



Hearing Transcript

Project:	Frodsham Solar Farm
Hearing:	Transcript of issue specific hearing 2 (ISH2) - Part 3
Date:	24 February 2026

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FULL TRANSCRIPT (with timecode)

00:00:07:02 - 00:00:44:08

Okay. Welcome back, everyone to the issue specific hearing for the Frodsham Solar project. The time is 5:00 according to the clock in the room. Um, could I just confirm with the case team that I can be heard clearly and the recording and live stream has commenced? Yes. Thank you. Okay, I have a question for the applicant. Um, could the applicant briefly explain how it intends to minimise disturbance and impact on ecology during the construction and operational phases, from uses of the public rights of way for access?

00:00:46:04 - 00:01:00:03

I suppose that can I ask, could we perhaps do that tomorrow with our ecologist here? Um, given that we are also touching them a bit in terms of the vehicular usage on the same point, I think we can touch on both.

00:01:00:05 - 00:01:41:18

Would other people be acceptable to others? Michelle's part for Cheshire West and Chester Council. We'd be happy with that. Okay. We'll adjourn that till tomorrow. Okay. Moving on to the next question. National policy statement in three, paragraph two 1040 to 2 1045 states that policies that solar developments must meet. This includes the continued recreational use of public rights of way where possible during construction. So how can you demonstrate the question to the applicant? How can you demonstrate that you would keep closures of the public rights of way to a minimum? As you state you would in the outlined public rights of way management plan.

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Mr. Russell, for the applicant, um, I think by virtue of the, um, management measures that we put in place within the which are described in the outline.

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The outline public right away. Management plan. We've gone to lengths to try and make sure that instead of closing temporarily closing any sections of public rights away, we can, where possible, maintain those open through measures such as the use of Bankston. Um, so that was the objective of that public right away management plan to try and identify ways to keep routes open, rather than necessarily diverting or even temporarily closing them. Unfortunately, there are some locations where we haven't been able to facilitate that which we've already discussed.

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But, um, across the vast majority of the routes which across the site, we we have achieved that and and it's on that basis, we think we've met the policies of the year three.

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Are there any other routes that would not have an alternative provided during working construction working hours, other than the one we discussed earlier?

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Is that the only example of where that occurs?

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Mr. Russell for the applicant. Am.

00:03:07:00 - 00:03:32:26

I the only reason for pausing? There was there are some temporary closures for the streaming of the public rights of way. Um, which, as we've discussed earlier, would be in all likelihood, up to two weeks and probably less. Um, and those two locations are on FP 93 and RB 99. And in both of those locations, we are suggesting a a temporary closure for that short period.

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And so those would not have any alternatives provided during those working hours. Or would people. Is it the same situation as before where pedestrians could use or cyclists could use it outside of the construction hours, or is it a permanent closure for several weeks?

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Not correct. It would be. It would be used outside of construction hours. That would be possible. Okay. Um. There are.

00:04:01:28 - 00:04:22:23

There are on both of those routes. It is possible to get to the other end of that route by using another public right of way. But, um, it isn't through a a short diversion. Let's say that's adjacent to that section. It would be a longer route. So I don't I'm not pretending that that's a an alternative access route that we're suggesting.

00:04:23:02 - 00:04:47:21

Okay. If you could take we can take an action point, please, for you to just explain very clearly those particular examples that we've discussed or that exist where temporary closures, where an alternative is not provided to a temporary closure. Um, I think that would be helpful, perhaps along with an explanation of, you know, everything that you've considered, um,

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you know, as to why a temporary solution cannot be. Has not been able to be found. Is that something you could provide into the examination?

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Absolutely.

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Yeah. Okay. Thank you. Does anyone from Frodsham active travel team, cycling North Cheshire team. I'd like to make a comment on that.

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Ashley. Ashley. Great. Actually. Travel. Frodsham. Thank you madam. Thank you.

00:05:17:05 - 00:05:24:24

Thank you. Cheshire West Chester Council I'd like to comment Michelle for Cheshire West and Chester Council. No comments from us. Thank you.

00:05:29:17 - 00:05:50:01

We'll now move on to agenda item three C3 which is public rights of way user experience within the solar array area during operation. I wonder if you could display figure 640 5XI um, which is viewpoint 18 on app 118.

00:05:51:27 - 00:06:03:27

So that's figure 640 5XI viewpoint 18. And it's the restricted byway leading to Frodsham Marsh farm. And it's a photo montage of year ten.

00:06:23:24 - 00:06:54:20

Okay. Thank you. So interested parties have requested a clearer presentation of information to allow a fuller appreciation of the visual and wider experience of a user, of the public rights of way pathways through the solar development area. There are a couple of other viewpoints along the banks of the River Weaver, such as viewpoint 17 and 23, but no others along public rights of way within the array area itself. Other than this one. Viewpoint 18, which is shown on the screen.

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So are there. This is a question to the applicant. Are there any additional visualizations that could be provided to assist in this area from any other parts of the proposed Ouray area?

00:07:12:25 - 00:07:43:02

Mr. Russell, for the applicant. Sorry, my ask clarification on that. Um, if it was essential to inform the examination and then it may be possible to provide additional montages. Um, but the viewpoint locations that were selected and agreed, which are to be representative, um, were agreed with the council through the scoping process. Um, direct answer to your question.

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Is it possible? Well, yes, but we'd have to go out and do photography, prepare montages

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that would sit outside the scope of what we had agreed at the point of the environmental statement being prepared.

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I think my point is that there's only one visualization within the whole of the solar of element solar development array area. So are you saying that that particular viewpoint is representative of the whole of the solar development array area?

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Then

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Mister Russell, for the applicant and Mr. Mason may provide a little bit more context in a second. But what we're saying is that we've got a selection of viewpoints across the site, which at the time we scope the application, it was felt that that would give representative information about how the solar farm would be viewed and experienced now clearly at different locations, and it's reliant on interpretation of how that may look when you're stood in a different location.

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But from the information that we've presented, we think that that gives enough information to allow people to understand the sort of scale, nature and appearance of the development.

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Okay. Could I ask for the opinion of Cheshire West and Chester Council, please? Do they do you think that one visualisation in this location is sufficient?

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It's for us and Cheshire Chester Council.

00:09:11:28 - 00:09:50:01

Yes, we did agree the the representative points. I think in our representations we've made the point that, um, as you're travelling through um, rights of way, the experience will differ. So, so it's almost impossible to do to get a, a representation from one or even 2 or 3 visualisations. Um, you know, it's the experience of going through, through through that I think in hindsight, um, maybe we, uh, it would have been good to, to have had, um, uh, visualization from some of the elevated areas.

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Looking looking across, down onto the solar panels. I think I think there is. Um, I haven't got the visualization numbers in front of me, but, uh, along the River Weaver, there is another visualization, uh, that does do that to some extent, but within the, the site, um, um, I'm conscious that also you've got visualizations with gaps of where basically the pipeline easements are. Um, and obviously those are only in certain parts of the site.

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So, you know, the context of are we looking at a, um, an image that is sort of, um, partly sort of, uh, shown in relation to the easement and not necessarily the bulk of the of the solar array. So it needs to be read in conjunction with all of the other documentation, I think, to to get a proper appreciation.

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Okay. Thank you. Would watch an active travel team like to comment um, on on that point, whether.

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Yes, madam. Thank you very much. Um, your question was a very good one in terms of would that model apply to all other routes within the array? That's that's the what we see as being the nub of the question and in conversation with residents and, you know,

00:11:17:00 - 00:11:52:19

and councillors, there's the widespread concern that there's not going to be enough, not going to be an adequate level of mitigation to hide what are actually very ugly, very tall panels four meters high, you know, hide in this room. These are big panels. And there's a general feeling there needs to be a very high level of mitigation for all the permissive paths. All the pros on the site. What we can't see is actually the extent of that level of mitigation.

00:11:52:21 - 00:12:21:06

We did ask for a model to actually A3D or a half scale model actually very early on, but that was not, not agreed to. Um, so there's a general sense of we don't know what's going to happen. I think that that builds on your, your, your question, which was, how do we know what it's all going to look like when it all is developed? So I think that's basically the basics of a scenario where we're looking at. Does that help?

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Thank you. Uh, so would the applicant like to comment and provide a response to that comment? My active travel team.

00:12:32:22 - 00:12:39:07

So if I can just introduce, um, with the John Mason from, uh, access, who's our Elvia expert?

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Mr. Mason for the applicant. So

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if I could respond to a number of those points. So in terms of the representativeness of that viewpoint within the array, if you actually look at the plan of the solar array, there aren't very many footpaths that actually pass through the middle of solar areas. Um, so the, the, the viewpoints that were referenced earlier, which are on the banks of the River Weaver. Um, there's two, two viewpoints on the banks of the River Weaver are equally, I would say, representative of the experience that you will have when you are travelling on a public right of way in the vicinity of the development.

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Um, I would also say that in terms of the information provided, um, within the application that describes the nature of the corridors through which the public rights of way and permissive paths will run. There are cross-sections provided in connection with the Environmental Master Plan. Also, there is information within the Design Approach document which sets out the um, the widths of the corridors and the nature of the nature of the planting that is proposed.

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The and the approach in general to how that user experience will evolve is set out in the dad. Um, and it's very much there is, um, conscious effort to create wide movement corridors. The, um, the presence

of, of the utility corridors that um, Mr. Friston referred to earlier is um, is such that there are there is a balance of um areas which are populated by solar panels and areas which are not, and that as you move around the site, you will experience that balance.

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And so whilst the viewpoints, um, which has been brought up on screen is, I would say, um, representative of one of the worst case scenarios where you have you're creating enclosure where there is a more of an open landscape. Um, the overall experience is, is the kinetic experience of travelling around the site is very much a varied one, where you move from areas where you are sitting or standing next to tall existing hedgerows and embankments of deposit grounds, where you'll then move into an upper slope onto a more open area.

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And so it's a very. So in order to be representative of all those experiences, you would have a lot of visualisations. I believe that the combination of planned graphics for the environmental master plan cross-sections, and then the representative viewpoints that were provided just does convey that experience. No it won't. It won't tell you how every place will change. But but that is the the combination of those those illustrative materials and then the written description in the, the, in many of the documents, but particularly in the did just convey that how we envisage the site B um, being experienced.

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Okay. Thank you. Um, I think that's, I think that's been helpful. Um, we will I'm conscious that we do have a section on landscape and visual tomorrow. Um, so I think perhaps this discussion perhaps will, um, continue tomorrow in some to some degree, although this one was focused around the public rights of way. But I think that's been helpful.

00:16:32:00 - 00:17:04:02

Um, madam. Sorry. Just interrupt. Really quickly. Add another reference in app 109, which is chapter six figures part one of 13 and figure six five, which is the very bottom figure in that in that set of figures that has the viewpoint locations, um, specifically drawn against where the public rights of way are. Um, and I think that really brings home Mr. Mason's point of and Mr. Russel's point of where the public rights of way are compared to the, the shading of where the solar array development area is.

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Um, just to bring that point to life.

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Okay. Thank you. Thank you for that. Okay. Does anyone have any further comments to make on this agenda item? No. Okay. I don't see any hands up in the room or online. Okay. Thank you. So we'll move on now to our agenda item three C4, which is public rights of way condition surveys and maintenance during construction operation and decommissioning phases. So I'm aware that we've touched on this already in this hearing. Um,

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to some extent anyway. But could the applicant just explain? Perhaps the initial condition surveys that would be undertaken prior to commencement and maintenance commitments to the public rights of way during construction, operation and decommissioning phases?

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Mr. Russell, for the applicant, and I'll bring you to a few specific references in the in the management plans. Um, so paragraph 4.1.4 of the public right to waste management plan. So any damage to the surfacing of public rights away resulting from construction activities shall be repaired prior to commissioning of the proposed development. Um, there's a commitment in the outlined camp, um, to to a similar effect. Damage to public rights of way to public rights away within the site, including the section of NCN five that runs through the site, will be improved at the end of the construction period to repair any damage and potholes arising from the construction works in respect of the, um, operation.

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So. Um, paragraph 5.1.8 of the outline public right of way management plan, um works will be undertaken to improve the condition of existing rights of way within the ordered limits, where deemed appropriate, in locations which are very sorry, for example, in locations that are periodically flooded or where sections, um are become impassable due to mud. Um, some of those comments were passed to us by the council as well as local users. I mean, um, in our own experiences, the full public right of way will set out the approach to be adopted to monitor and review the status of the public rights of way within the Ord limits and the maintenance schedule for improvements or upgrades.

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And the outline um Operational Environmental Management Plan identifies that regular inspections of public rights, away routes within the site, and the monitoring of public feedback regarding accessibility and signage quality would be undertaken. Table 5.57 of the Outline Environmental Management Plan. All existing and public rights of way within the site will be maintained and kept open, unless temporary closures are necessary for maintenance work

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within the outline Landscape and Ecological Management Plan. Paragraph 6.5.23 notes that the full detail of permissive paths will be set out in the final lamp, and will be agreed with the council, along with the maintenance regime, for the public rights of way and permissive paths across the site. So there's obviously quite a few references there to our commitment in terms of maintaining and improving those public rights of way.

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Thank you for those. Can I just ask, did they include I didn't quite catch whether they included undertaking an initial condition survey. So identifying that sort of baseline upon which the main points would need to be.

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Yeah, that's right, Mr. Russell, for the applicant. I'll have to look for that to refer to in the public runway management plan as a sort of like, say, a condition survey at the outset. Um, if it isn't, um, I think that's something that could be integrated into that plan.

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Could I now turn to the council, please? Cheshire West and Chester Council. You satisfied with, um, the wording and the commitments quoted in the,

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uh, management plans?

00:21:02:10 - 00:21:09:02

Around the, uh, either the initial condition surveys and the maintenance for construction of the rights of way.

00:21:10:21 - 00:21:18:09

Yes. Just checking Alex before. Um, yes. Paul Friston, Cheshire West and Chester Council. Um, yes.

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Generally satisfied with those. One point I would like to make those the, um A clarity over where commitments or are being made in relation to public rights of way versus permissive paths. I think we made some representations on this already in terms of the, um, the DCL requirements that, you know, I can't remember which requirements it is, but it's headed public rights of way. And I understand that that might be correct. And it should be, but there may be things in that requirement that should be reflected in the in permissive rights of way management as well.

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So it's just that clarity of when we're talking about rights of way and, and that's um, so that everybody knows what, uh, what's expected.

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Okay. Thank you. Is that something the applicant could respond to? Yeah.

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Mr. Ross, for the applicant. Um, I would just prefer to appreciate there was a long list of paragraphs there that I referred to, but, um, one of the final ones, which was paragraph 6.5.23 of the outline lamp. Um, which which describes it. The full details of the permissive paths will be set out in the final lap. Um, and those will be agreed with the council, along with the maintenance regime for the public rights of way and the permissive paths across the site. So hopefully that gives the reassurance that's needed.

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Was marked out and that's obviously added into it's also incorporated within requirement nine, the TCA itself. Um, and I should say and Russell will correct me if I'm wrong on this, but um, in terms of the long list of commitments that Mr. Russell mentioned in relation to public rights of way, the difference is that the permissive parcel delivery being put in locations where it's not expected that things like HGV, HGV vehicles would be ordinarily going across them, as opposed to the rights of way, where obviously there are existing tracks where we would expect the vehicles to go and hence all the various management measures that we've done.

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I think that's generally correct. Yeah. Yeah.

00:23:19:25 - 00:23:31:26

Okay. Thank you. Okay. Does any are there any other comments on this agenda item from any interested parties or the council? No. Okay. Oh, yes, please.

00:23:40:29 - 00:24:03:03

Uh, this may or may not be the appropriate time. So I may have missed my slot earlier on, but there's two things really. And they're very straightforward questions. First of all, for the applicant, what are the working hours? You mentioned working hours quite a lot about when, um. Um, probably right away or closed up etc.. So can you tell us what those working hours are?

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8 a.m., 6:00 Monday to Friday and 8:00 to 1:00 Saturday in their construction on Sundays or Bank holidays at the core hours.

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So eight till six, Monday to Friday and Saturday.

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Eight till one.

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8 to 1. And the second question was, um, we talked earlier about banks. So during construction you're going to have banks meant to close things off and open the gate, let people through, close a gate, etc.. You said that during operational, uh, if you had an HGV that turned up, you would have a bank from there. Can you explain how that would work? Because if you're operational and somebody says, right, we need to deliver five panels onto site. So you've got a truck with five panels on and he's going to go on to site and you know that you need a banks.

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But how would how would that work. Would you have that in advance. Would that be pre-planning.

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Mr. Russell, for the applicant, I think, um, Mr.. When Mr. Fox was explaining that, um, he was really referring to when there'll be air. I don't want to use the word major replacement campaign and and get into into that discussion again, but it would only need to come onto site for large scale maintenance works. So replacement of panels, replacement of parts. And so in those instances that would be pre-planned and therefore you would put in place whatever measures were necessary.

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I'm often misunderstood then what you said because there was still talk about using HGV during the operational.

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Yeah. Sorry that. So that is during the operational phase. Sorry. So the maintenance that happens during the operational phase which may require HGVs in that instance it would be during maintenance.

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There wouldn't be any HGV at all sorry.

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During maintenance there could be TVs that are required that would be pre-planned. Therefore measured measures would be put in place such as using.

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So. So you'd already have a plan in place to provide embankment if you were driving on the road with an HGV During the, uh, during the maintenance aspect, you'd already have Manxman there, wouldn't you? Because what I'm saying is, in the real world, if you turned up with a HGV, you wouldn't have a batsman already in place unless you planned that in advance.

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I would agree with you. Yes, but we would. Maintenance works would be planned in advance.

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All I'm trying to ascertain is. Is there any risk to the public during, uh, maintenance stages of the of the project?

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Um, so, uh, is there a risk to the public? Well, in theory, there would be. Which is why within our operational environmental management plan, we've talked about the need to put in place measures to keep public safe across the site. So it'll be the full operational environmental management plan that would provide the details of that. So the commitment is within our outline operational environmental management plan and the detail would appear in the actual one, which needs to then get approved by the council. Okay.

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Okay. Does that help?

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Yeah.

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Okay.

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Thank you.

00:27:28:09 - 00:28:14:06

Okay. Thank you. So I'm now proposed to move on to item three. C5 I'm aware that it's very close to 5:30. There's two more points to go through, and I don't think they'll take that long. Are people willing to stay for another few minutes to just finish off this section and getting lots of nods. Okay. Thank you. So item three C5 priority rights of way status. Uh, post decommissioning submission Chester, Cheshire West and Chester Council has encouraged the applicant to secure longer term retention of the paths, either as public rights of way or with a continuing or longer term commitment by the landowners to retaining the permissive paths and access to them.

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So how does the applicant respond to this suggestion?

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The spokesman for the applicant? So

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to be blunt, madam, we say that's not within our control. Um, and it would not be appropriate use of the planning system to impose a new public right of way on a on a landowner. Um, when that is normally done through a statutory process, what we're offering is a permissive path that's there as a benefit. While our scheme that is causing impacts is in place. Once the scheme is no longer in place, um, you know, there's not the corresponding planning benefit that needs to be arising. Um, in the long term, um, the we set out in this point came up, um, you know, a very similar point came up in the first set of hearings and we set out in our response to that, you know, give 2 or 3 legal bullet points as to why we consider it's not appropriate for such conditions to be put in place.

00:29:10:22 - 00:29:36:28

Um, using the DCO to do so with the management plans. So I set out a paragraph 2.4.7 of the Outline Decommissioning Environmental Management Plan, and they may or may not retain a piece of footpath that will be up to the landowners. That will be up to them. Um, we acknowledge that means that we are not creating a long, um, a post in post lifetime with the scheme benefit with these paths, but they are a benefit while the scheme is in place.

00:29:38:06 - 00:29:51:29

Thank you. That's clear. Uh, could I just ask if there's any, uh, comments from anyone else? So Cheshire West and Chester councils sort of satisfied with the applicant's position on that. Do they have any further comments?

00:29:55:18 - 00:30:15:12

Uh, put a pull for us and Cheshire West and Chester Council. Um, I don't think our position has changed in terms of what we would like to see. Um, the, uh, I think it would be useful to have a bit more clarity on, um, I suppose the process of, of, um,

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you know, what stage during the decommissioning. Um, uh, things things happen. We've we've made the point about sort of, sort of the aftercare, you know, the solar panels, uh, you know, being removed, um, reinstating the land. You know what? At what point are we talking about here? I think that you

put in an extra paragraph, um, into the documents which refer to the, uh, the date of decommissioning. The permissive paths would, would terminate in an effect which you understand from your position.

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That's that's consistent. But that date of decommissioning and and I think it's referenced in relation to a phase again, um, so it's a small client in relation to, you know, at the end of the life of the permissive path. Um, you know, at what point during that process does it do the termination? And then what happens in terms of the messaging of that to, to, to, to the wider public? Um, you know, to be they'll have enjoyed that path for 40 years.

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It sounds like it's being left to the landowner to cope with that scenario that they just handed back. Um, and you know, that transition is probably just as important as, uh, as, um, as keeping them. Um, well, not not as important as keeping them going, but it's an important part of the process.

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So can I just ask, is there a plan for the council and the applicant to discuss this any further?

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Um, spokeswoman for applicant? Um, no, madam. I think the most we could do is put some provision into the outline depth that we would undertake some kind of communication to explain what's happening to the permissive pass on the basis of the conversations that we've had with the landowners. But but I think that that's as far as we can go, because after that point, it's up to them. And the reason that we put the DCO drafting and its come out recent precedents is to make sure that there's no doubt that it is actually turning into a public right of way. Given, you know, the common law position on that. Um, so, um, you know, I've missed the past this and past don't have a legal status.

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They are if a landowner decides to let people use their land and put signs up accordingly, but that's up to them. The most we can do is manage that transition and we will have to put some plans in. But I think it's fair to say we're not going to move on that position.

00:32:35:29 - 00:33:06:19

Okay. Thank you. I think if we could take an action point, please, for the you to update the document as you suggested, that would be helpful. Okay. Thank you. Are there any other interested parties who wish to comment on that particular matter? I don't see any hands up in the room or online. Okay. Thank you. So moving on to the last agenda item then, which is three C6, which is access to the River Weaver for recreation. Again, the Council has expressed concern as to whether the proposed development would cause any access issues to the River Weaver.

00:33:06:21 - 00:33:21:18

I note the applicants response states that the improved access being proposed could actually facilitate or enhance opportunities. So would Cheshire West and Chester Council would like to take the opportunity to explain further, explain its concerns in this area.

00:33:27:13 - 00:34:04:23

Cheshire West Chester Council. Um, it's largely a general, um, point in terms of the, of the policy that's provided. I haven't got a specific sort of oh, we need to get access to a particular point of the river for a particular reason. But but just in terms of the, um, you know, the policies, uh, relate to providing access and, um, you know, obviously the, um, you know, the self-harm might may because of visiting that inhibit, you know, that that sort of, uh, desire to, to take that sort of, uh, group.

00:34:04:25 - 00:34:19:03

So it's really just referencing the policy position of encouraging access to the River Weaver for recreation, and whether there will be an indirect knock on effect as much as anything.

00:34:20:14 - 00:34:22:14

Thank you. Would the applicant like to respond?

00:34:22:16 - 00:35:09:19

And the applicant, I think to clarify, if we're talking about access to, I suppose, the banks of the River Weaver to walk alongside it as a nice walk, as opposed to accessing the river in a vessel of some form. I mean, in terms of access to the river side, I suppose, um, you know, we would say that we're promoting improved access to that part of the world. So we would say, um, and we're managing impacts, as we've discussed already in the construction phase. Um, and then in terms of using the river in a boat or some kind of vessel, we talked about that the only real impact we're causing is, is during that construction period when we're doing the overhead wire, but otherwise nothing that we're doing would prevent people being able to access the river as they currently do.

00:35:11:09 - 00:35:31:00

Thank you. Does anyone else have a comment on this matter at all? Any other interested parties in the room or online? Nope. Okay. In which case I think that concludes the agenda. Schedule and agenda items scheduled for today. So I'll now pass over to my colleague, Mr. Wallace.

00:35:31:22 - 00:35:32:27

Thank you very much.

00:35:33:25 - 00:35:34:16

Thank you.

00:35:34:18 - 00:35:35:03

Everyone.

00:35:35:05 - 00:35:36:22

For your participation today.

00:35:36:24 - 00:35:37:19

It's been a long.

00:35:37:21 - 00:36:13:29

Day, so thank you for those who've stuck with us the entire day, both virtually and in the room. Um, there are a number of action points you'll be pleased to know. I'm not going to read them

verbatim now, but please do keep an eye on the national infrastructure page, um, of the website for this project, and it will get the actions published as soon as possible. Um, for this day. The issue specific here in re commences tomorrow morning, 9:30 a.m., and we've got a number of topics that we will go through at that time, and we will see how we get on tomorrow.

00:36:14:03 - 00:36:27:01

So could you have that? Um, would it be helpful to the examining authority if we were to send the notes of the actions we thought we had to the case officer? Yes, indeed. To help you? Um, because I've been trying to frantically take notes as we've gone through.

00:36:27:03 - 00:36:31:12

I won't record that as an action point, but I welcome the fact that it was.

00:36:31:14 - 00:36:37:02

Obviously we will now go and do that ourselves, but I think it's just useful to make sure we're all on the same page.

00:36:37:04 - 00:36:52:03

That's absolutely fine. No, thank you very much for that. So unless there's any other burning points of business from anyone. No, no. In which case, I say the hearing is adjourned. And we'll see you tomorrow morning at 930. Thank you all.

00:36:52:05 - 00:36:52:24

Thank you sir.