline battery safety management plan, um, does document consultations with Cheshire Fire and Rescue Service so far, which is section 1.5. Um, just to sort of summarize. Uh, Cheshire Farm Rescue conducted a site visit with the together with the applicant to discuss their requirements for the scheme, um, which was that, uh, draft and FCC guidance should be applied. Um, this guidance was finally published, uh, this month, February 2026, and the scheme fully aligns with published guidance.

00:11:35:29 - 00:12:36:18

Uh, the applicant has complied with an FCC guidance And engaged with Cheshire Fire Rescue throughout the outline design phase and will ensure that the the final Battery Safety Management Plan accounts for any subsequent subsequent revisions made to an FCC guidelines, and a close consultation will continue with Cheshire Fire and Rescue throughout the development process. Um, so, broadly speaking, the fire fighting requirements and considerations are documented in section four of the Outline Battery Safety Management Plan, and the applicant will provide four hours water supply for Cheshire Fire and Rescue Service and exceedance of FCC guidance, which stipulates that a minimum of two hours is provided and the firefighting water requirement will be fully assessed at the

detailed design staged based upon best large scale fire testing, which is the full burn out of the best design and explosion test data and provided through line gas mixture testing.

00:12:36:22 - 00:13:16:24

Um, and all the data will be assessed by an independent fire protection engineer, and the final water storage volumes will be agreed with Cheshire Fire Rescue Service during detailed design. They are statutory consultees for the scheme and must approve, uh, the battery safety management plan at this stage. Um, section 4.3.8 of the OBS MP stipulates if an internal best water based thick suppression system, either automatic or dry pipe, is integrated into best enclosures, a separate water supply and water containment system will be integrated.

00:13:16:29 - 00:13:58:17

Water runoff is likely to contain higher levels of pollutants compared to water use for external best boundary cooling of equipment. All press. All process water used in the system should be prevented from contaminating potable water sources in accordance with local regulations, through the use of check valves or other means as part of the system design. Pollution analysis will be conducted before removing and treating off site. Um, I believe my colleague uh, also has, um, some information on a on a meeting of the 16th of October with Cheshire Farm Rescue Service.

00:13:58:21 - 00:14:09:24

Can I just ask you about the the FCC guidance you mentioned? Would that necessitate any other updates to the, um, the battery safety management plan?

00:14:11:24 - 00:14:53:00

Uh, Paul Gregory for the applicant, um, the draft guidance was originally published in August 2024. The obs MP was, uh, drafted uh, with the uh, it was much delayed, but it was drafted totally based on those. There's guidance. There has been some additional content that is integrated. Post that first original draft. But the Outline Bachelor Safety Management plan also integrated the latest NFPA 855 safety standards, which an FCC uses their their gold standard.

00:14:53:02 - 00:15:01:18

So the current draft actually contains all the requisite requirements from the recently published guide.

00:15:01:20 - 00:15:04:21

Right. So there's nothing substantive that's changed.

00:15:04:24 - 00:15:06:22

That's that is correct, sir. Um.

00:15:07:09 - 00:15:24:28

As we're going to update this anyway to change that reference, um, to from automotive to automatic, could we use that opportunity to make clear that the, the most recent guidance has been reflected?

00:15:28:02 - 00:15:29:01

Yes, we can make that.

00:15:30:07 - 00:16:02:08

Yeah. Okay. Well we'll take that down as an action point, then to to update the outline battery safety management plan to reflect both the. I think it's just a typo. And also the the publication of the FCC guidance in its final form. Um, you mentioned there about the October last year. We've we've read all of the the chronology of the discussion. So unless there's anything you'd like to add to that, I don't have any further questions on that point.

00:16:02:10 - 00:16:43:00

But going back to the original matter, um, we're just conscious that because it is a matter that is taken quite seriously in terms of battery safety, that, um, we would like something directly from the Fire and Rescue Service to say that they've, um, they, they're fine with it. And I guess this new guidance is an opportune moment to go back to them and say, can you confirm that you are happy in the context of that. So we'll take that down as a second action point to to have a, um, a confirmatory letter from the phone rescue service if you're able to get one.

00:16:43:02 - 00:16:44:09

Yeah. Yes, sir. Yeah.

00:16:44:27 - 00:16:45:18

Thanks.

00:16:47:11 - 00:17:19:16

Now, in its local impact report, the council, um, said that, um, let's have a look. It raised the risk of potential ice throw from the the wind farm and the potential impacts on the solar development. It didn't didn't, um, pin it down to the the bet in itself, but obviously we've got the indicative best locations of relatively close to some of the, the turbines.

00:17:19:18 - 00:17:22:08

So has that risk been taken into account.

00:17:22:29 - 00:17:52:15

So Mr. Fox and half the applicant. So um, it's noted that the issue of ice icing and ice sorry was actually explored during the planning stage of the windfarm itself, and condition 42 of the Windfarm Planning Commission states that a scheme for mitigating risk of ice road from the turbines needed to be submitted and approved that was submitted improved and the report to do so indicated that that the wind turbines have control systems to detect ice buildup and essentially shut down if there's an unsafe level of ice.

00:17:52:19 - 00:17:54:15

It's that information before us.

00:17:54:22 - 00:17:58:19

That what I've just read out was essentially our response to the local impact report.

00:17:58:22 - 00:18:10:08

Right. Okay. But have we got a copy of the the specification? I mean, in terms of there's a, um, a control mechanism in place?

00:18:10:20 - 00:18:16:09

Uh, no, sir. I mean, we will we will submit that. But it was a it was a condition of the planning Commission itself.

00:18:17:14 - 00:18:31:18

Yeah. And then in terms of taking that more broadly, if there was an incident, say, a turbine caught fire and parts dropped off here. Would that be pose a problem given the proximity of the best?

00:18:37:15 - 00:19:10:05

Paul Gregory for the applicant. Um, section 5.1.1 of the OBS MP stipulates the detailed design phase of the scheme will consider the lifecycle of the battery system from installation to decommissioning. The detailed design stage risk assessment tools will be utilised with detailed consequence modelling to provide a comprehensive site operations and emergency response safety audit. Obviously, currently the best sites are illustrative designs.

00:19:10:07 - 00:19:32:17

Um, preliminary risk assessment analysis has been conducted to validate those positions, but yes, specifically with regard to locations of of best units in that proximity. Yes. Then, um, All sort of risks. Potentially that could happen from a wind turbine. Failure would be assessed as part of that risk assessment.

00:19:32:19 - 00:19:57:00

Okay. And um, you mentioned earlier about the firefighting capacity as well that's being built into the the best design. So presumably, you know, I'm presuming, but hopefully you can confirm it, that that firefighting capacity would cover that type of event that, you know, is initially out of your control but may have an impact on your operations.

00:20:01:06 - 00:20:40:03

Gregory. For the applicant. Um, so obviously, with regard to the, uh, battery safety management plan, the water provision is for the on site best use. So any incident that occurs within that best site area. And again, um, based upon large scale fire testing of the selected best design and the consequence modeling. Yes, the final volume of fire water would be accommodated for any credible risk or incident scenario that might occur.

00:20:41:01 - 00:21:13:13

Um, typically the the space, the equipment spacing, for example, nowadays is is validated through that large scale testing to ensure that a fire doesn't propagate. Um, so again it would be typically with these risk assessments a detailed design, it would be, you know, what is the worst credible event that could occur. What would be the fire loadings for that incident and therefore how much water will be required to mitigate those circumstances?

00:21:13:19 - 00:21:24:03

Thank you. Um, over to the council. And this is a point that you raised in your submissions to us. Do you have any concerns from what you've heard from the applicant?

00:21:26:05 - 00:21:39:09

At Cheshire West and Chester Council? No, it's familiar with the Air Condition 42 assessment that was put in for the wind farm, which we can provide if needs be. Um.

00:21:39:28 - 00:21:51:05

The, uh, I think so. Just on that point, I think what we'd, we'd like is just confirmation that that has been satisfactorily discharged. Yes. Yeah. Thank you.

00:21:53:05 - 00:21:55:07

Um, the, uh.

00:21:58:24 - 00:22:31:16

Just sort of additional information from that report that, um, uh, was associated with the Frodsham windfarm, the discharge, um, uh, report that was approved, uh, indicated that it was, um, blade throw was I throw was was three times more likely than Light failure. Just a bit of interest. Yeah. Um, but, uh, no, we've, you know, obviously deferred to the, uh, Cheshire Fire and Rescue Service in terms of their assessment of the risks.

00:22:31:18 - 00:22:35:10

So you were happy on that point then, as a council?

00:22:35:12 - 00:22:35:27

Yes.

00:22:36:03 - 00:23:08:08

Okay. Well, we'll just take that as an action point to to follow up on, um, condition 42. Just so we've got everything before us, um, to inform our recommendation report. Um, council also, um, and I'm coming back to the applicant now. Raised a point about, um, the proximity of pipelines, various pipelines across the site. And, um, the council's comment was subject to any representations from the HSC.

00:23:08:20 - 00:23:25:06

Now, the the risk itself from the pipelines had scoped out at the, the scoping stage. And, um, you told us that you, um, liaised with HSC during the pre-application consultation? That's correct, isn't it?

00:23:26:25 - 00:23:28:14

Tell us about that applicant. Yes that's correct.

00:23:28:17 - 00:23:29:08

Yeah.

00:23:29:17 - 00:23:58:13

So and we've had no submissions from the HSC at all. We've seen the the various pipelines on our market up on the US v on our site visit. Notwithstanding that the it was scoped out and therefore doesn't have to be assessed under the topic of fire risk, safety and security and so on, is the presence of those pipelines subject to the HSE's land use planning advice.

00:24:00:08 - 00:24:12:17

And I think if we were within the consultation zones for for yes, I mean, yes, the presence of our scheme would um, also would trigger the land use planning guidance if we were in the consultation zones.

00:24:12:20 - 00:24:13:05

Right.

00:24:13:07 - 00:24:13:22

So

00:24:15:18 - 00:24:28:09

I don't think we've had any submissions in that regard. To report to the Secretary of State that it is within the accuracy, and I'm happy to be corrected on that point.

00:24:29:07 - 00:24:34:19

Mr. Smith, the applicant. Not that I'm aware of. Obviously, we'll take that. Take that away.

00:24:36:00 - 00:24:37:04

Yeah. Thank you.

00:24:40:06 - 00:25:12:09

If it helps, sir, it's our understanding. The base of the industry. Um, sorry. Um, the basic industry standard guidance that the work for be location is outside of the maximum, maximum consequence zone of any pipeline release. And that whilst the work for a option is within a consequence zone. Um, we understand that there's no actual credible scenarios where any leakage would lead to ignition of the battery. Um, so you have kind of mining industry standards. Also, some of the safety measures that Mr. Gregory has already talked about.

00:25:12:11 - 00:25:45:20

I also would I would note, sir, that of course, the protective provisions. So we already have accounted for the easement zones within our design, but all of the protective provisions have have kind of protections in respect of the pipelines. More generally. But you'll note that quite a few of them, for example, spam webs them referencing specific guidance documents where they would have this, um, in mind. Um, so between those protective provisions, the battery safety management plan and kind of application of any standards we don't consider, there would be an issue.

00:25:45:24 - 00:25:49:26

Um, but obviously, I appreciate you're asking a specific question, which we will take away.

00:25:49:28 - 00:26:20:12

Yes. And, you know, of course, you you will know that HFCS are prescribed parties. So we need to make sure we report to the Secretary of State, all of the prescribed parties positions. And even if it's based on, I think the the web apps used nowadays, isn't it, to to identify the, um, the consultation zones? Um, it would be useful to have something before us in that regard. And also a summary of the point you've just outlined.

00:26:20:14 - 00:26:28:09

So we'll take that as an action point, um, that you can come back to us on. Um,

00:26:30:02 - 00:26:47:20

just to point on. This is a very, very minor point, and you may or may not wish to to follow up at this point, but, um, document App 025, which is the consultation report. Appendix three

00:26:49:14 - 00:26:57:06

I just picked this up when I was looking for the the history of the consultation. The document seems to be out of sequence.

00:26:59:05 - 00:27:04:05

If we, um, slightly. The internet's a bit slow here, you know.

00:27:13:16 - 00:27:34:04

Basically the. I don't know if you've managed to pull that up yet. The cover sheets for the various documents seem to be all at the beginning of the document, so it wouldn't be clear to the Secretary of State, necessarily which of the following parts fall within each of those descriptions?

00:27:36:23 - 00:27:39:15

Yes, sir. Are you asking that we update that appendix?

00:27:39:24 - 00:27:49:28

Yeah, it's you know, it's it's I don't think it's a central point to the matter we're discussing, but, um, you may wish to. You may not wish to. It's up to you. Really?

00:27:51:17 - 00:28:11:17

Um, still on pipelines. And I think this really touches on the the last point we discussed there. Can we just turn to Essar Oil UK limited written representation, please, which is rep 1069.

00:28:24:03 - 00:29:12:11

And the point there is, it's, um, I guess it's the paragraph where it starts with. Additionally, there has been some uncertainty about the price, sorry, the precise location of the pipelines. And there is a risk that some of the elements of the current design for the proposed development may encroach into the protective strip above the pipelines. Um, now, I remain unclear from what they've said here about well, if it's uncertain the precise location, how are they? How can they be certain that development may encroach into a protective strip? Because presumably, the protective protective strip is related to the precise location of the pipelines.

00:29:13:18 - 00:29:14:03

And.

00:29:14:07 - 00:29:17:02

Its depth. So I think I think the

00:29:18:20 - 00:29:49:14

concern there, I think, could be assuaged by the fact that the, um, the conversations that we've already had with them led to the easement strips we've already allowed for in our design. And if you add into that, that the protective provisions essentially apply to, um, uh, within 15m, I think it would be 50m. I can't bring it up right now. Um, of where they think the pipelines are. I think I think what they're saying is they have records of essentially the corridor in which they think the pipelines are written.

00:29:49:20 - 00:30:09:01

They just don't know exactly within that corridor definitively where they are. But because of protective provisions based on being within 15m of the corridor, then they would then want to make sure that our appropriate protections are appropriate. Protections are in place. So I think that's that's the kind of the detailed, precise location within the corridor we've already accounted for and is protected by the analysis.

00:30:09:03 - 00:30:20:00

That's accounted for in your layout as well. That's helpful. Um, and you said this morning the discussions are progressing with the ESA UK limited. Yes. Yeah.

00:30:25:22 - 00:30:50:12

Um, I'll come over to the council in a minute. I believe one of you might like to speak on this point. I've just got another couple of points on, um, the pipelines themselves. So could we just turn up, um, app 105, app 105, please. And figure one six, which shows the the location of the utilities.

00:30:56:13 - 00:30:58:06

The last drawing on.

00:31:01:16 - 00:31:04:01

Yep. It's app 106.

00:31:38:19 - 00:31:44:27

Eighths of the drawing. It's the very last page. It's, um. Figure one six.

00:32:02:26 - 00:32:11:24

Mr. Fox. Have you got that? Yeah. Well, I can probably start to ask some questions while you. You work on that? On the key. Um.

00:32:14:00 - 00:32:27:27

The fourth line down where it says gas. It says shell dash SR. What's the relationship between cell, shell and SR. I understood SR was a separate entity. Ta ta shell.

00:32:28:20 - 00:32:57:27

And Mr. Fox Mouth. Applicant, I need to come back to you in writing because I don't want to get this wrong, but essentially, a lot of the oil pipelines in this part of the world are done as a joint operations. So whilst I think it is the case that SRO in that specific pipeline from memory, I think there's a case of Shell's oil might go through it. Right. Um, because they do it as a joint package of pipes. Um, I will obviously take an action to go back, but I think that's that's why there's a reference to both Shell and Essar in that.

00:32:57:29 - 00:33:34:29

Okay. And we got that action point down. There's there's another couple of similar points, I think, on this one. And you've probably arrived at why I'm asking about this because of the protective provisions. Yes. And the the names don't necessarily tie up with what's in the the draft DCO. So another one is the BPA. And we've got protective provisions for the British Pipeline Agency, which I believe is a joint venture between shell and BP. Yeah. But we've got shell standard wall and shell heavy wall, which may be it, but it may not as well.

00:33:35:01 - 00:33:50:23

So it would be useful to I think perhaps overall. And we'll add this to this action point, to review this drawing in the context of the protective provisions to make sure that they all tie up.

00:33:52:28 - 00:33:56:28

Yes, sir. I think we'll take that as the action, because I don't want to mischaracterize a contractual position.

00:33:57:06 - 00:33:58:00

That's totally.

00:33:58:02 - 00:34:27:12

Fine. Yeah. I think it's a it's more a detail point to make sure that we're reporting accurately on protective provisions and so on. And then the final point on this drawing is there's a number of um, hatched areas, um, which are not shown on the or not signified on the, the key. So for example, there's an L-shaped green hatched area near to the substation.

00:34:31:03 - 00:34:33:21

Yes, sir. That that is cadence.

00:34:38:18 - 00:34:45:13

I think it would be helpful when you were, when you were reviewing this, to add in what the the hatched areas mean.

00:34:47:00 - 00:34:51:10

There's also a purple hatched area, a dark green hatched area.

00:34:51:21 - 00:35:02:24

Um, yes, Mr. Fox, I like that because I think, yes, it's because the the the labels are, um, a straight line, but actually when they're showing that it's hatching. So yeah, we will we will correct that.

00:35:02:26 - 00:35:15:21

So I think there's there's difference because some of the labels don't have hatching associated with them. So I'm sorry. Some of the lines are just straight lines on the.

00:35:16:19 - 00:35:21:27

Yeah. So we'll take it away I don't want to misspeak. I think it might be to do with buffer zones as well. So we'll take that in.

00:35:22:05 - 00:35:29:13

And we'll wrap that all up in that same action point then. Um, counsel, did you have any points? I think somebody had their hand up.

00:35:31:25 - 00:35:39:08

Uh, sorry, it's parish council. Would you like to come to the table and use the microphone so people online can hear you as well, please?

00:35:39:13 - 00:36:09:16

Hi. Um, councillor Lucy Sumner Emily Ward councillor, one of the ward councillors for Frodsham, Cheshire West and Chester. I would like to speak specifically on, um, the adequacy of the site investigation and potential implications for human health. The applicants investigation has comprised of four boreholes. However, all four of these were positioned on close to the margins of historic tanks and not within their central footprints.

00:36:09:20 - 00:36:45:29

This is significant as in historic waste tanks. The deepest and most materials are likely found to be towards the centre, and testing the perimeter does not amount to characterizing the structure itself. Sampling was also limited to a maximum depth of three meters below ground level. Despite historical evidence indicating that the tanks and lagoons in this area may extend to depths of 15 or even 20m. A shallow borehole at the edge of a tank cannot reasonably assumed to represent conditions deeper within the feature or close to its centre.

00:36:46:20 - 00:37:25:15

The analytical scope was similarly narrow, although carbon Tetrachloride was detected marginally above detection limits. This does not demonstrate its absence at depth, and nor does it rule out over hazardous substances that were not tested for where landfill contents are poorly recorded or unknown. Accepted regulatory practice requires that such land be treated as potentially hazardous until proven otherwise. Taken together, the investigation shows that contaminant contact concentrations were at four shallow edge based locations.

00:37:25:19 - 00:37:58:12

This is particularly important given the proposed battery energy storage system. Lithium ion battery fires over rare can exceed 1000°C and may burn for prolonged periods. If extreme heat were transmitted to the underlying landfill, materials containing chlorinated hydrocarbons such as vinyl chloride or vinyl tetrachloride. Thermal decomposition could generate highly toxic gases, including hydrogen chloride and phosgene.

00:37:58:20 - 00:38:28:21

Phosgene is an acutely toxic pulmonary agent. It causes severe lung injury, delayed respiratory failure, and can even be fatal at relatively low concentrations. It was widely used as a chemical weapon during the First World War, due to its potency and ability to cause life threatening lung damage without immediate warning. Symptoms and exposure does not require high levels to pose serious risk to human health.

00:38:29:12 - 00:38:51:28

While such a scenario may be very low probability, the consequences would be severe and the presence of uncertainty regarding buried chemical waste. A precautionary approach requires deeper investigation, broader contaminant screening, and formal worst case interaction assessment before development proceeds. Thank you.

00:38:52:00 - 00:39:04:26

Thank you. Counselor Sumner and I think that largely. Would you just be able to stay where you are for a minute, just so I can ask you a couple of points? The. I think that largely reflects your written submissions to us, doesn't it? The.

00:39:04:28 - 00:39:05:13

Yes.

00:39:05:15 - 00:39:11:03

That's correct. Is there any new information in there? Um, compared with those written submissions?

00:39:11:18 - 00:39:22:04

Um, not specifically new. New information as as such. Um, I'm not able to, uh, test the land myself.

00:39:23:12 - 00:39:56:27

The reason I'm asking is because this, um, covers two topics. Really? You mentioned about the battery safety, which the applicant has got an expert here for today, but we've got ground conditions and contamination on the agenda for tomorrow. And I don't think the applicant's got an expert with them today who could directly respond to what you've just said if the applicant wished to, and we always give people a right to reply. So we will, um, potentially be coming back to these points tomorrow.

00:39:56:29 - 00:40:05:13

My colleague Mrs. Bilo will be leading on the ground conditions. I just wanted to ask whether you'd be around tomorrow to hear that.

00:40:05:15 - 00:40:20:00

Yes, I do plan on attending tomorrow. So, um, as is to do with the ground contaminants, but also how that could potentially interact with a battery fire. Even if that may be an unlikely scenario, it could be disastrous.

00:40:20:02 - 00:40:36:27

Well, I'll go back to the applicant now to see if they've got anything to say on the the battery side of things, but I just wanted to alert you that you may not get a full answer today or a full response today, and we're likely to come onto that item tomorrow afternoon.

00:40:37:13 - 00:40:49:15

Many thanks. It was more of a, a, um, a point that I don't think the current data and testing around the site, um, gives us a full picture of what? What may be beneath the surface.

00:40:49:17 - 00:41:04:16

Thanks, I understand. Thank you. And thanks for your contribution today. So I'll come over to the applicant. Um, if you've got anything to say specifically on the best side of things. And then, as I said, we'll have another opportunity tomorrow if necessary.

00:41:04:29 - 00:41:39:12

Um, Mr. Fox applicant. So not specifically on the best point, because I think they do all relate to the impacts to, um, ground conditions. It was more just for the benefit of of Councillor Sumner and yourselves, if you haven't got to it, which is that at table 212 of our deadline three submission at 3041, um, we did put our responses in writing to Councillor Sumner's, um, submissions. So, um, if you had an opportunity to read them overnight, that would help, possibly with the, with the questions you might have, um, tomorrow.

00:41:39:18 - 00:41:56:29

Um, and so I'll leave it there for now because we have our expert there tomorrow. But I would just note that, um, these concerns that someone has raised. Were raised at pre app consultation. In response to that we did further testing that is noted in that written response. Um but I will leave it there.

00:41:57:20 - 00:41:58:05

Thank you.

00:41:58:18 - 00:42:23:06

I'll just go to Mrs. Bello as it's a topic for tomorrow. Do you do you have anything else for today? No. Thank you. Um, that's the end of my questions on this topic. So I'll just go around the room and online to see if anybody else has anything to say, and I'll come to the applicant last to give you any right to reply. So, um, Council.

00:42:24:02 - 00:42:48:04

Paul Friston, Cheshire West and Chester Council for just going back to the consultation zones for the HSC. The order limits, um, uh, would be within several pipeline zones and also hazardous installations on the Halton side. Yeah. Um, so in terms of the land use planning WebApp process here. You would have expected that to to to reveal an answer.

00:42:48:06 - 00:43:19:19

Yeah. A number of different um potential hazards as they call them. Um, yeah. It's it's more of a procedural point for us as we see it, so that we can say that a consultant has provided their response. And I know that the response isn't necessarily provided by them directly for each application. It's

more taken from a website, isn't it? So that's helpful. Is there anything else on this topic you'd like to raise?

00:43:20:00 - 00:43:20:22

No, I don't think so.

00:43:20:24 - 00:43:25:06

Okay. Thank you. Is there anybody else in the room who'd like to say anything on this topic?

00:43:27:02 - 00:43:30:04

Yeah. Would you like to come up to the table and introduce yourself?

00:43:37:06 - 00:44:13:03

A councillor, Richard Frodsham, town council. Uh, I'll just go. I'd like to go back and, um, regarding something that, um, Mr. Gregory from the applicant side was saying regarding, um, the batteries and the safety and the response from Cheshire fire. Um, whilst there are some concerns about the amount of water, etc., one of my concerns is what would the response time be for Cheshire Fire to attend because of where it is and the fact that if they were looking at the fire service within Frodsham, I believe they only have one appliance.

00:44:13:05 - 00:44:27:15

So what would the response be in the fact that if the batteries did go up, would they be burning for quite a substantial amount of time before the fire service actually turned up to do anything about it? Thank you. Good question.

00:44:27:17 - 00:44:28:29

Thank you. The applicant.

00:44:32:19 - 00:44:33:21

I'll bring you Mr. Gregory.

00:44:37:06 - 00:45:08:22

Thanks, Council, for your question. Um, obviously without being able to, um, speak for chat. Cheshire Fire and Rescue Service directly. I mean, just to give you, um, a rough sort of template generally our how fire service is planned to respond to best incidents. So as I mentioned earlier, large scale fire testing for any best design is now mandatory. Slow burn times keep release rates, minimum equipment spacing.

00:45:08:28 - 00:45:42:27

Distances must be established. The Outline Battery Safety Management plan stipulates that our best design must be selected, and site spacing must be adequate, that fire propagation will not occur and does not require, um, the assistance of Cheshire Fire and Rescue Service. Um, typically every fire service is different. Um, the majority, I would say, I plan to have 3 to 4 vehicles in an emergency response again.

00:45:43:06 - 00:46:17:13

Um, I don't know what Cheshire has planned, you know, has any policies, for example. However, the early detection, the alerts, the site spacing is, is will basically be tested and templated to ensure that really, Cheshire Fire Rescue Service should only be there in an observational capacity. Obviously there are a range of failure scenarios and consequence modelling that's conducted, but that typically will be the safety template that is used for the site design.

00:46:17:15 - 00:46:32:00

Um, again, I'm assuming hopefully that, uh, Cheshire Fire Rescue Service will engage with the consultation as we go through the DCO and they're able to sort of flesh out and confirm that type of information for you.

00:46:32:02 - 00:46:34:05

But, um, in terms of the

00:46:35:24 - 00:47:13:01

Sort of you sort of talking about template type response as a standard response. Um, and the we've got the FCC guidance now, which is I guess that's based on experience of fires. There was a fire in Liverpool, I think, wasn't there. And there's there's been other incidents. Does that inform the fire and rescue services response to us as an examining authority, in that they would assume that they need a certain level of response available based upon the specification of the the plant.

00:47:14:10 - 00:47:26:28

So in effect, they've, you know, they've taken into account the necessary resources to deal with this, and they are satisfied that the necessary resources would be available.

00:47:30:15 - 00:48:11:27

Paul Gregory for the applicant. Um, yes. So, so typically, um, at the detailed design stage, you know, the applicant will supply Chesham Fire Rescue Service with all the requisite testing data. So they're actually able to, um, help validate emergency response plans, site design layouts, etcetera. Obviously each fire service, you know, has different resources. Um, so again, so typically Cheshire and Fire Rescue, the statutory consultation will adapt the emergency response plan to uh, accommodate.

00:48:12:03 - 00:48:39:07

They might have, for example, um mandated response times to incidents. It can vary from fire authority to fire authority. But the emergency response plan would basically incorporate local resources. Uh, any sort of local requirements? Um, but that will be very much an evidence test based data. So as they're able to align their resources with the incident requirement, right.

00:48:39:09 - 00:49:06:21

So as we've already got an action point to contact the fire and rescue service, I wonder if we could just get them to explicitly include that they were aware of, um, the need to satisfactorily resource any response and that they are able to do so. I would be able to do so. Councillor Loftus, is there anything else you'd like to add?

00:49:07:17 - 00:49:15:21

No, I appreciate that. And I think the important thing is that, uh, that that is included in the response that we get from Cheshire Fire Service.

00:49:15:23 - 00:49:16:08

Okay.

00:49:16:10 - 00:49:17:03

Thank you very much, sir.

00:49:17:08 - 00:49:23:05

Thank you for your contribution today. Um, would you like to come to the table and introduce yourself?

00:49:27:12 - 00:49:29:29

Um, thank you sir. I'm Ashley Great.

00:49:30:01 - 00:49:31:03

I'm representing.

00:49:31:11 - 00:49:31:28

North Cheshire.

00:49:32:00 - 00:49:32:15

But.

00:49:32:17 - 00:50:05:29

More accurately, I'm the project leader for the active travel team within Frodsham, which is a collaboration between Councillors and Cycle North Cheshire. Um, in our sort of representation, which delivers us by deadline one, which is rep one dash 17, we made the point that the many of the byways which are actually crossed, the marshes are severely degraded. We have photographic evidence for this, which actually was presented to the applicant very early on.

00:50:06:01 - 00:50:37:21

Some of these is there are multiple potholes all the way across many of these byways, and some of them are 30cm deep or even deep in places, make it inaccessible for many vehicles. The question that I like to pose is and that the the point that the applicant has said in terms of its response to um, control of the byways is that they will take control of NCN five, which crosses a moorish lane and within their old limits, but nothing outside that.

00:50:38:03 - 00:50:51:02

So there appears to be no responsibility being responsibility being taken for control of byways which are outside the old limits. I would suggest this represents a risk for access. Access?

00:50:51:04 - 00:50:51:25

By whom?

00:50:51:27 - 00:50:58:18

By access. By emergency vehicles. Right. Okay. Thank you. Applicant. Would you like to come back on that point?

00:51:13:08 - 00:51:20:09

Mr. Watson, the applicant. So they'll be able to follow the route of construction vehicles are permitted to use.

00:51:21:02 - 00:51:39:19

I think the the issue that Mr. McCrea is raising, though, is the suitability of the surface, and would a fire tender be able to use the same type of surface as a construction vehicle? Because, of course, construction vehicles, you'd imagine the off road as well as on road.

00:51:41:21 - 00:52:19:17

And Mr. Russell, for the applicant, um, the construction access we're talking about here is also the construction access for, um, for workers and their vehicles. So, um, cars. So I can see if I can dig out the reference. But in essence, those, um, access roads into the site would be upgraded at the start of construction and would be maintained throughout construction to provide a good quality, high standard access. Right. Which I'm, I'm very confident would be capable of being used by the emergency services, but I'm conscious as well that we've got transport next on the agenda and we've also got public rights of way.

00:52:19:19 - 00:52:49:19

So Mrs. Bellows or anything you'd like to or will you be coming on to this matter later in the agenda? Yeah, so we'll be doing it as well later in the agenda. So, um, I think we've got some clarification there. That'd be an upgrade. It would be helpful to us if you could point out specifically where that. Yeah, you'll do you know, there's no particular rush for that. Um, but, um, for our benefits.

00:52:49:21 - 00:53:04:01

So we know that Mr. Grade's, um, concerns have been taken into account. Is there anything else you'd like to raise under this topic? Of course there'll be opportunities. Yes, please. The I take account of.

00:53:04:03 - 00:53:07:11

What Andrew Russell has said. Um, two.

00:53:07:13 - 00:53:24:10

Points to consider. One is that the current construction route involves vehicles going around the Indus, rather than directly from Frodsham to the BS. That will impact on the actual response time for for emergency vehicles to get to the base.

00:53:25:27 - 00:53:56:12

Um, also, the current structure of the byways is such that there is no drainage. There's literally no drainage on them. They're flat. And also that there are banks on either side. So any winter water in the winter means they flood badly. Badly? Very badly. They're inaccessible basically. Um, therefore, I

think there needs to be serious consideration given to the actual structure of these byways for the purposes of emergency access.

00:53:58:00 - 00:54:03:06

Is that something you can pick up in your response to us on this point? Yeah, yeah.

00:54:03:22 - 00:54:33:03

It's about that. Um, yes, I will bring Mr. Russell in. I also wanted to make the the point, sir, that they can also get across Brooks for a long bridge now. National highways are very concerned about that. And I don't want to reopen that Pandora's box, because we are going to amend the DCO to give specific legal permission to do that. But so if a fire truck needs to get to a battery fire, it can go the quickest way. And that bridge, if you've walked across it, would be a it would be able to take a fire, a vehicle if they needed to.

00:54:34:15 - 00:54:56:17

Right. Um, so we'll take down an action point for you to come back to us on Mr. McBride's concerns, um, regarding fire tender access and the the suitability of the surface of the byways and of the routing, it's that all of the. That's that's.

00:54:57:05 - 00:54:58:14

Very good. Thank you very much.

00:54:58:16 - 00:55:02:19

Okay. Well, thank you for your contribution on this, this topic.

00:55:02:24 - 00:55:33:10

Um, excuse me, um, Paul Gregory, the applicant. Um, so just to clarify these points, because there are very specific regulations for fire service access. Uh, this is covered in section 4.2 of the outline Battery Safety Management plan. Um, 4.2.2 uh covers at least two separate access points to the best compound must be integrated to account for opposite wind conditions. Uh, roads.

00:55:33:12 - 00:56:05:06

Hard standing, capable of accommodating fire service vehicles in all weather conditions within the compound and on supporting access tracks. The main access route, and there are two alternative options mentioned, are capable of accommodating fire service vehicles. And there should be no extremes of grade for the fire service vehicles. Uh roads to have passing places suitable for fire service vehicles are also referenced. Um and the road networks on sites must enable unobstructed access to all areas of the facility.

00:56:05:08 - 00:56:49:28

This will be all possible on all routes to within the site. Turning circles, passing places, etc. will be agreed with Cheshire Fire and Rescue Service depending on vehicle size and emergency access routes for first responders will be included in emergency response plans, and hard copies are available on site and route sign requirements will be agreed with Cheshire Fire and Rescue Service. Um, so there is it is very much stipulated by the Fire and Rescue Service that they have to be 100% confident that the

route access is appropriate and it's capable to make to transport any Cheshire Fire Rescue Service vehicles.

00:56:50:00 - 00:56:57:21

Thank you. Um, was there a point from the council did you want to come back to us on anything? No.

00:56:59:07 - 00:57:01:22

Okay. National highways.

00:57:05:07 - 00:57:39:19

Thank you. Sir. Ben Philbrick, uh, National highways. I just want to come. I don't want to get ahead of myself, but I know because I know there's a separate agenda item on, uh, surveying the bridges for emergency access, but because the point was raised or has been raised about the potential use of particularly Brooks Ferland bridge for emergency access, I just want to reiterate National highways position is that, um, it's not satisfied that that bridge could be used in the absence of a survey which will confirm its suitability for that use.

00:57:39:25 - 00:58:08:27

Um, and so clearly, that's something that, um, has to factor into detailed planning for emergency services access. And as I said, it comes back to national highways, broader points about the need to survey the bridges, which I'm very happy to return to. But I just wanted to, um, intervene at this stage to highlight that the National Highways doesn't accept that in the absence of any survey, those bridges could be assumed to be suitable for emergency access.

00:58:09:15 - 00:58:39:16

Thank you. I think the, um, the attendee who read out the extract from the the safety management plan wasn't here. This morning when we had that discussion. But Mr. Fox and Mr. Russell were and they've undertaken to come back to us on this point. So I think, you know, it's been a little bit of a dynamic situation. We can have them take into account that when they do come back to us. So we've got the whole picture.

00:58:39:18 - 00:59:21:13

So yeah, let's focus on that because I think we need to differentiate here between at the moment the DCO has a specific provision in it where we are authorizing the lawful use of voluntary vehicles of those bridges in which we've agreed with the national highways that we will take out. And I suppose the real world, which is where if that bridge is open and that's able to be used, then a fire truck would see it on its map and almost certainly use it, acknowledging the fact that and I don't want to relitigate the points that we discussed at the previous hearing, the fact that that bridge is already used by lots of cars, by Manchester Ship canal vehicles and utilities companies and the Environment Agency to access their various bits of apparatus.

00:59:21:15 - 00:59:28:12

And we understand National highways position. But I'm just talking about what would likely happen in the real world, no matter what our data says.

00:59:29:15 - 01:00:04:21

Yes. Um, we of course, when we are examining a DCO, can only take into account lawful usage. So we take on board what you say, but nevertheless, we would like a response that has regard to National highways position as well. And also that explains that there's not a single point of failure in the the potential routing that could prevent the fire and rescue service from, um, successfully responding to an incident.

01:00:06:02 - 01:00:08:09

Yes. That's understood.

01:00:08:11 - 01:00:09:04

Thank you.

01:00:09:18 - 01:00:14:28

Um, and thank you to Mr. Fallbrook as well. Is there anything else you'd like to add at this stage?

01:00:15:07 - 01:00:46:25

No. I mean, I think you have our points there. It's I mean, I think the issue for National Highways is that, um, whatever the DCO says about legalizing the use of the or doesn't say about legalizing the use of the bridges for emergency access, the point is that the development will put a change of use of the land there that is going to increase, potentially the risk of fire and the need for those bridges to be used by emergency services. And that's what drives National Highways concern. Um, but I, I know you've asked the applicant to come back on that.

01:00:46:27 - 01:00:50:11

Um, and so I don't think at this stage I have anything further to add.

01:00:50:17 - 01:00:55:00

Thank you. Is there anybody else online who'd like to add anything on this topic?

01:00:59:13 - 01:01:08:15

No. Okay. Well, thank you, everybody for your contributions on this topic. And I'll hand across to Mrs. Bello for the next topic. Thank you.

01:01:08:21 - 01:01:27:09

Sir. Just before we move off. Sorry, I appreciate that. The question was to interested parties just on the the pipelines. Yeah. Um, and then you mentioned appendix um, three, I think it was in the consultation reports, but I just wanted to highlight at zero 32, which is the appendix ten.

01:01:27:11 - 01:01:28:22

So I didn't catch that up.

01:01:28:24 - 01:01:29:24

Zero 32.

01:01:29:26 - 01:01:30:28

Zero 32.

01:01:31:00 - 01:02:04:29

Yeah. Which is the appendix ten to the consultation report. And it's the section 42, uh, responses that we got from statutory consultees, which included the Health and Safety Executive. Um, and noted the fact that our order limits, um, were revised before pre-application, um, to, um, remove um, land which was within coma sites. Um, and um, it sets out the general position of both HSC and ourselves in relation to, to the pipelines.

01:02:05:10 - 01:02:22:18

Um, and we will say more on that. I appreciate that the action taken. But I think that the key point about the land use planning process is that they're concerned about, um, people being there at the point in time that an event happens. And of course, our project is not bringing is not.

01:02:22:24 - 01:02:44:16

That's right. I'm quite familiar with the process. But as I explained earlier, this is more of a procedural point that they are a prescribed party. And since this application was accepted, we haven't had a response from that prescribed party, which is what we'd like. So we can tell the Secretary of State that that matters being addressed.

01:02:44:22 - 01:02:54:06

Is that not that? I do understand that. I've just my concern from your point of view is, is that I feel like they will say almost exactly what they've said in this appendix.

01:02:54:27 - 01:03:26:17

Well, they may well do, but what they said there is, um, a response to a pre-application consultation. And what we don't have before us is the material that was submitted to them at the pre-application stage to elicit that response. So as an examining authority, we can't place any weight on that comment, albeit I recognize it does demonstrate that you have, um, contacted them and followed the the process that you ought to have done.

01:03:26:19 - 01:03:31:17

But likewise, we need to follow the process that's prescribed in the regulations.

01:03:31:27 - 01:03:33:19

So absolutely understood.

01:03:33:23 - 01:03:34:16

Thank you.

01:03:35:16 - 01:03:37:17

Okay. Mr.. Um.

01:03:39:27 - 01:03:40:22

Councillor Sumner.

01:03:42:25 - 01:04:17:14

Having had a brief moment to read through the response in regard to my comments, I note that, uh, that there is a comment that says, as previously explained, the modern battery design combined with construction on concrete plinths results in a very limited heat transfer to the underlying soils. However, concrete is not a thermal insulator. It conducts heat rather than resisting it, and has fairly high conductivity ranges.

01:04:17:17 - 01:04:57:21

And bearing in mind, uh, that there have been, uh, chemicals at low levels detected at three metres at the edge of the tank, not in the middle of the tank where it's been measured at the lowest depth, a fire could burn at a thousand degrees, and the rate of weather chemical may turn into phosgene could be half of that at 500 degrees. So my question is, what modeling has taken place to demonstrate that that risk is not present? Because currently I am not satisfied with the response.

01:04:57:23 - 01:05:02:20

And I would like to see some modeling to demonstrate that that's mitigated.

01:05:02:22 - 01:05:30:26

Thank you. Um, I think that's a point that they're expert for. Tomorrow would probably be best place to respond to. Um, I'll check with the applicant, the applicant nodding on that point. Um, and hopefully the applicant has taken a note of what you've just said so that there will be unnoticed for tomorrow that, um, you've asked that question. Um, so unfortunately, we can't deal with that today. But you said you'd be around tomorrow.

01:05:30:28 - 01:05:34:06

So I will say sorry, interrupted. I think Mr. Gregory has something.

01:05:35:29 - 01:06:08:10

Um. Thank you, councillor Ward. Um, so I obviously described earlier, um, large scale fire testing, which is now mandatory for any best design which the applicant can select a detailed design. So in that large scale fire testing where they set fire to a whole best container. Obviously there's different sizes. Um, but basically you've got at every battery module level, uh, at varying heights within the best enclosure.

01:06:08:12 - 01:06:41:24

You've got thermocouples and heat flux data, um, out of the top of the base on all these sort of the doors, uh, the base units internally and externally. So actually you have a very accurate, um, heat mapping of the best fire, the duration, the maximum temperatures, etc., just by definition, um, the maximum temperatures are always going to be through the vents in the roof, you know, so typically that's 3.5m from the ground.

01:06:42:03 - 01:07:15:18

Again, there's a very clear tracking of minimum and maximum temperatures that are generated, but it's generated out of the top of the best enclosures. The thermal insulation levels now of best enclosures to minimize propagation risks via propagation. You know, we are now seeing sort of

spacing of a 150mm between Bess because basically you don't get significant heat transfer at distances as short as themselves.

01:07:15:20 - 01:07:46:08

So absolutely any best design that is selected. There will be comprehensive fire data throughout the duration of the test internally and externally. So you know exactly what the external temperatures outside the Bess are. The best are designed to maintain structural integrity. So and again, there are panels that are located at various distances from the from the Bess with heat flux measurements.

01:07:46:10 - 01:08:01:07

So again externally at a range of heights to all positions around the best, there's very, very accurate heat flux and temperature Data, which can be incorporated into site specific consequence modeling.

01:08:02:24 - 01:08:16:01

Thank you. Um, so, Mister Gregory, will you be returning tomorrow or available when the the session is, um, the ground conditions session is taking place in case there's any further questions on that.

01:08:18:18 - 01:08:44:13

I don't have the availability, but of course we'd always the applicant would be, uh, able to take sort of in writing, which again, I think potentially with the sort of technical nature potentially of, of the sort of material that might be, um, a better place rather than sort of a verbal testimony anyway.

01:08:44:15 - 01:09:15:29

Well. Thank you. Um, we've heard what you've said today. We'll listen to what said tomorrow in response to Councillor Sumner, Councillor Sumner's Concerns. And as you are suggesting, that it is primarily a written process. So, um, cancer similar once you've heard tomorrow what their ground conditions expert has to say, you are welcome to write back to us if you've got any outstanding concerns. And then that would also give the applicant an opportunity to respond.

01:09:17:07 - 01:09:18:22

That would be great. Many thanks.

01:09:18:24 - 01:09:22:21

Thank you. Is there anybody else then just before I hand over.

01:09:24:16 - 01:09:27:07

No thank you. So over to Mrs. Bello.

01:09:29:25 - 01:10:03:14

Okay. Thank you, Mr. Birley. So we are now moving on to agenda item three B, which is traffic and transport and navigation. So I'd like to start with a question, um, on glinting glare related to the M56. So it's been said that glinting glare will be minimized to users of the M56 because of the angle and tilt of the panels. Bearing in mind the conditions of the land underneath, and that there may be soil, excavation foundations, etc..

01:10:03:16 - 01:10:16:15

Is there any chance that the angle of tilt being impacted by ground instability or subsidence? And will there be monitoring to ensure that the angle and tilt remain constant? So that's a question to the applicant please.

01:10:18:21 - 01:10:25:08

Mr. Russell, for the applicant, um, the the areas um,

01:10:26:26 - 01:11:02:20

sorry, the various bits of the site where there'll be there'll be geotechnical testing as part of the detailed design and that detailed, um, geotechnical testing will inform then the nature of the foundations. Um, we've already described, um, within the application how there could be different ways of fixing the piles into the ground. Um, I think the, the very nature of geotechnical design is to give that structural stability. I think in terms of if that reassurance was needed, then the angle of the panels, um, could be recorded, reported and monitored going forward.

01:11:02:27 - 01:11:22:14

Um, now I'm responding here as the, um, environmental coordinator. We have a glinting glare expert tomorrow as well, who may be able to introduce a bit of information about the degree of risk and tolerance, um, in some of this assessment work, which might help as well in the response.

01:11:23:00 - 01:11:53:01

And if I can just add to that, Mr. Fox, that you can sort of see the, the various angles, um, that we're committed to until it's secured by the design parameters statement and the threat rep 3012 and the DCO. So obviously there's the point that there is an ongoing DCO compliance point. Um, but if we wanted further reassurance, then, um, subject to discussion with the nuclear expert, I'm sure we could put a line into the OMG! Sorry not to use acronyms outlining operational environmental management plan.

01:11:53:03 - 01:12:07:11

Um, to, you know, make sure that we commit to monitoring the tilt to ensure it stays at that level. Um, but that would just be a practical reassurance to the fact that that's not that would be an ongoing compliance issue. So we should be doing that anyway.

01:12:07:13 - 01:12:41:00

Yeah, I think that would be a helpful addition if we could take an action point, please, for you to add that into the outline environmental management plan. Thank you. Okay. So now moving on to agenda item 3B1. So it's the cumulative effects of construction traffic and abnormal loads with other projects during the construction phase and replacements during the operational phase. So to the applicant um, in light on questioning on this topic at issue specific hearing one and concerns from Cheshire West and Chester Council.

01:12:41:12 - 01:12:57:10

Could the applicant update the examining authority with the latest position on cumulative effects of construction, traffic and abnormal loads with other projects during the construction phase and that associated with panel replacements during the operational phase.

01:12:59:01 - 01:13:30:24

And thoughts about that? I will bring Mr. Carter in. Um, can I just I just want to check, though, because I'm conscious of us just reading out what our application documents say. Um, and you mentioned that an update. Um, and I suppose our starting point is our transport assessment did assess cumulative impacts, and we stand by it. There was a discussion at issue one that, sorry, one, the National highways were doing their own work in the background study on cumulative impacts.

01:13:30:26 - 01:13:49:09

We've not heard anything from National Highways since then on that point. Um, so so I can bring in Mr. Carter to say what our application documents said, but I'm just conscious he did use the word update there. And I would think we would say that the opposition is as a as those documents say it is.

01:13:49:11 - 01:13:57:27

Well, perhaps I could bring in Cheshire West and Chester Council. Um, could you perhaps, um, update the examining authority with your latest position on this issue?

01:14:08:27 - 01:14:20:20

For Cheshire West and Chester Council. I'm looking at my clients and I don't think we particularly have an issue. I think it was National Highways issue and cumulative impact of construction traffic rather than the councils.

01:14:22:01 - 01:14:34:08

In which case National highways. Do you have, um, a latest position on the cumulative effects or abnormal loads during the construction phase that you'd like to update the examining authority on?

01:14:34:19 - 01:15:00:16

Uh, thank you madam. Um, what National Highways has is it has, um, it has a, a a potential tool that can help understand the cumulative effects. And my understanding is that the, um, the tool, the tool isn't. Isn't isn't currently ready. So as I understand it, we don't have anything further to add in terms of cumulative impacts. Um, we did address this in our deadline two response. I don't think we had anything further really to add from that point.

01:15:00:27 - 01:15:01:16

Okay.

01:15:03:11 - 01:15:11:09

If it happens, madam, I would just like to bring in Mr. Carter, just to kind of provide some reassurance about how precautionary our assessment was so that it can account for future variations.

01:15:12:23 - 01:15:16:15

Uh, Mr. Carter, for the applicant. Um, yes. The during the construction.

01:15:16:17 - 01:15:17:25

Phase, the transport assessment.

01:15:17:27 - 01:15:56:14

Did consider cumulative impacts during a construction phase based on a wide range of schemes that were provided to us by Cheshire West and Chester Council, which included, uh, the full suite of the high net uh northwest project, um, including the, um, assumptions of the full construction period of the peak construction period of all the high net schemes, uh, occurring at the same time as the construction phase of the proposed development. Um, and it also took into account the, uh, known build out of protest sites during the construction phase of the proposed development.

01:15:57:09 - 01:15:58:26

Okay. Thank you.

01:16:01:16 - 01:16:02:10

Okay.

01:16:08:25 - 01:16:28:13

So the zoning authority notes the updates made to the Outline Construction Environmental management plan at deadline three, which is rep 3018. Has there been any progress at this stage to establish a working group with other types of, um, collaboration to coordinate abnormal loads and reduce the cumulative effects between the projects?

01:16:29:03 - 01:17:04:11

Uh, Mr. parks and applicant. Um, no, madam. That that will happen post consent. And then, and I would say just touching on something Mr. Carter mentioned the high net schemes, for example, Since we did the transport assessment, Cadent had announced that the hydrogen pipeline is essentially on hold. Um, so if they're going to submit this year, it could be any time. You know, we're already three quarters of the way through examination. So it's an evolving picture. And I think that we've deliberately set up the construction traffic management plan to be adaptable to who needs to be in the working group at the time for when those combined peak effects are going to happen.

01:17:05:00 - 01:17:10:00

But you have made a commitment to provide that level of collaboration post consent.

01:17:10:03 - 01:17:14:18

Absolutely, madam. That's that's noted in the the construction management plan. Okay.

01:17:14:25 - 01:17:15:14

Thank you.

01:17:17:09 - 01:17:28:05

Do, uh, National Highways or Cheshire West and Chester Council have any further comments to do with the collaboration on abnormal roads with other potential projects?

01:17:29:01 - 01:17:32:29

Shell spoke for Cheshire West and Chester Council Nomads, and we don't have any other comments.

01:17:33:23 - 01:17:34:14

Thank you.

01:17:34:29 - 01:17:39:12

Uh, Ben Hulbert for National Highways and nor do we have any further comments. Thank you.

01:17:40:06 - 01:17:41:23

Thank you for that confirmation.

01:17:43:18 - 01:18:15:18

Okay. Okay. We'll now move on to agenda item 3B2, which is the construction traffic access plan. So Cheshire West and Chester Council has stated that a construction traffic access plan could be helpful to understand the proposals. Um, I note that paragraph 416 of the Outline Construction Traffic Management plan, which is rep 3018, states that the detailed construction traffic management plan will include an illustrative plan or map showing the construction traffic access route to the site.

01:18:15:28 - 01:18:36:04

The plan shall specify roads that are not to be used for access. For example, routes through Frodsham, Ince and Elton shall be clearly marked as not suitable for construction heavy goods vehicles. So how does the applicant respond to Cheshire West and Chester Council's request for a construction traffic access plan for heavy goods vehicles at this stage of the examination.

01:18:36:22 - 01:19:00:12

I'm sure Mr. Fulton Park, the applicant. I, um, just answer this question initially. I think part of this issue might be that the the documents that the council's response was looking at were not in deadline, the most up to date versions of those documents. Um, so I think we could ask the council first in light of that paragraph having been added to the outline and whether they are asking for anything further.

01:19:01:15 - 01:19:05:20

Could we ask that, please, of the Council, Cheshire West and Chester Council? Thank you.

01:19:07:16 - 01:19:17:09

Michelle Spark, on behalf of Cheshire West and Chester Council. We'll have to come back. We haven't had a chance to review the most updated version yet, so we can come back in writing. A deadline for that would be helpful.

01:19:17:14 - 01:19:20:25

Thank you. Could we take an action action point then, please? Thank you.

01:19:22:10 - 01:19:23:00

Okay.

01:19:30:00 - 01:19:42:00

Um, would the applicant consider providing an illustrative map or diagram of the proposed heavy goods vehicles route. And is there any reason why further detail cannot be provided at this stage?

01:19:43:13 - 01:19:45:23

Yeah. Mr. Fox, at that point, yes, we'll do that.

01:19:45:25 - 01:19:49:20

Yeah. Okay. Thank you. Could we take that as an action point as well, please? Thank you.

01:19:51:08 - 01:19:56:18

Um, does Cheshire West Chester Council wish to respond to that or have any further comments?

01:19:56:24 - 01:20:00:23

Chelsea Park for Cheshire West and Chester Council. Not at the moment, madam. Thank you, thank you.

01:20:01:21 - 01:20:38:24

Okay. So we'll move on now to agenda item three B3, which is the potential ecological impacts to the non-breeding bird mitigation area from construction and operational traffic. Um, I understand that the environmental representative from Cheshire West and Chester Council is not available today, so has requested that this item is covered with other biodiversity and archaeology items under item three F tomorrow, which is Wednesday the 25th of February. Is there anybody in attendance today who would like to comment on this item? Who will not be returning tomorrow for item three F? If there is, then I will hear from them now.

01:20:38:26 - 01:21:13:03

And if not, we can defer this item to tomorrow. Is anyone in the room who's not coming back tomorrow who'd like to comment? No. Any anyone online? No, I don't see any. Hands up. Okay. In which case we'll defer item 3B32 tomorrow. Thank you. Okay, moving on to item three before the closure of the River Weaver. Uh, could we display figure four? Figure one four in app 105 on the screen, please? This is the solar array development area site.

01:21:19:09 - 01:21:24:26

So that's figure one four in app 105.

01:21:31:26 - 01:22:14:01

Okay. Okay. So this shows the location of the River Weaver and the Weaver Navigation just to the north. So chapter two of the environmental Statement app 035 states that the River Weaver would need to be temporarily closed for approximately two weeks during the works for the overhead cable connection to the Scottish Power Energy networks. Frodsham Grid Connection Commitment C 53 and Rep 3016 states that three months advance notice would be given to the recreational clubs, including the Weaver Sailing and Ski Club and Frodsham kayaking on the River Weaver of any closure, and that notices would also be published.

01:22:15:03 - 01:22:54:01

Article 20 of the draft DCO, which is rep 3002, enables temporary suspension of the navigation of the River Weaver within the order limits for as long as reasonably necessary. So the wording as long as reasonably necessary, and the DCO seems quite broad in comparison to what is stated in chapter two of the environmental statement of approximately two weeks. So what assurance can the applicant give that the closure would only be for approximately two weeks? And could the applicant consider

changing the wording of article 20 to be more akin to the two week period given in the environmental statement, whilst allowing some flexibility for unforeseen events?

01:22:55:15 - 01:23:37:06

Um uh, madam, um, Mr. Fox, on behalf of the applicant. So the the wording we've taken is presented from, um, other schemes like loading third crossing. Um, and I think it is because, um, well, essentially that there is that need for flexibility because we've assumed two weeks and probably less. Um, but as you say, something could go wrong. And I think my concern with if we try to put a specific period in there, um, is that what happens when it then needs to get varied? Do you have to then start again, when actually the point is, if you know what, you know how long it's going to be, and you notify everybody how long it's going to be, then people can adapt accordingly.

01:23:37:08 - 01:23:40:11

Given that we've committed in the camp to at least three months notice.

01:23:42:18 - 01:24:12:20

And also I should say, um, Madden that obviously article 22 B says it's to be closed and then no longer sorry. 22 A says it's no longer reasonably necessary. And indeed that we must use best endeavours to ensure that we have the minimum obstruction, delay or interference so that closure might not necessarily be it's part of the River Weaver. So it might be that for two weeks we need to close it all. But for an extra week we only need to do half of it, for example, from one side of the bank.

01:24:12:22 - 01:24:21:29

And because we've got article 22 B and we'd be able to reopen, you know, the part that we don't need to close, um, for vessels to pass through.

01:24:25:12 - 01:24:26:00

Okay.

01:24:30:08 - 01:25:00:15

I think my point still stands that the two seem very different. Um, and so I don't know if there's anything else, any other phrasing, any other wording in the DCO that could could bring that in line. I appreciate the need for flexibility, but a two week period does seem very different to as long as reasonably necessary. Um, I just wonder if perhaps you could give some consideration to any form of wording that could just bring those two points closer together?

01:25:02:15 - 01:25:07:07

Um, yes, madam, because I'm conscious at 22 a um,

01:25:08:26 - 01:25:27:25

it's actually no more than necessary is relating to the part of the river rather than the time in which it's closed. So we can look at A and B together. And if there needs to be tweaks to make it clear that we should be closing it for us. Shorter time. As is. As is, um, reasonably necessary. Um.

01:25:29:27 - 01:25:43:28

In all the circumstances. But I think I think I would stand by that. We need that flexibility. And it is presented. Yeah. Um, and I think as long as we, you know, give me three months notice of how long it is going to be closed, will give people enough time to adapt.

01:25:44:00 - 01:25:44:18

Okay.

01:25:44:22 - 01:25:51:05

If we could take an action point, please, for you to just give that some more consideration and come back to us in writing on your position. Thank you.

01:25:53:22 - 01:26:32:15

Okay. Um, so during this period of closure, would vessels that are likely to navigate the section of the River Weaver be able to use the Weaver Navigation just to the north? Shown in figure one four app 105, which is on the screen. How does the the depth and and the draught required for vessels of the Weaver Navigation compared to that of the River Weaver? Um, I know that the width of the sections of the River Weaver, which merged with the Manchester Ship Canal, appear to be small from the aerial photographs that has the use of the Weaver Navigation to mitigate the closure of the River Weaver being discussed at all.

01:26:34:12 - 01:27:08:20

And what I would note is that that section of the river weir has a big sluice at the southern part of it, which you can think, you know, it's off, off that screen. So the, the vessels, um, is perhaps too strong a phrase for the, for the boats that will be using it. The only boats we're using that river are the, the, um, the sailing club and the, um, um, canal club. It's my understanding. Obviously, we'll take that away, but I think that what we're not talking about large vessels here, we're talking about recreational vessels.

01:27:09:10 - 01:27:21:23

Yeah. So my question really was, was there any known impediment to using that Weaver navigation in place of the River Weaver? But yeah, if you could go in, um, come back with a response on that, that would be helpful. Thank you.

01:27:26:06 - 01:27:28:03

You could take that as an action point. Thank you.

01:27:30:12 - 01:27:49:12

So I'm aware that there has already been discussion around the possible need for a marine license and the examination, um, has is there anything that can be foreseen at this stage that if a marine license was required, that there would be anything to preclude a license from being issued?

01:27:50:20 - 01:28:16:29

Uh, Mr. Smith, the applicant? Um, no. Um, I think I would have to check if I'm pretty sure that even if we did, um, whatever reason for within the marine area, the nature of the work would be such that we might fall under one of the exemptions. I'd have to check that. But I don't think that the MMO, as you

would have seen, seem to have been singularly uninterested, um, in the proposals. Um, so I wouldn't imagine there would be any, any amendment if a license was even required.

01:28:17:24 - 01:28:18:12

Thanks.

01:28:18:23 - 01:28:33:10

Clarification. Okay. Are there any other parties who would like to comment on this part of the agenda? Anyone in the room and anyone online? Okay. Okay. Yes. Councillor Sumner, please come to the table.

01:28:34:27 - 01:29:10:25

Just a very brief point. As a member of the sailing club on that part of the river, there's a there's a stretch of a river that is just used for recreation. Uh, it's used by the two water sports that centers on that stretch of river. However, when you're going more towards the industrial side of the thing, as a point where the recreational, uh, vessels will not go past, uh, where it links to the Manchester Ship Canal, and there will be activity with the chemical and variety of industries over on the other banks of the river and Runcorn.

01:29:10:27 - 01:29:24:05

The exact details of that I couldn't go into. I don't work there, but there is a cut off line. where there are industrial related vessels and they canoe as and they don't use the same part.

01:29:24:28 - 01:29:26:08

Thank you. That's helpful.

01:29:30:21 - 01:29:45:24

Mr. Fox, from the afternoon. Just. Just on that point, I have noticed that Runcorn Rowing Club, located adjacent to the navigation as opposed to the river. So I'd assume that a rowing club that can use that navigation, a kayaking club would be able to do. But we will check for saying because there'll be higher restrictions.

01:29:46:06 - 01:29:46:28

Thank you.

01:29:50:02 - 01:30:17:12

Okay. If there are no more questions on that item, we'll move on to item 3B5, which is control of working hours for permitted preliminary works. Um, so I'm aware that this was discussed uh, in issue specific hearing one. Um, but the issue of um, well, can can the can the applicant update the examining authority on how this issue has progressed since the discussions at issue specific one.

01:30:17:14 - 01:30:50:15

Thank you Mr. Portsmouth, the applicant. So the working hours were added to the permitted preliminary Works appendix, which is appendix two three of the ES and which is secured via requirement eight. So that's in rep 3-010. Um, we note that, um, the council's submissions have been that they would like to see working hours restrictions on the on the face of the DCA, both in the main

works and the preliminary works, but our position remains the same on that in terms of, um, it's secured via their requirements and the relevant secured documents.

01:30:50:26 - 01:31:18:05

Um, and I would note that I think the outer dowsing DCA, which got made um, late last week or earlier this month, um, there were similarly other stakeholders asking for things to be on the face of the DCA, and I believe the Secretary of state said it's okay for them to be on there in certified documents. So, you know, I don't want to belabor the point, because you could play president tennis because everyone could find a president or anything. But we think it's it's secured by the requirements.

01:31:20:21 - 01:31:21:24

Okay. Thank you.

01:31:23:22 - 01:31:30:23

Would Cheshire West and Chester Council would like to comment on hours of working hours for permitted works?

01:31:31:10 - 01:32:10:05

Yes, sir. Paul for us and Cheshire West and Chester Council. Um, we've put forward, um, a suggestion that was rep 347. Um, in our response to deadline. Deadline two responses. Um, and I think that from council's perspective, having it in the DCO, uh, just gives us simplicity, uh, to, uh, and transparency to, you know, what the base hours are. The suggested wording we used, um, also suggested was, was to add, um, uh, flexibility to, to vary from specific core hours.

01:32:10:07 - 01:32:41:13

I won't read those out apps again. Um. Uh, so so that there would be, uh, flexibility, uh, available within that. And it would also pick up potentially the replacement activities during the operational stage and the preliminary works all in one place, as it were. Um, and rather than sort of spread it out amongst, um, the various sort of, uh, control documents. Um, so very much on a practical level, it's easy to, to find, to see what the baseline is.

01:32:41:15 - 01:32:45:06

Um, so that was just our preference, really? Yeah.

01:32:45:08 - 01:32:48:13

Okay. So are you satisfied with the amendments that have been made?

01:32:49:08 - 01:32:55:08

Well, um, we'll come back on, on on the amendments, but but the preference is still remains as we set out. Yeah.

01:32:55:15 - 01:32:56:06

Thank you.

01:32:59:02 - 01:33:20:19

Okay. Thank you. Are there any more comments on that item? Okay. So we'll move on to 3B6 which is contractor parking. So Cheshire West and Chester Council have raised concerns if contractors were to park off site. Can the applicant explain how contractor parking would be managed and monitored? Please. Thank you.

01:33:22:18 - 01:33:24:07

Um, I'll bring in Mr. Russell.

01:33:29:02 - 01:33:29:23

Uh, Mr..

01:33:29:25 - 01:34:06:11

Mr.. Russell. Um, for the applicant. So, um, without, um, repeating too much of what's in the application documents. Um, what we've set out is that, um, there are, um, parking, um, provision within the contractor compounds. Um, and that that will be undertaken with a permitted system, which is fairly regular approach with, um, construction projects. So the, um, the, the staff that are parking at the site will be required to have a permit and park.

01:34:06:13 - 01:34:44:25

Now the concern is about those staff, maybe that aren't issued a permit and are told to, um, either park elsewhere or get access to the site through one of two mechanisms, which is going to be within our which is set out within the construction traffic management plan, which is either car sharing, um, or through the use of minibuses, which is what we are advocating as a, as a possible method to reduce the amount of, um, car traffic to the site in terms of the, um, potential for any offsite parking outside of the site.

01:34:45:12 - 01:34:48:09

Um, the tmp um,

01:34:50:04 - 01:35:26:08

in terms of its operation and ensuring that it is actually implemented correctly, it will be up to the the whether sorry, there's a commitment within there for the site management to make sure that that's being followed. So that would include making sure that roads nearby aren't being used by contractors. I appreciate that is always, always a challenge on every construction site. And we have a community liaison officer identified within the outline camp and the traffic management plan, and were there to be any complaints or issues from members of the public or businesses which were reported to the site.

01:35:26:10 - 01:35:42:10

Then, clearly, from a vehicle registration perspective, that could be followed up, but in essence it's to be managed through onsite car parking permitting system and then the use of our sustainable transport measures such as car sharing and minibuses.

01:35:43:20 - 01:35:53:15

And do you foresee that to be adequate? The what proportion of parking spaces would you be providing on site in relation to the number of workers you were expecting?

01:35:54:01 - 01:35:57:21

Um, so just give me two seconds, please.

01:36:05:09 - 01:36:36:19

So we provided 208 car parking spaces across the across the compounds on site. Um, and during the sort of the peak period of construction activity between months nine and 20, there'll be approximately 234 staff on site. So you can see there that the number of car parking spaces are matched actually very closely to the number of employees. But the concept being is that we are, through sustainable transport measures, looking to encourage car sharing and use of minibuses.

01:36:36:21 - 01:36:54:01

So I think we'll be well within that. There is a, um, a peak period at the very peak of construction where we hit 331 predicted staff members on site. Um, and again, that's looking to be managed through those, um, sustainable transport measures within the traffic management plan.

01:36:54:19 - 01:37:01:01

Thank you. Do you? Um, Cheshire West and Chester Council. Uh, would you like to comment on what you've just heard?

01:37:02:12 - 01:37:05:27

Charles, Berkshire, Cheshire West and Chester Council. No thank you, madam.

01:37:08:12 - 01:37:12:16

And are there any other interested parties who would like to comment on this matter?

01:37:14:27 - 01:37:19:12

I don't see anyone in the room or anyone online. Okay. Thank you.

01:37:21:28 - 01:37:52:09

Okay, so that's the end of agenda item three. Be on traffic and transport and navigation. Um, are there any other comments that anyone would like to make on this agenda item as a whole? And if not, then I suggest we take a short break, um, for sort of 15 minutes. So I suggest we come back at, well, 20:20 past five. Earth, 3:20. Yeah. Okay. We will adjourn until 3:20.

01:37:52:11 - 01:37:53:02

Thank you.