



Event Transcript

Project:	Connahs Quay Low Carbon Power Project
Event:	Issue Specific Hearing 2 (ISH2) – Part 2
Date:	14 January 2026

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1

00:00:00.000 --> 00:00:00.290

Okay.

2

00:00:00.290 --> 00:00:01.965

Thank you very much for all being so prompt

3

00:00:01.985 --> 00:00:03.365

and returning back to the room on time.

4

00:00:03.415 --> 00:00:06.245

Thank you for that. Uh, we're gonna re restart the meeting

5

00:00:06.385 --> 00:00:08.325

if, uh, hearing, sorry if that's okay.

6

00:00:09.105 --> 00:00:13.045

Um, I'm now gonna move on to item four on the agenda,

7

00:00:13.045 --> 00:00:14.805

which is the, uh, traffic and transport section

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00:00:14.985 --> 00:00:16.245

of the hearing for today.

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00:00:16.945 --> 00:00:19.445

Uh, and what I would be asking is, uh, again,

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00:00:19.485 --> 00:00:21.885

for the applicant to provide a very brief overview

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00:00:22.145 --> 00:00:24.165

of the assessment of their impacts

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00:00:24.545 --> 00:00:27.045

and effects on the local community, especially

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00:00:27.045 --> 00:00:29.405

during construction, uh, uh,

14

00:00:29.425 --> 00:00:32.565

and then the wider impacts on the strategic highway network,

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00:00:33.385 --> 00:00:35.205

and also then the planned movements

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00:00:35.205 --> 00:00:38.565

of their abnormal indivisible loads and any associated risks

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00:00:39.345 --> 00:00:40.805

and impacts with regards to marine

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00:00:41.025 --> 00:00:42.725

and, uh, aviation transport.

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00:00:43.545 --> 00:00:46.205

And then come out again to the, uh, parties in the room

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00:00:46.205 --> 00:00:48.125

and parties online to have an

21

00:00:48.125 --> 00:00:49.525

opportunity to express their views.

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00:00:50.425 --> 00:00:52.805

So, uh, I think I've broken this up into four sections.

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00:00:52.805 --> 00:00:54.645

So I'm gonna start with the traffic assessments

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00:00:54.645 --> 00:00:56.245

and impacts on the local community

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00:00:56.265 --> 00:00:57.765

and the Strategic Highway Network.

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00:00:58.465 --> 00:01:00.245

Uh, and if I can ask the applicant

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00:01:00.245 --> 00:01:03.725

to give us a brief summary of, um, accepting, as I said

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00:01:03.725 --> 00:01:07.205

before, the findings in the report takers read the detail of

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00:01:07.205 --> 00:01:09.005

that and the real, the high points, if that's okay.

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00:01:09.005 --> 00:01:10.445

Apologies, I hope I haven't messed around

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00:01:10.445 --> 00:01:12.165

with your scripts too much by saying that

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00:01:14.615 --> 00:01:15.845

James Strong for the applicant.

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00:01:15.905 --> 00:01:19.045

No, sir. I mean, it's always helpful to get that feedback as

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00:01:19.045 --> 00:01:21.085

to what's going to assist you most.

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00:01:21.345 --> 00:01:23.325

Um, I'm gonna hand over to Mr.

36

00:01:23.785 --> 00:01:28.045

Pgi who's the, as I explained, our transport expert witness,

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00:01:28.665 --> 00:01:33.045

and I'm sure he will try and do it in the way you suggested,

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00:01:33.045 --> 00:01:37.565

but please don't hesitate, obviously, to say if, if, uh,

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00:01:37.565 --> 00:01:39.405

we're going into too much detail. Thank

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00:01:39.405 --> 00:01:40.405

You.

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00:01:43.115 --> 00:01:45.685

Good afternoon. Uh, Spiro panicky for the applicant.

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00:01:46.585 --> 00:01:49.165

Um, I've been listening this morning.

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00:01:49.325 --> 00:01:51.125

I take the, the point to try

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00:01:51.145 --> 00:01:52.965

and speak as plainly as possible.

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00:01:53.425 --> 00:01:55.405

Uh, so if I may take a first moment.

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00:01:56.905 --> 00:01:58.445

Can everyone hear me okay now? Yeah, yeah.

47

00:01:58.445 --> 00:02:00.365

Thank you. Thank you. Sorry, spirit

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00:02:00.365 --> 00:02:01.445

of panicky for the applicant.

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00:02:02.145 --> 00:02:05.925

Um, one of the themes I picked up on earlier was to speak

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00:02:05.925 --> 00:02:08.525

as plainly as possible, so I thought I'd just take a moment

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00:02:08.625 --> 00:02:11.765

to tell you the assessments that have been carried out

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00:02:11.765 --> 00:02:14.485

for traffic and transport, um, just for everybody

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00:02:15.105 --> 00:02:17.445

in the room to understand the process that we go through.

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00:02:18.065 --> 00:02:19.765

So, a number of documents have been prepared.

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00:02:19.925 --> 00:02:21.525

I oversaw those documents, uh,

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00:02:21.625 --> 00:02:23.085

as the technical lead for my team.

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00:02:24.065 --> 00:02:25.525

Um, the first document

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00:02:25.525 --> 00:02:27.405

that we prepared was a transport assessment.

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00:02:27.945 --> 00:02:29.925

The name gives away what it is.

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00:02:30.035 --> 00:02:31.765

It's an assessment of transport impacts.

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00:02:32.135 --> 00:02:33.805

These are typically, typically done

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00:02:33.805 --> 00:02:35.685

for all developments of a certain scale.

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00:02:36.345 --> 00:02:39.725

Um, in this case and in this development type, uh,

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00:02:39.785 --> 00:02:43.285

the construction traffic is understood to be, uh,

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00:02:43.515 --> 00:02:46.405

much higher than the permanent operational traffic.

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00:02:46.505 --> 00:02:49.485

So in this instance, we have assessed, uh,

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00:02:50.005 --> 00:02:51.085

temporary construction traffic

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00:02:51.385 --> 00:02:53.165

and permanent operational traffic.

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00:02:53.435 --> 00:02:54.725

They're the two points of assessment.

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00:02:56.505 --> 00:02:59.085

The work undertaken in the transport assessment then

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00:02:59.605 --> 00:03:02.005

informed the ES chapter on transport.

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00:03:03.025 --> 00:03:07.765

Um, the Es, uh, chapter takes the information in terms

73

00:03:07.765 --> 00:03:11.045

of numbers and requires different assessments in order

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00:03:11.065 --> 00:03:13.845

to categorize the effects or the magnitude.

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00:03:14.785 --> 00:03:18.165

So using those numbers that we derived, we, uh, came up

76

00:03:18.165 --> 00:03:19.285

with a percentage impact.

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00:03:19.545 --> 00:03:21.725

Um, so for the links in the study area,

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00:03:21.985 --> 00:03:25.525

we looked at each link locally and Strategic Road Network,

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00:03:25.665 --> 00:03:29.125

or SRN, what we call the SRN, the Strategic Road Network.

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00:03:29.585 --> 00:03:33.725

And we assigned an input, uh, using, uh, industry, uh,

81

00:03:34.205 --> 00:03:37.205

standards, uh, exercises and methodologies.

82

00:03:38.225 --> 00:03:41.525

Uh, what also supported those two documents are a

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00:03:41.725 --> 00:03:44.685

construction worker travel plan that concerns itself

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00:03:44.685 --> 00:03:45.845

with the movement of people,

85

00:03:46.305 --> 00:03:49.005

or more importantly, the reduction in cars, in the movement

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00:03:49.005 --> 00:03:51.725

of people, cars, vehicles.

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00:03:51.755 --> 00:03:55.485

It's reducing the single occupancy vehicles again.

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00:03:56.225 --> 00:03:57.965

And then we have a construction worker,

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00:03:58.985 --> 00:04:03.405

or sorry, construction traffic management plan that, uh,

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00:04:04.195 --> 00:04:07.525

comprises information such as the rules that we will adhere

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00:04:07.525 --> 00:04:10.805

to in using the roads, the hours of operation, the chosen,

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00:04:11.225 --> 00:04:14.645

um, construction traffic routine, how HTVs

93

00:04:14.645 --> 00:04:16.285

and LGVs are, are treated differently.

94

00:04:17.355 --> 00:04:19.485

Okay, so that's a bit of an overview.

95

00:04:20.425 --> 00:04:23.005

Uh, in terms of how we approach these things,

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00:04:23.185 --> 00:04:26.325

it is industry accepted that we reach out to our

97

00:04:27.605 --> 00:04:28.805

opposite numbers, uh, on the

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00:04:28.805 --> 00:04:29.965

other side of the planning process.

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00:04:30.345 --> 00:04:32.165

So in terms of traffic

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00:04:32.225 --> 00:04:34.005

and transport, that would be the highway authority

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00:04:34.025 --> 00:04:35.085

or the Trunk Road Authority.

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00:04:35.705 --> 00:04:38.325

In this case, FCC is the highway authority

103

00:04:38.705 --> 00:04:39.845

for all local routes.

104

00:04:39.875 --> 00:04:42.485

They have the responsibility to manage

105

00:04:42.485 --> 00:04:45.045

and maintain all the local routes on behalf of the public.

106

00:04:46.105 --> 00:04:48.485

In terms of the SRN, the Strategic Road Network,

107

00:04:49.305 --> 00:04:51.325

we live near the boundary of England and Wales.

108

00:04:51.545 --> 00:04:54.125

So there's two trunk road managers, if you like.

109

00:04:54.185 --> 00:04:56.725

So the first is, uh, the English

110

00:04:56.865 --> 00:04:59.245

or Department for Transport sponsored, uh,

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00:04:59.245 --> 00:05:00.405

sponsored National Highways.

112

00:05:00.985 --> 00:05:04.965

And the second is, uh, the agent who manages on behalf

113

00:05:04.965 --> 00:05:06.845

of whilst government, which is the mid whale,

114

00:05:06.985 --> 00:05:09.205

or sorry, north and Mid Wales Trunk Road agent

115

00:05:09.545 --> 00:05:11.445

or how we refer to as nra.

116

00:05:12.835 --> 00:05:16.125

Okay. So that is a bit

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00:05:16.125 --> 00:05:17.845

of an overview on how we approached.

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00:05:17.845 --> 00:05:19.605

Would you like me to proceed

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00:05:19.605 --> 00:05:22.165

and talk about, uh, our assessments

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00:05:22.165 --> 00:05:24.005

and how they are undertaken in this module? Yes, please.

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00:05:24.005 --> 00:05:25.005

That's really, and thank you

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00:05:25.005 --> 00:05:27.445

because I did get myself in a great mess yesterday.

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00:05:27.445 --> 00:05:29.565

We're trying to work out who's doing what in which parts

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00:05:29.565 --> 00:05:31.485

of the road, in which parts of the country.

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00:05:32.025 --> 00:05:33.525

So thank you for that. That's very

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00:05:33.525 --> 00:05:34.525

Helpful. Thank you.

127

00:05:34.525 --> 00:05:37.925

Okay, so,

128

00:05:39.225 --> 00:05:42.045

uh, I mentioned earlier that the transport assessment

129

00:05:42.145 --> 00:05:44.325

and our methodology concerns itself with both the

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00:05:45.405 --> 00:05:46.565

temporary construction impacts

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00:05:47.225 --> 00:05:50.085

and also the per, uh, the permanent operational impacts.

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00:05:50.985 --> 00:05:54.805

Um, given the stage that we are at, whilst it would appear

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00:05:55.225 --> 00:05:56.485

by the volume of documents and,

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00:05:56.485 --> 00:05:58.685

and information that we have, it's very well informed.

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00:05:59.015 --> 00:06:01.525

There still are more design process

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00:06:01.625 --> 00:06:02.885

to go through final design.

137

00:06:02.935 --> 00:06:06.085

There still is, um, you know, a contractor to a point.

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00:06:06.085 --> 00:06:08.085

So more detail will follow post consent.

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00:06:08.085 --> 00:06:10.405

This is natural for the SC projects of this scale.

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00:06:11.145 --> 00:06:14.325

Um, so we have employed what is commonly known

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00:06:14.325 --> 00:06:17.205

as the rossdale envelope, which has taken the worst case,

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00:06:17.585 --> 00:06:20.445

um, when designing components and construction periods.

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00:06:20.925 --> 00:06:21.965

A worst case is applied.

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00:06:21.985 --> 00:06:23.605

So if you, if you have a path of left

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00:06:23.605 --> 00:06:25.525

or right, then the right has more traffic associated

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00:06:25.525 --> 00:06:26.605

with you turn right every time.

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00:06:28.305 --> 00:06:32.365

Not only have we used the Rodale envelope to come up

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00:06:32.365 --> 00:06:34.365

with the worst case in informing the traffic numbers,

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00:06:35.545 --> 00:06:36.965

we also have two methods

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00:06:37.025 --> 00:06:38.805

of construction under consideration.

151

00:06:38.905 --> 00:06:42.925

Yes. So the first is, uh, doing things singularly,

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00:06:43.085 --> 00:06:45.485

a phased approach, one train than the other train.

153

00:06:45.865 --> 00:06:48.885

The second is simultaneously two trains. Together.

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00:06:49.545 --> 00:06:52.285

We have concerned ourselves more in the one

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00:06:52.285 --> 00:06:53.405

that generates some more traffic.

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00:06:53.585 --> 00:06:58.525

The simultaneous approach, uh, in all our, uh,

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00:06:58.525 --> 00:07:02.365

assessments as well, we have looked at not only the average,

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00:07:03.465 --> 00:07:06.565

uh, impact of traffic over the full construction period

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00:07:06.565 --> 00:07:09.325

of four or five years, we have actually honed in on the

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00:07:09.425 --> 00:07:12.845

detail of the, the peak of construction.

161

00:07:12.985 --> 00:07:16.125

And for our purposes, the peak of peaks is month 36.

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00:07:16.145 --> 00:07:17.725

So we've taken that number. So you can see

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00:07:17.725 --> 00:07:19.885

that at every opportunity we have taken

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00:07:20.425 --> 00:07:21.605

the worst probable case.

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00:07:23.355 --> 00:07:27.805

Okay, uh, in the process as well.

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00:07:28.865 --> 00:07:31.245

Whilst, whilst considering the temporary impacts

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00:07:31.245 --> 00:07:34.485

of construction, we also, uh, layered in

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00:07:34.945 --> 00:07:37.925

as an additional assessment, a sensitivity test.

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00:07:38.435 --> 00:07:41.805

This sensitivity test considers the potential

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00:07:42.425 --> 00:07:44.725

for a planned maintenance outage for the power station

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00:07:44.865 --> 00:07:49.365

to coincide with the construction period of our development.

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00:07:50.435 --> 00:07:52.925

This planned maintenance outage happens

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00:07:53.025 --> 00:07:54.685

or occurs around every four years

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00:07:54.705 --> 00:07:58.485

or so in these events, um,

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00:07:59.715 --> 00:08:02.285

perhaps up to 300 additional personnel come

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00:08:02.285 --> 00:08:03.325
to the existing power station

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00:08:03.465 --> 00:08:04.805
to carry out maintenance works.

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00:08:06.475 --> 00:08:10.765
What we have considered is that this may occur

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00:08:11.415 --> 00:08:14.285
again on month 36 when we looked at our assessments.

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00:08:14.705 --> 00:08:15.965
So you can see how these,

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00:08:16.455 --> 00:08:18.205
these two things may not occur at

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00:08:18.205 --> 00:08:19.525
all together in the same timeframe.

183

00:08:20.945 --> 00:08:24.605
And the probability, probability of a construction

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00:08:25.135 --> 00:08:27.925
management peak of month 36 coincided

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00:08:27.925 --> 00:08:30.125
with the plan maintenance houses even, even less likely.

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00:08:30.325 --> 00:08:32.605
Nevertheless, we've considered that as part of our work.

187

00:08:35.265 --> 00:08:39.085
The outcome of our work is that the impact overall is low,

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00:08:39.465 --> 00:08:41.125
uh, especially on the SRN.

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00:08:41.345 --> 00:08:42.885

By the time the traffic enters

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00:08:42.905 --> 00:08:45.845

or exits the SRN, whether it be at the wash side

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00:08:45.865 --> 00:08:48.445

or leading onto the English side, it it's low

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00:08:48.445 --> 00:08:49.645

and it'll only dissipate further.

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00:08:51.145 --> 00:08:53.085

We have considered traffic in HGV

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00:08:53.265 --> 00:08:55.485

and L-G-B-L-G-B is like goods vehicle,

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00:08:55.625 --> 00:08:59.165

and it generally is the term to refer to cars, light vans,

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00:08:59.165 --> 00:09:00.885

panel vans, which all contractors drive.

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00:09:01.625 --> 00:09:06.365

Um, so in terms of the magnitude of the worst impact,

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00:09:06.685 --> 00:09:09.805

I believe 240 HCB movements per day.

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00:09:11.305 --> 00:09:13.325

So that's a hundred twenty eight, a hundred twenty

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00:09:13.425 --> 00:09:14.765

out over the course of a day.

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00:09:15.785 --> 00:09:19.445

Uh, and that features within a total, so a total traffic of

202

00:09:19.445 --> 00:09:22.805

around 1,614 vehicles, two-way movements.

203

00:09:24.315 --> 00:09:28.365

Okay, so that's 870 and 807 out over the day.

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00:09:28.625 --> 00:09:32.005

So, um, I know that when we look at sort

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00:09:32.005 --> 00:09:33.205

of transport assessments,

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00:09:33.205 --> 00:09:36.125

typical developments concern themselves in the peak hour.

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00:09:36.945 --> 00:09:38.165

We haven't. This is a day

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00:09:38.675 --> 00:09:41.525

because over a working day deliveries will occur,

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00:09:41.675 --> 00:09:42.845

they'll come back and forth.

210

00:09:43.665 --> 00:09:46.605

Um, the type

211

00:09:46.605 --> 00:09:49.885

of embedded mitigation measures in a travel plan are

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00:09:50.125 --> 00:09:53.605

commitments to ensure the staff travel outside

213

00:09:53.605 --> 00:09:54.845

of the natural peak hours.

214

00:09:54.905 --> 00:09:57.645

So the, the wider network, whether it's a local network

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00:09:57.985 --> 00:10:01.245

or the SRN, they are very sensitive at peak hours.

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00:10:01.785 --> 00:10:03.605

So at peak hours in layman's term,

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00:10:03.605 --> 00:10:04.765
that's where you reach queues.

218

00:10:04.765 --> 00:10:05.765
That's where everyone's trying to get to

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00:10:05.765 --> 00:10:06.845
work or come home from work.

220

00:10:06.865 --> 00:10:10.205
The two opposite ends of the day, um, we have a,

221

00:10:10.545 --> 00:10:13.485
or we propose a 10 hour working day.

222

00:10:14.265 --> 00:10:18.165
So in that 10 hours, typically longer than your normal, uh,

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00:10:18.165 --> 00:10:21.405
working day, we can confidently say

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00:10:21.405 --> 00:10:23.165
that people will arrive much earlier than the peak,

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00:10:23.185 --> 00:10:24.605
during the peak and after the peak.

226

00:10:24.665 --> 00:10:29.605
So the 800 vehicles arriving can be spread out over, say,

227

00:10:29.605 --> 00:10:32.285
two hours, three hours rather than consolidated in the peak

228

00:10:32.285 --> 00:10:36.445
hour, similar

229

00:10:36.585 --> 00:10:37.645
for exit.

230

00:10:37.865 --> 00:10:41.045

So seeing as we have, uh, the working day concludes at six,

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00:10:41.505 --> 00:10:45.645

not four, not five, some trade persons will leave at four if

232

00:10:45.645 --> 00:10:47.365

the shift finished, some at five, some at six,

233

00:10:48.065 --> 00:10:52.405

we will endeavor to keep traffic movement to a minimum

234

00:10:52.625 --> 00:10:54.125

or exclude them from the peak hours.

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00:10:54.785 --> 00:10:56.845

But we have the ability to work outside of the peak hours.

236

00:10:57.205 --> 00:11:00.245

A the commitment is there in a framework travel plan,

237

00:11:00.245 --> 00:11:01.685

and I'll explain what a framework means.

238

00:11:02.995 --> 00:11:06.885

Framework means that we have put in the bare bones

239

00:11:07.065 --> 00:11:08.125

of a travel plan.

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00:11:08.855 --> 00:11:10.365

There, there is a commitment there.

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00:11:11.035 --> 00:11:15.525

That document becomes live when it is

242

00:11:15.525 --> 00:11:16.765

adopted by the end user.

243

00:11:16.945 --> 00:11:18.725

The end user in this case will be the contractor.

244

00:11:18.865 --> 00:11:20.125

So we have prepared the framework.

245

00:11:20.125 --> 00:11:22.765

When the contractor is fully, informally on board,

246

00:11:23.225 --> 00:11:25.525

you will pick up the travel plan

247

00:11:25.545 --> 00:11:28.245

and he will put in his specific, his, or sorry, his

248

00:11:28.245 --> 00:11:30.845

or specific, um, measures, company measures

249

00:11:30.845 --> 00:11:32.365

for reduction of carbon, et cetera.

250

00:11:32.365 --> 00:11:33.405

They'll have their own policies,

251

00:11:34.185 --> 00:11:37.845

and also they will, they will have the power

252

00:11:37.845 --> 00:11:39.045

to select their workforce and

253

00:11:39.045 --> 00:11:40.125

where the workforce comes from.

254

00:11:40.185 --> 00:11:41.325

So what you're seeing before you,

255

00:11:41.375 --> 00:11:44.165

these numbers we reported are the highest possible numbers.

256

00:11:44.225 --> 00:11:48.885

We feel. If the contractor was to decide that he wanted

257

00:11:48.885 --> 00:11:51.445

to base a large number of his workforce temporarily

258

00:11:52.145 --> 00:11:55.685

nearby the site, IE take over a hotel or two or three

259

00:11:56.585 --> 00:11:59.285

and then, um, organize mini buses

260

00:11:59.545 --> 00:12:01.365

to shuttle his staff back and forth.

261

00:12:01.625 --> 00:12:03.765

You can see how the numbers would only serve

262

00:12:03.785 --> 00:12:04.885

to get lower and lower.

263

00:12:06.795 --> 00:12:10.005

Okay. Does

264

00:12:10.005 --> 00:12:14.685

that answer the first point on impact sufficiently?

265

00:12:15.095 --> 00:12:16.925

Thank you. I think, you know, really helpful.

266

00:12:17.025 --> 00:12:18.085

You've, you've described

267

00:12:18.085 --> 00:12:19.165

how you've undertaken the assessment.

268

00:12:19.185 --> 00:12:21.125

You've described how you've taken the peak of the peak

269

00:12:21.125 --> 00:12:23.445

of the peak of the peak of the peak, I mean,

270

00:12:23.445 --> 00:12:24.645

never to buy insurance from you.

271

00:12:25.265 --> 00:12:29.205

Um, but That's really, really very helpful. Thank you.

272

00:12:30.025 --> 00:12:32.325

Um, what I'd like, if you could,

273

00:12:32.425 --> 00:12:34.365

and I appreciate this is a little bit challenging,

274

00:12:34.945 --> 00:12:37.365

I'd like you to tell me where you think the busiest

275

00:12:37.925 --> 00:12:39.885

junctions will be on those peaks.

276

00:12:39.885 --> 00:12:41.885

So which, which of the roundabouts that you go,

277

00:12:41.935 --> 00:12:43.325

these are the ones that are gonna be busy.

278

00:12:43.325 --> 00:12:45.365

This is where we think the queues may occur.

279

00:12:45.705 --> 00:12:47.765

If you could appreciate that, you've just told me,

280

00:12:48.435 --> 00:12:50.005

I'll give you a bit of chance to plan that.

281

00:12:50.005 --> 00:12:51.765

But appreciate, you've just told me that you,

282

00:12:51.825 --> 00:12:53.125

you've taken the compressed program

283

00:12:53.155 --> 00:12:54.285

from nine years to five years.

284

00:12:54.345 --> 00:12:55.645

So much more appreciate,

285

00:12:55.645 --> 00:12:57.885

you've told me in month 36 is gonna be the busiest

286

00:12:57.885 --> 00:12:58.925

month of that program.

287

00:12:59.265 --> 00:13:00.805

And then you're saying, and guess what?

288

00:13:00.805 --> 00:13:02.245

The existing power station may have an

289

00:13:02.245 --> 00:13:03.285

outage at the same time as well.

290

00:13:03.505 --> 00:13:05.725

So you've given me absolutely, you know,

291

00:13:05.725 --> 00:13:07.085

everything's happening then.

292

00:13:07.155 --> 00:13:09.405

Correct. Could you tell me where, if I'm driving,

293

00:13:09.465 --> 00:13:12.125

if I'm trying to get to my property at one end of Flincher

294

00:13:12.125 --> 00:13:14.845

or vice versa, traveling in from Wales into England,

295

00:13:15.135 --> 00:13:17.805

where am I gonna hit that tra Where am I gonna see all those

296

00:13:18.355 --> 00:13:19.685

lorries that you just described?

297

00:13:20.465 --> 00:13:21.765

And LGVs. Sorry.

298

00:13:21.765 --> 00:13:22.885

Thank you. Okay.

299

00:13:22.885 --> 00:13:26.565

So what I can explain is that when we deal with a traffic

300

00:13:26.585 --> 00:13:29.605

of a temporary nature, it is not typical

301

00:13:29.825 --> 00:13:31.165

to do a junction assessment,

302

00:13:31.165 --> 00:13:33.285

which you'll have seen many times, um,

303

00:13:33.595 --> 00:13:35.085

when the effects are permanent

304

00:13:35.225 --> 00:13:37.285

and the permanent effects are

305

00:13:37.285 --> 00:13:39.765

of a certain amount, a certain percentage.

306

00:13:40.265 --> 00:13:43.645

We undertake junction models, uh, that's the,

307

00:13:43.645 --> 00:13:45.125

the common phrase for the junction models.

308

00:13:45.745 --> 00:13:48.565

And that will tell us whether further mitigation IE physical

309

00:13:48.565 --> 00:13:50.245

works of the junction are needed given

310

00:13:50.245 --> 00:13:53.045

that this is a temporary by nature, I understand,

311

00:13:53.265 --> 00:13:55.245
or I accept that it's a couple of years,

312

00:13:55.465 --> 00:13:56.525
but it's temporary in nature.

313

00:13:57.745 --> 00:14:00.085
The industry doesn't go to modeling.

314

00:14:00.475 --> 00:14:02.525
What it does do is consider link by link.

315

00:14:02.785 --> 00:14:04.205
So I can tell you, I can answer your

316

00:14:04.325 --> 00:14:05.365
questions in terms of links.

317

00:14:05.945 --> 00:14:08.605
So the point where all the traffic would converge,

318

00:14:09.085 --> 00:14:11.365
IE the access to the site is Calon Road.

319

00:14:11.705 --> 00:14:13.365
So that's where you'll see the biggest change.

320

00:14:15.715 --> 00:14:17.565
Logically, if you work back from there, you've got a couple

321

00:14:17.565 --> 00:14:20.085
of local roundabouts on Calon Road,

322

00:14:20.085 --> 00:14:23.285
and then you've got the roundabouts with the A 5 48.

323

00:14:23.705 --> 00:14:25.325
So that's where you see the most impact.

324

00:14:25.645 --> 00:14:28.845

Although by the time we get to the 8 4 5 8, um,

325

00:14:29.575 --> 00:14:32.485

there isn't a massive amount of traffic.

326

00:14:32.785 --> 00:14:34.285

The difference between an SRN

327

00:14:34.285 --> 00:14:37.325

and a local route is differences in background traffic.

328

00:14:37.585 --> 00:14:39.845

So a local route, yes. I'll give you an example.

329

00:14:40.175 --> 00:14:43.685

Calon Road that generally sees sort of 200 movements back

330

00:14:43.685 --> 00:14:45.965

and forth in a day, east and west.

331

00:14:46.905 --> 00:14:50.085

Um, you know, a roads can experience many thousands.

332

00:14:50.305 --> 00:14:51.925

It could be 15,000 in this case.

333

00:14:51.945 --> 00:14:54.805

So the impact is, you know, single figures. Yeah.

334

00:14:57.345 --> 00:14:58.725

Uh, in terms of, oops, sorry.

335

00:14:59.465 --> 00:15:04.405

Oh, yes. Did

336

00:15:04.405 --> 00:15:06.845

you want me to put some context to the numbers? Um,

337

00:15:07.065 --> 00:15:10.285

I'm, I'm just trying to pick again, I've,

338

00:15:10.285 --> 00:15:12.725

I've had the benefit of looking at the documents you've

339

00:15:12.725 --> 00:15:13.725

submitted and got my head

340

00:15:13.725 --> 00:15:15.765

and I'm, it's, it's just really helpful to revisit it

341

00:15:15.765 --> 00:15:17.485

because it's making me of reflect on things of

342

00:15:17.485 --> 00:15:19.365

that I've already considered as I've read the documentation.

343

00:15:19.905 --> 00:15:23.045

And, uh, I think what I'm trying to pick out from this,

344

00:15:23.045 --> 00:15:24.805

always, again, correct me if I'm wrong,

345

00:15:24.825 --> 00:15:26.845

you the strategic network's a busy network anyway.

346

00:15:26.985 --> 00:15:29.045

You're not putting a lot of loading on the strategic network

347

00:15:29.045 --> 00:15:31.885

because it's, it's already a very busy network

348

00:15:31.945 --> 00:15:34.365

and it's also a very strategic network, so it can cope

349

00:15:34.365 --> 00:15:36.045

with a, a degree of high loading.

350

00:15:36.835 --> 00:15:37.885

What I'm interested about,

351

00:15:37.885 --> 00:15:39.365

and I think, you know, for local residents

352

00:15:39.365 --> 00:15:42.365

and also for the how you, I guess this is sensitivity about

353

00:15:42.365 --> 00:15:45.245

how you plan to do this going forward is

354

00:15:46.625 --> 00:15:48.165

what's the differences between the five

355

00:15:48.165 --> 00:15:51.205

and nine year program on that Kelston road junction?

356

00:15:51.705 --> 00:15:55.125

What's the difference for the local residents of how, um,

357

00:15:56.025 --> 00:15:59.205

you've just described your extending working hours pattern?

358

00:16:01.285 --> 00:16:06.085

I, I, it's a, it's a, it's a delicate balance of trying to,

359

00:16:07.425 --> 00:16:10.205

trying to distribute traffic loading over a greater period,

360

00:16:10.545 --> 00:16:12.325

but also potentially increasing the amount

361

00:16:12.325 --> 00:16:13.605

of time you may have queues for.

362

00:16:13.865 --> 00:16:16.205

So it, it, it's a, it's a juggling act to some extent.

363

00:16:16.245 --> 00:16:17.725

I do appreciate that, but no, thank you for that.

364

00:16:17.745 --> 00:16:19.605

So yes, if you wanted to just go into detail a little bit

365

00:16:19.605 --> 00:16:21.125

about the, the local network, that'd be fine.

366

00:16:21.555 --> 00:16:23.165

Yeah, sure. Okay.

367

00:16:23.225 --> 00:16:25.405

So, uh, spirit of panicky for the applicant.

368

00:16:27.435 --> 00:16:31.645

When we try and determine what an impact is, the

369

00:16:32.425 --> 00:16:34.845

Key Visual components, you,

370

00:16:34.845 --> 00:16:37.085

you said earlier if you were driving, you'd want to see

371

00:16:37.085 --> 00:16:38.605

where you would see the impact.

372

00:16:38.715 --> 00:16:42.925

What you would see is delay either in queue or, or time.

373

00:16:43.145 --> 00:16:45.765

So you're trying to understand whether you'll be held up at

374

00:16:45.805 --> 00:16:47.965

a junction or whether you would join the

375

00:16:47.965 --> 00:16:49.005

back of a queue at the junction.

376

00:16:49.505 --> 00:16:51.605

That's what you would want to understand.

377

00:16:53.465 --> 00:16:55.405

In terms of the two different components of the traffic,

378

00:16:55.785 --> 00:16:59.845

hd bs, we've kept those two, the SRM, where it's appropriate

379

00:16:59.845 --> 00:17:01.925
to do so, so not on local routes

380

00:17:01.925 --> 00:17:06.045
where they're more sensitive, um, 240 HCV delivery.

381

00:17:06.065 --> 00:17:07.485
So that's two-way movements, 120

382

00:17:07.545 --> 00:17:09.405
and 120 hour over a 10 hour day,

383

00:17:09.645 --> 00:17:12.445
I would say you wouldn't notice those against the normal

384

00:17:12.455 --> 00:17:13.925
daily fluctuations of traffic.

385

00:17:14.845 --> 00:17:16.845
I don't think you would see one

386

00:17:16.845 --> 00:17:19.765
or two extra hrs every couple of minutes.

387

00:17:20.145 --> 00:17:23.285
You wouldn't make that mental, uh, if you drove

388

00:17:23.285 --> 00:17:25.085
that route every day, I don't think you'd be able to,

389

00:17:25.105 --> 00:17:27.325
to notice from day to day that it's busier that day.

390

00:17:27.325 --> 00:17:28.405
In terms of HTVs.

391

00:17:29.145 --> 00:17:33.765
In terms of LGVs, yes, we have in the worst, worst case, uh,

392

00:17:34.035 --> 00:17:35.965

1600 vehicles.

393

00:17:36.065 --> 00:17:39.485

But what we've done with the LGVs, we've used census data

394

00:17:40.545 --> 00:17:44.645

to consider which direction workers could travel to or from.

395

00:17:45.425 --> 00:17:49.165

So whereas the HVS come straight from the 8 5 4 8 calon road

396

00:17:49.265 --> 00:17:52.485

to their destination, uh, the LGVs, uh,

397

00:17:52.575 --> 00:17:54.245

which are all the construction employees,

398

00:17:54.895 --> 00:17:55.925

we've used national

399

00:17:56.245 --> 00:17:57.485

statistics to show us where they arrive from.

400

00:17:57.485 --> 00:17:59.565

So they arrive from the east, west, south, north.

401

00:18:00.185 --> 00:18:04.925

Um, so you will see less impact over many

402

00:18:04.975 --> 00:18:08.365

roads, but again, they will convert on cal sum node.

403

00:18:09.675 --> 00:18:11.485

Okay. No, thank you.

404

00:18:11.485 --> 00:18:12.765

That's, that's, that's, that's helpful.

405

00:18:12.945 --> 00:18:15.125

Um, and I think, you know, you've just described, well,

406

00:18:15.125 --> 00:18:17.045

I'm just getting this picture in my head now of like,

407

00:18:17.045 --> 00:18:19.485

you say, what, what worries me slightly,

408

00:18:19.485 --> 00:18:21.045

and again, I'm not necessarily asking you to come

409

00:18:21.045 --> 00:18:24.085

to come in, it's just on the strategic road network.

410

00:18:24.305 --> 00:18:27.125

If I'm driving along and all your trucks were painted red,

411

00:18:27.445 --> 00:18:30.005

I might not notice them, but I would notice a lot

412

00:18:30.005 --> 00:18:31.725

of red trucks at Kelston Road roundabout.

413

00:18:32.305 --> 00:18:34.605

So that's, that's what I'm thinking my head around is that

414

00:18:35.305 --> 00:18:37.365

you are loading and the overall impact on the strategic road

415

00:18:37.365 --> 00:18:40.125

network is probably not significant,

416

00:18:40.785 --> 00:18:42.605

but for the local residents who are living close to that,

417

00:18:42.605 --> 00:18:44.085

they're gonna see a lot more lorries

418

00:18:44.145 --> 00:18:47.005

and potentially a lot more cars and like good vehicles,

419

00:18:47.745 --> 00:18:50.445

but specifically around Cal system roundabout.

420

00:18:50.455 --> 00:18:53.125

Right. Um, thank you.

421

00:18:53.385 --> 00:18:56.445

Um, I, I think

422

00:18:57.365 --> 00:18:59.845

I can offer, sorry, spirit of panicky for the applicant.

423

00:19:00.445 --> 00:19:02.765

I can offer some comparisons.

424

00:19:02.825 --> 00:19:04.565

As I said earlier, um,

425

00:19:05.545 --> 00:19:07.765

you could look at the east west movements are sort

426

00:19:07.765 --> 00:19:09.285

of 200 in each direction, give

427

00:19:09.285 --> 00:19:12.245

or take at the moment as a baseline, if you were

428

00:19:12.245 --> 00:19:14.685

to look at a comparison for the total amount

429

00:19:14.685 --> 00:19:17.965

of construction traffic over a day 800, so

430

00:19:19.955 --> 00:19:23.165

it's four times that, but over the course of a full day.

431

00:19:23.395 --> 00:19:25.805

Yeah. And as you previously said, at the peak

432

00:19:25.805 --> 00:19:27.085

of the peak of the peak of the peak, you know?

433

00:19:27.265 --> 00:19:29.205

Yes. So you wouldn't, you wouldn't step out of your door

434

00:19:29.205 --> 00:19:31.365

and say, oh, traffic's four times what it,

435

00:19:31.365 --> 00:19:32.605

what it would've been normally.

436

00:19:32.835 --> 00:19:35.605

Yeah. You may notice an extra couple of vehicles an hour,

437

00:19:35.825 --> 00:19:37.805

but consistently through the day, it's not,

438

00:19:37.805 --> 00:19:40.125

the 800 vehicles will suddenly go past in

439

00:19:40.125 --> 00:19:41.285

the same hour. Yes, yes.

440

00:19:41.915 --> 00:19:44.605

Yeah. Although they will be presumably congregated

441

00:19:44.605 --> 00:19:46.045

around those peak travel hours,

442

00:19:46.045 --> 00:19:47.365

which you've tried to extend, I appreciate.

443

00:19:47.365 --> 00:19:48.845

Yes. You've tried to explain they will be in the morning

444

00:19:48.845 --> 00:19:50.885

gonna work and coming home and work in the evening. Mm-hmm.

445

00:19:51.545 --> 00:19:54.285

We, we would hope that the contractor would try

446

00:19:54.285 --> 00:19:55.525
and base his workforce there,

447

00:19:55.525 --> 00:19:57.805
which would be far more economical for them than yeah.

448

00:19:58.045 --> 00:19:59.405
Bringing people in from further afield.

449

00:20:00.035 --> 00:20:01.685
Okay, thank you. That's useful to know.

450

00:20:01.985 --> 00:20:05.805
Um, I will move on a little bit about the,

451

00:20:05.905 --> 00:20:08.605
the background data, but does anybody want to pick up, uh,

452

00:20:08.705 --> 00:20:10.085
I'm going to cover off sort of, um,

453

00:20:10.425 --> 00:20:11.645
the traffic survey timings

454

00:20:11.645 --> 00:20:12.485
and seasonality of this

455

00:20:12.485 --> 00:20:13.605
in the next question I was gonna ask.

456

00:20:13.605 --> 00:20:16.565
But does anybody want to touch on, uh, any of the points

457

00:20:16.565 --> 00:20:21.325
that have been raised so far? Uh, flincher,

458

00:20:21.875 --> 00:20:24.005
Charlie, Pope Flincher County Council?

459

00:20:24.285 --> 00:20:26.245

I think we, we just want to add

460

00:20:26.245 --> 00:20:27.765
that we have considered the assessment

461

00:20:27.865 --> 00:20:29.725
and we do consider it to be quite robust.

462

00:20:30.145 --> 00:20:31.645
And we do think that there is capacity

463

00:20:31.645 --> 00:20:33.245
as it stands on the local highway network

464

00:20:33.825 --> 00:20:35.205
in terms of movements.

465

00:20:35.615 --> 00:20:37.125
Thank you. That's really helpful. Thank you.

466

00:20:38.225 --> 00:20:39.725
Uh, anybody online want

467

00:20:39.725 --> 00:20:41.165
to make a comment on any of that point?

468

00:20:42.115 --> 00:20:44.565
Okay. I'm, I'm gonna, so just moving on. Thank you.

469

00:20:44.955 --> 00:20:47.045
That was great. I really appreciate that.

470

00:20:47.265 --> 00:20:48.565
It, it's a really useful summary

471

00:20:48.625 --> 00:20:49.965
and it helps me get my head around what,

472

00:20:49.995 --> 00:20:52.205
what you've described in the very long complex document.

473

00:20:52.865 --> 00:20:56.725

Um, the traffic survey, I was concerned that, you know,

474

00:20:56.725 --> 00:20:59.405

you base some of your data on existing traffic movements in

475

00:20:59.405 --> 00:21:01.765

the region on, uh, survey counts, traffic counts

476

00:21:01.765 --> 00:21:03.085

that were overtaken in March and April.

477

00:21:04.515 --> 00:21:06.285

I've had local residents express to me that,

478

00:21:06.665 --> 00:21:08.485

and it doesn't surprise me that this is a, you know,

479

00:21:08.485 --> 00:21:09.725

quite a seasonal area and you get a lot

480

00:21:09.725 --> 00:21:11.125

of holiday traffic in the summers.

481

00:21:11.385 --> 00:21:12.645

So I would like to know,

482

00:21:12.805 --> 00:21:14.885

I know you've said you've done a sensitivity assessment,

483

00:21:15.025 --> 00:21:16.285

but I would like to know how

484

00:21:16.515 --> 00:21:19.725

that potentially in on a nice hot, sunny day,

485

00:21:19.725 --> 00:21:22.805

if you remember those, uh, in, in everyone decides to go

486

00:21:22.805 --> 00:21:26.365

to North Wales for their holidays, what might that do on,

487

00:21:26.625 --> 00:21:27.685

if, god forbid,

488

00:21:27.685 --> 00:21:31.125

that happens in month 36 when the existing

489

00:21:31.125 --> 00:21:32.165

power stations closed down?

490

00:21:33.535 --> 00:21:35.365

Thank you. SPI of panicky for the applicant?

491

00:21:35.585 --> 00:21:37.965

Um, I have had the experience,

492

00:21:38.065 --> 00:21:39.125

uh, so thank you for the question.

493

00:21:39.125 --> 00:21:40.525

Yesterday. It was passed back to me,

494

00:21:40.625 --> 00:21:43.645

so I have had experience working, uh, all over the country.

495

00:21:44.225 --> 00:21:48.125

Um, what I would say is that in specific parts

496

00:21:48.125 --> 00:21:50.405

of the country, and I would point to Daven

497

00:21:50.405 --> 00:21:54.285

and Cornwall perhaps being, uh, the, the ma the main users

498

00:21:54.285 --> 00:21:56.125

of this, there, there is a seasonality index,

499

00:21:56.125 --> 00:21:57.565

which is applied to traffic counts,

500

00:21:58.145 --> 00:22:02.325

and that takes account of the hotspot location for,

501

00:22:02.505 --> 00:22:03.605

you know, quite a lot

502

00:22:03.605 --> 00:22:05.925

of tourists are sending in quite a condensed amount of time.

503

00:22:06.625 --> 00:22:10.125

Um, I wouldn't say that

504

00:22:10.755 --> 00:22:13.485

perhaps this area is akin to Devon and Conwell

505

00:22:13.545 --> 00:22:15.885

and certainly there's no known protocols that I know of,

506

00:22:15.905 --> 00:22:17.405

of a seasonality requirement.

507

00:22:18.195 --> 00:22:19.205

What we did do, and

508

00:22:19.205 --> 00:22:22.005

what I can confirm is the traffic surveys

509

00:22:22.005 --> 00:22:24.605

that were carried out are carried out

510

00:22:25.525 --> 00:22:26.805

specifically in a neutral month.

511

00:22:26.865 --> 00:22:30.765

So there's government guidance on this, which governs, uh,

512

00:22:31.115 --> 00:22:32.205

when we can survey.

513

00:22:32.425 --> 00:22:35.645

So in layman's terms, outside of school holidays, outside

514

00:22:35.645 --> 00:22:38.565

of fluctuations and peak outside of adverse weather,

515

00:22:39.145 --> 00:22:40.565

and I believe it was the month

516

00:22:40.565 --> 00:22:42.725

of April, 2024 that we surveyed.

517

00:22:42.745 --> 00:22:46.045

So it was neither too far into the summer period, neither

518

00:22:46.665 --> 00:22:48.045

too early in the east spring period.

519

00:22:48.075 --> 00:22:49.405

It's quite a good time to survey.

520

00:22:50.265 --> 00:22:54.565

Um, what I would offer is, um, at summertime

521

00:22:55.075 --> 00:22:57.485

when people are making tourist type movements

522

00:22:58.715 --> 00:23:01.205

that are also people who take time off work

523

00:23:01.305 --> 00:23:02.845

and you find a balance in that way.

524

00:23:03.505 --> 00:23:06.725

So as we leave our home areas to go somewhere else,

525

00:23:07.355 --> 00:23:08.925

some people may come into our home areas

526

00:23:08.985 --> 00:23:10.005

and as an exchange of people,

527

00:23:10.005 --> 00:23:12.965

there's particularly living in, so Wales, we see an exchange

528

00:23:12.965 --> 00:23:14.685

of people over the bridge between sort

529

00:23:14.685 --> 00:23:16.085

of the Southwest and Wales.

530

00:23:16.705 --> 00:23:18.285

Um, I'm not saying it's a perfect

531

00:23:18.285 --> 00:23:20.285

balance, but that does happen. Okay.

532

00:23:20.775 --> 00:23:24.805

Thank you. Uh, and,

533

00:23:24.865 --> 00:23:26.045

and finally I would add,

534

00:23:26.325 --> 00:23:28.605

I don't think anything came back from the scop

535

00:23:28.605 --> 00:23:29.805

and assessment that requires

536

00:23:30.045 --> 00:23:31.125

anything further to that regard.

537

00:23:31.345 --> 00:23:33.805

So I think the FCC were happy with our assessment.

538

00:23:34.455 --> 00:23:36.165

Thank you. Thank you.

539

00:23:39.505 --> 00:23:44.485

Um, Specifically looking now

540

00:23:44.485 --> 00:23:46.725

at Kelston Road and the roundabout that we just discussed

541

00:23:46.725 --> 00:23:49.725

and the 200 grade lorry I was trying to visualize, um,

542

00:23:51.345 --> 00:23:55.645

is there anything that you, you can do at a,

543

00:23:55.885 --> 00:23:57.525

I know you said you haven't it, this

544

00:23:57.525 --> 00:23:58.725

because of the scale of the works and,

545

00:23:58.785 --> 00:24:00.205

and its tempering nature,

546

00:24:00.565 --> 00:24:01.805

albeit over quite a long period of time.

547

00:24:02.385 --> 00:24:06.645

Is there anything you can do to specifically improve

548

00:24:07.785 --> 00:24:11.405

or better distribute the HGV movements

549

00:24:11.665 --> 00:24:13.605

at Kelston Road?

550

00:24:13.625 --> 00:24:14.805

Is there something you could do?

551

00:24:14.945 --> 00:24:16.445

Is there an alternative access?

552

00:24:16.935 --> 00:24:18.565

Could they come in through a different route?

553

00:24:18.625 --> 00:24:19.805

Is there something you could do just

554

00:24:19.805 --> 00:24:21.605
to take the loading off the local network

555

00:24:21.825 --> 00:24:23.845
for local people due to HTVs?

556

00:24:26.015 --> 00:24:28.325
Thank, uh, thank you Spiro Panicy for the applicant.

557

00:24:28.665 --> 00:24:31.285
Um, that is a good question.

558

00:24:31.665 --> 00:24:35.205
Um, for ails, which we'll come to later,

559

00:24:35.495 --> 00:24:37.365
there is an alternative access being looked at

560

00:24:38.435 --> 00:24:41.405
that will take traffic directly off the 8 5 4 8

561

00:24:41.475 --> 00:24:42.725
onto Calon Road.

562

00:24:43.465 --> 00:24:44.725
It doesn't avoid everything,

563

00:24:45.185 --> 00:24:47.325
but it does avoid certain areas.

564

00:24:47.425 --> 00:24:49.445
So we are looking at, on alternative routes,

565

00:24:50.025 --> 00:24:54.285
we are looking at perhaps, um, putting the, uh,

566

00:24:54.315 --> 00:24:55.925
most impactful or, um,

567

00:24:56.315 --> 00:24:58.565

most space taken vehicles down a a different

568

00:24:58.805 --> 00:25:00.565

route in terms of the volume.

569

00:25:01.145 --> 00:25:05.005

The volume isn't, um, significant in, in terms of,

570

00:25:05.105 --> 00:25:06.645

as I said, over a 10 day period.

571

00:25:06.665 --> 00:25:09.005

But what we can do, and what many contractors do, do

572

00:25:09.705 --> 00:25:13.245

is employ now with new technology, they, they have apps,

573

00:25:13.245 --> 00:25:16.365

they have GPS tracking their deliveries can be

574

00:25:16.365 --> 00:25:17.445

pretty much on demand.

575

00:25:17.505 --> 00:25:19.125

So back a couple of decades ago

576

00:25:19.125 --> 00:25:21.765

where drivers just made their own way to a site

577

00:25:21.785 --> 00:25:23.125

and just waited in a queue

578

00:25:23.125 --> 00:25:25.285

to be unloaded, Q in rarely happens.

579

00:25:25.465 --> 00:25:29.565

Now, um, all logistics are usually managed in such a way

580

00:25:29.565 --> 00:25:31.445

that they come when there's spaced to receive them.

581

00:25:31.745 --> 00:25:34.885

So you don't get the 10 HCBS queing back from a site access.

582

00:25:34.885 --> 00:25:37.085

That doesn't happen anymore because highway authorities

583

00:25:37.415 --> 00:25:39.925

won't accept hvs Qing on, on the highway.

584

00:25:40.195 --> 00:25:42.405

It's dangerous. Um, so many moves

585

00:25:42.405 --> 00:25:46.605

and technology has have allowed us to rearrange hvs, uh,

586

00:25:46.725 --> 00:25:50.325

a a pretty, you know, real time, uh, management.

587

00:25:50.745 --> 00:25:54.965

So yes, the contractor can recoordinate his HVS

588

00:25:55.125 --> 00:25:56.445

to take place out of the peaks,

589

00:25:56.445 --> 00:25:59.205

especially out school periods, out peak periods.

590

00:25:59.945 --> 00:26:04.525

Um, it may be that the contractor could negotiate

591

00:26:04.635 --> 00:26:07.645

with the council to have different hours of working.

592

00:26:07.785 --> 00:26:09.005

At the moment, they're very standard,

593

00:26:09.025 --> 00:26:10.085

the sort of eight till six.

594

00:26:10.545 --> 00:26:12.485

If the local residents would prefer

595

00:26:12.485 --> 00:26:14.005
to see less traffic over the day,

596

00:26:14.005 --> 00:26:15.125
then maybe the working day could

597

00:26:15.125 --> 00:26:16.325
start earlier and finish later.

598

00:26:17.075 --> 00:26:18.165
That is an option as well.

599

00:26:18.915 --> 00:26:23.245
Okay, thank you. Um, I,

600

00:26:24.055 --> 00:26:26.285
sorry, I, um, I,

601

00:26:27.765 --> 00:26:29.285
I found it challenging when I was reading the document

602

00:26:29.285 --> 00:26:30.525
that there was a no mitigation required.

603

00:26:30.725 --> 00:26:33.045
I think actually what you've just described to me

604

00:26:33.045 --> 00:26:34.605
and what I'm hearing from Flincher is helping me

605

00:26:34.825 --> 00:26:36.005
get my head around that a little bit better.

606

00:26:36.065 --> 00:26:40.685
So thank you for that. Um, I am concerned about

607

00:26:42.485 --> 00:26:43.565
probably 'cause I'm a pessimist,

608

00:26:43.575 --> 00:26:45.485

which is why I like your approach, by the way.

609

00:26:45.945 --> 00:26:49.965

Um, I am concerned about increased volume

610

00:26:49.965 --> 00:26:51.405

of traffic on the local roads

611

00:26:51.785 --> 00:26:54.085

and increased volume of HTV on the local roads.

612

00:26:54.085 --> 00:26:55.485

And I would worry about, I know you,

613

00:26:55.905 --> 00:26:58.285

and I appreciate the reason you've said you will not do

614

00:26:58.635 --> 00:27:01.285

necessarily do a junction specific analysis.

615

00:27:01.485 --> 00:27:04.725

I get that. And equally some of this is to the detail

616

00:27:04.725 --> 00:27:06.805

of whatever successful contractor may

617

00:27:06.805 --> 00:27:09.925

or may not be able to contract if this development consent

618

00:27:09.925 --> 00:27:11.125

order goes through or not.

619

00:27:12.345 --> 00:27:13.925

But I was concerned about, you know,

620

00:27:14.155 --> 00:27:15.485

what are the potential risks

621

00:27:15.585 --> 00:27:17.165

to local residents and local people?

622

00:27:17.315 --> 00:27:19.805

What sort of road safety audit could you do

623

00:27:20.265 --> 00:27:22.285

to ensure people don't get hurt

624

00:27:22.545 --> 00:27:23.845

by this additional volume of traffic?

625

00:27:24.915 --> 00:27:29.045

Okay, so, uh, the, oh, sorry.

626

00:27:29.305 --> 00:27:30.805

Spirit of panic for the applicant.

627

00:27:31.825 --> 00:27:36.605

Um, the ES chapter on transport does consider

628

00:27:36.605 --> 00:27:38.405

some of the, uh, some of the items

629

00:27:38.565 --> 00:27:39.685

that you were talking about there.

630

00:27:39.685 --> 00:27:44.325

So for example, um, severance, uh, so like here we go.

631

00:27:44.325 --> 00:27:46.845

So severance, the magnitude of impact, uh,

632

00:27:46.845 --> 00:27:50.525

pedestrian immunity, fear intimidation, highway safety,

633

00:27:50.595 --> 00:27:52.845

hazardous loads, large loads and driver delays.

634

00:27:52.845 --> 00:27:56.325

So against the typical criteria and, and the rules of thumb

635

00:27:56.425 --> 00:27:59.045

and professional judgment, Calon road

636

00:27:59.545 --> 00:28:01.205

and I'll, I'll let you know what the outcome is.

637

00:28:01.205 --> 00:28:05.445

So Calon road link sensitivity is low, categorize as low.

638

00:28:05.535 --> 00:28:08.085

There are reasons for that because of the small number

639

00:28:08.085 --> 00:28:11.045

of dwellings or sensitive receptors there.

640

00:28:11.145 --> 00:28:15.325

The categorization is low severance

641

00:28:15.945 --> 00:28:19.765

medium and classification minor adverse pedestrian amenity.

642

00:28:20.425 --> 00:28:22.685

So pedestrians being able to make their way to

643

00:28:22.685 --> 00:28:24.925

and from magnitude of impact is medium

644

00:28:25.105 --> 00:28:26.445

and a classification of effect.

645

00:28:26.545 --> 00:28:29.005

Effect is minor adverse and not significant.

646

00:28:29.635 --> 00:28:32.565

Fear of intimidation, magnitude of impact,

647

00:28:32.565 --> 00:28:37.045

medium minor adverse effect, highway safety, magnitude

648

00:28:37.045 --> 00:28:40.685

of impact, very low classification of effect, neg negligible

649

00:28:40.865 --> 00:28:44.925

or not significant hazardous en large loads, uh, magnitude

650

00:28:44.925 --> 00:28:48.205

of impact, very low, uh, classification of of effect,

651

00:28:48.205 --> 00:28:51.205

negligible, not significant driver delay, again,

652

00:28:51.275 --> 00:28:53.405

very low negligible respectively.

653

00:28:53.465 --> 00:28:56.845

So in all the criteria assessed it, it comes in as a,

654

00:28:56.845 --> 00:28:57.885

as a low result.

655

00:28:59.375 --> 00:29:01.045

There are other measures, as I say,

656

00:29:01.045 --> 00:29:02.045

that could be put into place.

657

00:29:02.135 --> 00:29:05.645

We've assessed it for the full 1600 vehicles.

658

00:29:06.905 --> 00:29:10.605

So as the number comes down, the effects will, you know,

659

00:29:10.745 --> 00:29:12.165

go lower if they can go lower.

660

00:29:15.535 --> 00:29:20.485

Thank you. I, I'm getting the feedback from that

661

00:29:20.515 --> 00:29:25.285

that 'cause there's a a, a lot of

662

00:29:25.285 --> 00:29:26.485
that seems to point to,

663

00:29:26.485 --> 00:29:29.765
and again, reading the report, there's a low density

664

00:29:30.025 --> 00:29:32.565
of population adjacent to Ton Road,

665

00:29:33.625 --> 00:29:35.925
but that doesn't make it anyone as impactful

666

00:29:36.145 --> 00:29:38.765
for those residents, of course, some of which we are today.

667

00:29:38.905 --> 00:29:39.925
So I'm just trying to get my head

668

00:29:39.925 --> 00:29:42.365
around if I cross ton road every day,

669

00:29:42.505 --> 00:29:44.925
but I'm just one person, I'm still gonna be a little bit

670

00:29:44.925 --> 00:29:46.125
intimidated by a lot of lorries.

671

00:29:46.305 --> 00:29:48.325
So it is just something I'd like to take forward.

672

00:29:48.325 --> 00:29:52.245
And, and whilst you, you I appreciate, you know,

673

00:29:53.465 --> 00:29:55.085
you're not planning on putting these movements

674

00:29:55.085 --> 00:29:57.365
through a very major urban community

675

00:29:57.505 --> 00:30:00.205

or adjacent to a large number of schools

676

00:30:00.305 --> 00:30:02.045

or other areas

677

00:30:02.045 --> 00:30:04.005

where there's gonna be a high degree of population.

678

00:30:04.555 --> 00:30:06.645

It's still got a local population and we,

679

00:30:06.665 --> 00:30:09.645

and we can do as much as we possibly can to mitigate the,

680

00:30:09.665 --> 00:30:11.725

um, the impacts on local residents.

681

00:30:11.725 --> 00:30:13.885

But thank you. I think that's helpful. Um,

682

00:30:17.085 --> 00:30:19.605

I just wanted to come on this, the final part, sorry,

683

00:30:19.605 --> 00:30:21.125

just give you a bit of a break, Mr.

684

00:30:21.225 --> 00:30:24.005

Peg, but, uh, the, the final part of my question there was,

685

00:30:24.065 --> 00:30:26.165

um, I noticed there was, again, this is

686

00:30:26.165 --> 00:30:27.965

where I'm probably getting slightly confusing myself about

687

00:30:28.135 --> 00:30:30.005

who's, whose roads are, who's, um,

688

00:30:30.225 --> 00:30:31.845

and who's, who's actually managing them.

689

00:30:31.845 --> 00:30:34.725

There's a section 278 agreement that's being entered into

690

00:30:34.725 --> 00:30:38.005

with Welsh ministers for work potentially to trunk roads.

691

00:30:38.625 --> 00:30:41.365

Uh, and I wanted to understand in my head about

692

00:30:43.385 --> 00:30:47.365

That's the applicant approaching, I believe,

693

00:30:47.385 --> 00:30:49.205

and correct me if I'm wrong here, Welsh assembly government

694

00:30:49.205 --> 00:30:51.285

to say we are going to take temporary possession of some

695

00:30:51.285 --> 00:30:54.405

of the highways to make the alterations to move the

696

00:30:54.925 --> 00:30:56.325

abnormal indivisible loads.

697

00:30:57.105 --> 00:30:59.125

Uh, I I just wanted to clarify that I understood

698

00:30:59.125 --> 00:31:00.165

that that's correct.

699

00:31:00.185 --> 00:31:02.165

That's, or have I misinterpreted that?

700

00:31:02.875 --> 00:31:07.845

Okay. So, um, uh, I could tell you the boundary between

701

00:31:08.675 --> 00:31:13.165

England and Wales for the SRN is just north of the site.

702

00:31:14.225 --> 00:31:16.485

So I can sort of point pinpoint that it's over the bridge,

703

00:31:16.485 --> 00:31:19.285
over the ship bridge on the A 5 4 8,

704

00:31:20.105 --> 00:31:21.525
uh, bear with me.

705

00:31:26.185 --> 00:31:29.365
So it's at the, uh, intersection of the A 5 5 0

706

00:31:29.985 --> 00:31:32.365
and with the a a 4 9 4.

707

00:31:32.505 --> 00:31:33.765
So that's where the boundary is.

708

00:31:34.545 --> 00:31:37.485
So, uh, it's a little distance further up

709

00:31:37.485 --> 00:31:39.525
to transfer from the whilst Trunk Road agent

710

00:31:39.525 --> 00:31:41.005
to the English Trunk Road agent.

711

00:31:42.385 --> 00:31:44.525
In terms of a IL would you like me

712

00:31:44.525 --> 00:31:46.125
to explain what we know so far?

713

00:31:46.465 --> 00:31:50.005
Uh, I've got a whole section on a IL

714

00:31:50.005 --> 00:31:51.645
so I think we can come to that in 4.3.

715

00:31:51.805 --> 00:31:53.245
I think what, what I was trying to pick up my head

716

00:31:53.245 --> 00:31:55.125

around was if, if that's that we can pick that up later,

717

00:31:55.125 --> 00:31:57.045

that's fine, but I just wanted to make sure I was,

718

00:31:57.205 --> 00:31:59.565

I was understanding why you're looking

719

00:31:59.565 --> 00:32:02.005

to enter into a separate section 2 7 8 agreement

720

00:32:02.005 --> 00:32:03.325

potentially with Welsh government.

721

00:32:03.395 --> 00:32:04.405

Okay. I I can explain

722

00:32:04.405 --> 00:32:06.645

what a section 2 7 8 is. So section two seven,

723

00:32:06.875 --> 00:32:09.165

Just, sorry, I didn't mean to, uh, just

724

00:32:09.165 --> 00:32:11.685

before you do that, um, James Strong for the applicant.

725

00:32:11.865 --> 00:32:14.125

So I think that may be a reference to

726

00:32:14.845 --> 00:32:19.205

a representation you saw, uh, where there is

727

00:32:20.445 --> 00:32:23.125

reference to by welshman as reference

728

00:32:23.125 --> 00:32:25.885

to a proposed section 2 7 8 agreement.

729

00:32:26.985 --> 00:32:30.005

Um, obviously you can hear what those are

730

00:32:30.005 --> 00:32:31.845

and pro you probably, well, I'm sure you know what they are,

731

00:32:32.025 --> 00:32:35.645

but, um, we, it is not something we are proposing

732

00:32:35.865 --> 00:32:40.005

and we're not sure ourselves why that was referred

733

00:32:40.025 --> 00:32:41.685

to in that representation.

734

00:32:43.065 --> 00:32:46.845

It does, it does appear to be somewhat of a

735

00:32:47.805 --> 00:32:51.725

proforma expression, if I can, I I may be wrong

736

00:32:51.745 --> 00:32:53.285

and we can be corrected if that's right,

737

00:32:53.285 --> 00:32:55.805

but it, it appears, uh,

738

00:32:55.985 --> 00:33:00.365

in a way which you might see it in a, in a normal way

739

00:33:00.425 --> 00:33:04.685

and rather than as a consequence of actually a need

740

00:33:04.685 --> 00:33:06.285

for one in this case.

741

00:33:07.495 --> 00:33:10.725

Thank You. So, uh, it may in fact

742

00:33:11.915 --> 00:33:15.965

also be a reference to the ability under Article

743

00:33:17.925 --> 00:33:21.605
18 of our, uh, DC0

744

00:33:22.265 --> 00:33:25.805
to enter into agreements with street authorities, um,

745

00:33:26.825 --> 00:33:30.325
as section 2 7 8, uh, doesn't relate

746

00:33:30.325 --> 00:33:34.845
to the powers under this order anyway, so

747

00:33:37.425 --> 00:33:38.485
we may, um, you,

748

00:33:38.485 --> 00:33:40.365
and obviously I don't want to stop you hearing more about

749

00:33:40.385 --> 00:33:42.285
2 7 8 reams, but I think it, I

750

00:33:42.285 --> 00:33:43.285
Think it may not be Necessary. We

751

00:33:43.285 --> 00:33:44.285
think it may not be necessary,

752

00:33:44.285 --> 00:33:45.845
and I think there may be a misunderstanding.

753

00:33:46.135 --> 00:33:47.405
Thank you. Um, we'll, we'll try

754

00:33:47.405 --> 00:33:50.485
and get clarity with the Welsh ministers if we can on that.

755

00:33:51.055 --> 00:33:52.685
Thank you. That'd be great if you

756

00:33:52.685 --> 00:33:53.885

could, uh, bottom at that point.

757

00:33:53.885 --> 00:33:55.805

Yeah, so let's not, let's not go there in case we don't need

758

00:33:55.805 --> 00:33:57.805

to, but, um, but yeah, that's, I,

759

00:33:57.885 --> 00:33:59.565

I obviously saw the representation from them

760

00:33:59.565 --> 00:34:01.485

and I feel, I'm trying to understand, well, if you're going

761

00:34:01.485 --> 00:34:02.845

to, what's the purpose of the DC0?

762

00:34:02.845 --> 00:34:05.125

Is it something that's outside of the, the DC0 or not?

763

00:34:07.395 --> 00:34:08.285

Okay, Thank you very much.

764

00:34:14.385 --> 00:34:18.005

Um, I'm gonna move on.

765

00:34:18.045 --> 00:34:19.445

I, sorry, my agendas,

766

00:34:19.765 --> 00:34:21.205

I probably should have gone straight into a IL

767

00:34:21.205 --> 00:34:23.805

but I'll, I'm gonna now jump to apologies to, uh,

768

00:34:24.355 --> 00:34:25.885

disturbance to public foot baths

769

00:34:25.885 --> 00:34:27.125

and also access arrangements

770

00:34:27.125 --> 00:34:29.965
to existing wildlife site and hides.

771

00:34:30.465 --> 00:34:32.445
Uh, and then come back to a IL if that's okay.

772

00:34:32.505 --> 00:34:35.005
But if there, just before I do that briefly, is there any

773

00:34:35.645 --> 00:34:37.845
questions that anybody has regarding, uh,

774

00:34:37.845 --> 00:34:40.245
traffic assessments or impacts on the local community going

775

00:34:40.245 --> 00:34:41.925
forwards that they would like to ping up?

776

00:34:45.275 --> 00:34:48.525
Okay. So if I could start now on, um, like I say,

777

00:34:48.785 --> 00:34:51.245
public footpaths and existing access over the site.

778

00:34:51.865 --> 00:34:55.205
Um, if we,

779

00:34:56.575 --> 00:34:58.445
Again, I thank you.

780

00:34:58.505 --> 00:35:00.845
You know, I've read your submissions in the application

781

00:35:00.845 --> 00:35:03.245
and looked at the list of public footpaths

782

00:35:03.245 --> 00:35:04.605
that you've highlighted as being impacted,

783

00:35:04.825 --> 00:35:05.885

uh, around the site.

784

00:35:05.945 --> 00:35:08.325

I'd like to, if it, again, for the ease of my brain

785

00:35:08.865 --> 00:35:11.045

to look at two, look at it in two different ways.

786

00:35:11.045 --> 00:35:13.965

We can, if we could look at how people who walk

787

00:35:14.105 --> 00:35:18.285

and access either through your existing development sites

788

00:35:18.545 --> 00:35:20.925

or around it will be affected during the works,

789

00:35:21.035 --> 00:35:22.245

both during and after.

790

00:35:23.185 --> 00:35:25.405

And then, so principally the people are exiting

791

00:35:25.405 --> 00:35:26.725

accessing the wildlife reserve.

792

00:35:27.385 --> 00:35:30.005

And then secondly, the disruption

793

00:35:30.145 --> 00:35:33.765

and, um, potential relocation of some, uh, public footpaths,

794

00:35:34.905 --> 00:35:37.485

uh, on the root of the, uh, carbon dioxide corridor.

795

00:35:37.775 --> 00:35:38.775

Thank you

796

00:35:42.285 --> 00:35:43.885

Spiro panicky for the applicant.

797

00:35:44.465 --> 00:35:47.365

So I can confirm, uh, as part of the development.

798

00:35:47.705 --> 00:35:49.845

Um, uh, just to summarize

799

00:35:49.845 --> 00:35:52.205

and give us some context, uh, a temporary diversion

800

00:35:52.305 --> 00:35:54.245

of F-C-C-P-R-O-W

801

00:35:54.305 --> 00:35:57.925

or the private right of way number 66, uh,

802

00:35:57.925 --> 00:36:00.525

will be required in order to facilitate the construction

803

00:36:00.525 --> 00:36:03.885

of the proposed CO2 connection, uh, pipeline where the inter

804

00:36:04.515 --> 00:36:07.925

intersect, um, this would be required to be in place prior

805

00:36:07.925 --> 00:36:09.645

to the temporary closure of the PROW.

806

00:36:10.265 --> 00:36:13.685

And, uh, in addition to that, um,

807

00:36:14.175 --> 00:36:18.445

there may be a diversion required for up to nine months, uh,

808

00:36:19.065 --> 00:36:21.445

and the diversionary route will follow the same route within,

809

00:36:21.535 --> 00:36:23.485

sorry, a similar route within the same field.

810

00:36:24.185 --> 00:36:26.805

Uh, we do have plans and that is shown, uh,

811

00:36:26.805 --> 00:36:29.845

there's no other works proposed to any other footpaths,

812

00:36:29.845 --> 00:36:31.405

including footpath 28.

813

00:36:33.695 --> 00:36:35.685

Thank you. So the footpath

814

00:36:35.685 --> 00:36:38.325

that you're potentially temporarily diverting,

815

00:36:40.545 --> 00:36:43.125

do we have an assessment of how popular

816

00:36:43.425 --> 00:36:45.245

and how well used that footpath is

817

00:36:49.265 --> 00:36:50.605

Spirit of panicky for the applicant?

818

00:36:50.725 --> 00:36:52.045

I don't believe that we do.

819

00:36:53.355 --> 00:36:53.645

Okay.

820

00:36:58.905 --> 00:37:02.885

But we are talking about a rural non,

821

00:37:03.115 --> 00:37:06.645

non-metal public footpath in, in the countryside,

822

00:37:06.955 --> 00:37:08.045

yeah. Okay. Thank you.

823

00:37:08.425 --> 00:37:10.565

So the, these footpaths, sorry, spear panicky

824

00:37:10.565 --> 00:37:13.645

for the applicant, these footpaths, uh, tend to form,

825

00:37:13.865 --> 00:37:15.365

uh, a recreational route?

826

00:37:15.425 --> 00:37:17.205

Not always. Um, they, um,

827

00:37:17.345 --> 00:37:21.805

but we usually have sort of foot, uh, footways, uh, as part

828

00:37:21.805 --> 00:37:24.805

of the commuter route or direct routes all weather routes.

829

00:37:25.195 --> 00:37:29.565

Some PROW routes are recreational use, not in all cases,

830

00:37:29.665 --> 00:37:32.525

and I, I defer to FCC to, to tell me differently,

831

00:37:32.705 --> 00:37:34.605

but some are just for leisure.

832

00:37:34.775 --> 00:37:36.925

Thank you very much. And again, yeah, that I, I,

833

00:37:36.925 --> 00:37:38.205

that's what I'm trying to get my head around.

834

00:37:38.265 --> 00:37:41.205

Uh, talking on the, the, the diversion, temporary diversion,

835

00:37:41.265 --> 00:37:44.125

the public footpath on the carbon dioxide corridors.

836

00:37:45.125 --> 00:37:46.685

I, I think it looks reasonable,

837

00:37:46.685 --> 00:37:48.565

but I just wanna make sure we haven't got a school at one

838

00:37:48.565 --> 00:37:51.005

end and a housing estate at the other that it's, it's the,

839

00:37:51.035 --> 00:37:52.205

it's the daily commute of all

840

00:37:52.205 --> 00:37:53.325

the children to school or something like that.

841

00:37:53.325 --> 00:37:55.925

I, it looks like it's a rural footpath that'll be used in

842

00:37:55.925 --> 00:37:57.765

leisure and the applicant is proposing

843

00:37:57.765 --> 00:37:58.965

to temporarily divert it

844

00:37:58.965 --> 00:38:00.325

and reinstate it on the completion of works.

845

00:38:00.325 --> 00:38:02.205

That's to do flincher. Have any

846

00:38:03.225 --> 00:38:05.565

Notwithstanding, I haven't received your report

847

00:38:05.625 --> 00:38:06.925

and I know that's coming into your course,

848

00:38:06.945 --> 00:38:09.765

but if, if you wanna put a flag at the Mars now

849

00:38:09.765 --> 00:38:11.485

and warn me that you're concerned, please feel free.

850

00:38:12.625 --> 00:38:15.045

Uh, yeah. Charlie Pope for Flincher County Council,

851

00:38:15.265 --> 00:38:17.125

I'm gonna refer you over to our public rights of way,

852

00:38:17.125 --> 00:38:18.565

officer Stuart Jones. Now.

853

00:38:18.695 --> 00:38:23.165

Thank you. Uh, Stuart Jones, flincher County Council.

854

00:38:23.705 --> 00:38:28.085

Um, just specifically with, uh, can everyone hear me okay?

855

00:38:28.225 --> 00:38:31.205

Yes. Um, yeah, with Flip Path 66 that was just mentioned,

856

00:38:31.465 --> 00:38:32.565

it is rural in nature.

857

00:38:32.785 --> 00:38:35.845

Um, it does form, the bit would be required

858

00:38:35.845 --> 00:38:37.805

to be diverted is part of the rural field.

859

00:38:38.025 --> 00:38:40.685

Um, agricultural, um, it does connect up to where the flint

860

00:38:40.685 --> 00:38:42.125

above ground installation would be.

861

00:38:42.825 --> 00:38:47.045

Um, just in terms of the nine month temporary diversion, um,

862

00:38:47.665 --> 00:38:51.285

we can put temporary closures in place on the section 14

863

00:38:51.285 --> 00:38:52.725

of the Road Traffic Regulation Act,

864

00:38:53.265 --> 00:38:55.165

but we can only do it for up to six months,

865

00:38:55.455 --> 00:38:57.885

which is unlike highways, which is up to 18 months.

866

00:38:57.945 --> 00:39:00.045

That's a specific provision within that act.

867

00:39:00.045 --> 00:39:03.325

Unfortunately, after six months, we have to apply

868

00:39:03.325 --> 00:39:07.005

to the Welsh Ministers for an extension to that approval to,

869

00:39:07.025 --> 00:39:08.525

for that, um, that, that is outside

870

00:39:08.525 --> 00:39:10.845

of the council's control, so

871

00:39:10.845 --> 00:39:13.845

that we ordinarily would do it on housing developments.

872

00:39:14.145 --> 00:39:16.325

So if this was proposed to be closed for up to nine months,

873

00:39:16.325 --> 00:39:19.165

obviously within the provisions of the DCO

874

00:39:19.725 --> 00:39:21.365

temporary closures are not a problem.

875

00:39:21.595 --> 00:39:24.085

It's similar to what we had with High Net, um,

876

00:39:24.665 --> 00:39:26.205

we were completely at ease with that.

877

00:39:26.865 --> 00:39:28.005

But obviously if it's nine months,

878

00:39:29.195 --> 00:39:30.565

it's just a slight question mark.

879

00:39:30.765 --> 00:39:32.685

I think, I'm not sure, probably some point

880

00:39:32.685 --> 00:39:34.645

of clarification you need there is

881

00:39:34.645 --> 00:39:37.045

that it wouldn't usually need to be extended.

882

00:39:37.725 --> 00:39:39.685

'cause we can only legally close them for up

883

00:39:39.685 --> 00:39:41.845

to six months at a time without them being

884

00:39:42.085 --> 00:39:43.445

extended under the provisions.

885

00:39:43.505 --> 00:39:46.565

So it's just really a point that we have no issue

886

00:39:46.565 --> 00:39:47.765

with the proposed diversion.

887

00:39:47.985 --> 00:39:50.325

We have no issue with the, you know, the, the route is,

888

00:39:50.425 --> 00:39:52.885

is fine, um, but it's just something to point out really.

889

00:39:53.385 --> 00:39:54.605

So on that one specifically,

890

00:39:54.855 --> 00:39:56.125

Thank you Mr. Jones, that's really helpful.

891

00:39:56.465 --> 00:39:57.765

Um, just going back, I'll go back

892

00:39:57.765 --> 00:39:59.445

to the applicant in a moment, but my assumption would be

893

00:39:59.445 --> 00:40:01.765

that the DCO would effectively overrule

894

00:40:01.865 --> 00:40:03.285

the, the other legislation in place.

895

00:40:03.285 --> 00:40:05.405

So that's one of the reasons you're asking to do it, is

896

00:40:05.405 --> 00:40:07.845

to say, I'm gonna button this all up in a nice legal

897

00:40:07.845 --> 00:40:10.605

package, but correct me if I'm wrong, Mr. Tro James,

898

00:40:10.655 --> 00:40:11.845

James TRO for the applicant.

899

00:40:11.845 --> 00:40:15.365

That's exactly right. And it's provided for the power is

900

00:40:15.685 --> 00:40:18.965

provided for in the DCO, um, one

901

00:40:18.965 --> 00:40:20.565

of the reasons why we're seeking

902

00:40:21.015 --> 00:40:22.015

Those powers. Power.

903

00:40:22.015 --> 00:40:23.405

Thank you. So I think

904

00:40:23.405 --> 00:40:26.645

that covers off nicely the footpaths, uh, outside

905

00:40:26.785 --> 00:40:28.365
of the main development area.

906

00:40:28.645 --> 00:40:31.165
I just wanted to talk about, I know, um, I've had a number

907

00:40:31.165 --> 00:40:32.805
of representations from members of the public

908

00:40:33.025 --> 00:40:36.605
and, uh, particularly D side Naturalist Society about

909

00:40:36.605 --> 00:40:38.685
accessing the site, uh, during the works

910

00:40:39.865 --> 00:40:42.885
whilst they're ongoing and also at the conclusion.

911

00:40:43.585 --> 00:40:48.245
Uh, and I just wonder if you could just

912

00:40:48.485 --> 00:40:53.125
describe to me, I haven't had the

913

00:40:53.125 --> 00:40:54.445
opportunity yet myself,

914

00:40:54.985 --> 00:40:57.805
and I'd like to know if I can, to access the route

915

00:40:58.195 --> 00:41:01.365
that they use to get to the Wildlife Reserve presently,

916

00:41:02.385 --> 00:41:04.285
the temporary route that you're proposing to put

917

00:41:04.285 --> 00:41:05.605
around the site for them to use

918

00:41:05.705 --> 00:41:06.965

during the construction period

919

00:41:07.305 --> 00:41:08.805

and in what you propose to in the long term.

920

00:41:08.865 --> 00:41:13.165

And so if I am a member of DNS and I want to go along

921

00:41:13.165 --> 00:41:16.205

and do what I normally do every other day, then

922

00:41:16.475 --> 00:41:18.605

what will it look like to me at those free, you know,

923

00:41:18.745 --> 00:41:19.925

now before and after

924

00:41:22.565 --> 00:41:23.685

Nicholas State on behalf of the applicant?

925

00:41:23.765 --> 00:41:25.445

I can't talk for the, the current access,

926

00:41:25.505 --> 00:41:28.205

but um, it does, there is an access provided at the moment.

927

00:41:28.345 --> 00:41:30.645

Um, it is obviously dedicated access with DNS.

928

00:41:30.645 --> 00:41:33.085

It is a gated, um, gated access, which,

929

00:41:33.205 --> 00:41:36.245

which only DNS members can, um, can use.

930

00:41:36.825 --> 00:41:39.245

Um, well along with natural resources as wells as well.

931

00:41:39.625 --> 00:41:44.285

Um, so at the moment, um, there is a path that runs

932

00:41:44.285 --> 00:41:45.765
between the two, the two hides

933

00:41:45.765 --> 00:41:47.365
as there are two hides that, that are present.

934

00:41:47.545 --> 00:41:50.085
Um, there is a, a connection

935

00:41:50.085 --> 00:41:52.845
between the two along the, the estuary.

936

00:41:53.105 --> 00:41:54.965
Um, there is one at the west

937

00:41:55.105 --> 00:41:56.965
and one quite close to the existing power station,

938

00:41:57.585 --> 00:42:00.365
and that connects to the, um, access off Kelston road

939

00:42:01.105 --> 00:42:02.765
during the construction.

940

00:42:02.905 --> 00:42:05.125
Um, the route would be longer, it would be

941

00:42:05.125 --> 00:42:07.885
around the perimeter of the three meter acoustic fence.

942

00:42:08.545 --> 00:42:10.325
Um, so it would be on the outside

943

00:42:10.625 --> 00:42:12.085
of the construction working area.

944

00:42:12.425 --> 00:42:13.805
Um, obviously for safety reasons.

945

00:42:14.545 --> 00:42:18.245

Um, and yes, it would, um, it would allow them

946

00:42:18.305 --> 00:42:19.445

to, to provide access.

947

00:42:19.545 --> 00:42:21.685

It would be a temporary path, that one.

948

00:42:22.225 --> 00:42:24.885

Um, but it would connect to the existing access

949

00:42:24.885 --> 00:42:27.365

that I talked about a lot adjacent to the estuary

950

00:42:27.365 --> 00:42:30.125

where it provides the existing access to the existing hides

951

00:42:30.865 --> 00:42:32.045

during the operation.

952

00:42:32.385 --> 00:42:34.165

It would be a separate dedicated access

953

00:42:34.165 --> 00:42:36.805

that would be similar to the existing access.

954

00:42:36.805 --> 00:42:38.445

It wouldn't be the same, um,

955

00:42:38.445 --> 00:42:40.885

because it would be slightly further north, um, right

956

00:42:40.945 --> 00:42:42.645

around the north of the power station

957

00:42:42.645 --> 00:42:43.965

outside the operational fence.

958

00:42:44.705 --> 00:42:47.245

Um, but again, it would reconnect

959

00:42:47.245 --> 00:42:49.765

and this would be a permanent, sort of a more permanent, um,

960

00:42:50.495 --> 00:42:54.285

track road, um, so to speak, um, that would,

961

00:42:54.285 --> 00:42:57.325

would then connect into the same point on the estuary.

962

00:42:57.545 --> 00:43:00.165

So the main, the main differences really are getting to the,

963

00:43:00.945 --> 00:43:02.405

the perimeter of the estuary.

964

00:43:02.705 --> 00:43:05.525

Um, from, from the point of access,

965

00:43:07.265 --> 00:43:09.325

we can pull up the plans if that would be helpful.

966

00:43:09.825 --> 00:43:11.165

No, I, I think, yeah, I,

967

00:43:12.605 --> 00:43:14.085

I understand the roots you've described

968

00:43:14.085 --> 00:43:17.245

and I, I I, I've got that.

969

00:43:17.905 --> 00:43:19.805

Um, 'cause they're not,

970

00:43:20.625 --> 00:43:22.765

am I right in thinking they're not public rights of way,

971

00:43:22.765 --> 00:43:24.285

they just happen to be the D side and,

972

00:43:24.285 --> 00:43:25.965

and NRW are using him, like you say,

973

00:43:26.465 --> 00:43:27.965
and by agreement with Juniper,

974

00:43:30.785 --> 00:43:33.445
the timings and scheduling of that, you know, again, if I,

975

00:43:33.465 --> 00:43:35.885
if I am, you know, were a member of of,

976

00:43:35.945 --> 00:43:38.045
of D side naturalist society, what would I see?

977

00:43:38.045 --> 00:43:40.805
Like I say at the moment, I can, I happily progress down

978

00:43:40.805 --> 00:43:43.405
to the site to ob observe the birds

979

00:43:43.405 --> 00:43:45.045
or whatever else wildlife I want to observe.

980

00:43:46.425 --> 00:43:49.125
You will put in place the temporary diversion in advance

981

00:43:49.125 --> 00:43:52.805
of closing the original access.

982

00:43:52.945 --> 00:43:54.725
The access would be maintained. Yeah.

983

00:43:54.875 --> 00:43:57.245
Yeah. And then finally, when you make your permanent

984

00:43:57.785 --> 00:44:00.805
access, 'cause it won't be around the site in perpetuity,

985

00:44:00.805 --> 00:44:02.725
whether you're gonna bring it back, I, I believe

986

00:44:02.725 --> 00:44:03.725
through the MDA side

987

00:44:08.855 --> 00:44:10.205
Roger brand for the applicant.

988

00:44:10.425 --> 00:44:13.005
Um, yeah, so if I understood the question,

989

00:44:13.375 --> 00:44:14.805
sorry if I understood the question.

990

00:44:15.025 --> 00:44:17.565
So the, the temporary access as, as Mr.

991

00:44:17.565 --> 00:44:19.445
State set out earlier will be in place

992

00:44:19.505 --> 00:44:20.845
for the construction period

993

00:44:21.425 --> 00:44:24.405
and an intention is to move to the more Yeah, kind of the,

994

00:44:24.405 --> 00:44:27.445
the new permanent access if you like, which kind

995

00:44:27.445 --> 00:44:29.645
of effectively goes outside the proposed

996

00:44:29.785 --> 00:44:30.885
new fencing, if you like.

997

00:44:31.105 --> 00:44:33.925
And that will become the permanent access And, and,

998

00:44:33.985 --> 00:44:35.525
and as, just to repeat, you know,

999

00:44:35.665 --> 00:44:38.965

we will be maintaining access for the, you know, for the,

1000

00:44:38.965 --> 00:44:42.125

for the DNS to, to the reserve during the period,

1001

00:44:42.465 --> 00:44:44.525

the exact phasing of exactly when that all happens.

1002

00:44:44.745 --> 00:44:47.205

You obviously to be decided, but we will be maintaining it.

1003

00:44:47.415 --> 00:44:49.245

Thank you very much. Thank you. That's helpful.

1004

00:44:52.345 --> 00:44:55.725

Um, are there any other questions on the public footpaths

1005

00:44:55.725 --> 00:44:58.285

or, um, uh, other footpaths at the site?

1006

00:44:58.285 --> 00:44:59.485

Flincher County Council please.

1007

00:45:00.075 --> 00:45:03.725

Charlie Pope Flincher County Council just to refer to, um,

1008

00:45:04.305 --> 00:45:08.445

an element of public access, uh, following construction

1009

00:45:08.785 --> 00:45:10.885

and, uh, footpath 28

1010

00:45:10.985 --> 00:45:13.765

and certain opportunities that that represents in terms

1011

00:45:13.765 --> 00:45:16.125

of community benefit, I'm gonna refer

1012

00:45:16.385 --> 00:45:18.565

to my colleague Stuart Jones.

1013

00:45:21.745 --> 00:45:23.165

Stuart Jones Flinch County Council.

1014

00:45:23.745 --> 00:45:28.125

Um, yeah, it just refers to obviously our comments, um, 27

1015

00:45:28.125 --> 00:45:30.685

to 28 as described are not directly impacted

1016

00:45:30.865 --> 00:45:32.045

by the proposed development.

1017

00:45:32.705 --> 00:45:35.805

28 does sit, um, adjacent

1018

00:45:35.905 --> 00:45:38.765

to obviously the out the outline plan site.

1019

00:45:39.065 --> 00:45:42.765

Um, we've worked with, I've worked with, uh,

1020

00:45:42.765 --> 00:45:44.765

colleagues at uni on site Conkey

1021

00:45:45.625 --> 00:45:47.525

to fulfill their obligations to that.

1022

00:45:47.525 --> 00:45:49.005

That route was kind of blocked

1023

00:45:49.005 --> 00:45:50.285

with vegetation for a long time.

1024

00:45:51.515 --> 00:45:53.485

It's a KDE sac path effectively at the moment.

1025

00:45:53.665 --> 00:45:56.525

But Juniper proactively engaged with us to, you know, ensure

1026

00:45:56.525 --> 00:45:57.445

that they're fulfilling their

1027

00:45:57.445 --> 00:45:58.685
obligations under the Highways Act.

1028

00:45:59.025 --> 00:46:00.045
So that's obviously welcome.

1029

00:46:01.185 --> 00:46:04.205
The reason why it is relevant with Footpath 27 is

1030

00:46:04.205 --> 00:46:06.925
that Footpath 27 is currently shown on the definitive map

1031

00:46:06.925 --> 00:46:08.965
and previous additions of the definitive maps,

1032

00:46:09.615 --> 00:46:12.685
which there's strong evidence to suggest is an anomaly

1033

00:46:12.885 --> 00:46:15.805
'cause it's been marked on the maps on Watercourse.

1034

00:46:16.785 --> 00:46:21.005
Um, the description of it is from Kelston Road two,

1035

00:46:21.005 --> 00:46:22.125
footpath 28,

1036

00:46:22.575 --> 00:46:25.325
which would cross the Chester Hollyhead railway line.

1037

00:46:25.585 --> 00:46:27.005
Um, there is little

1038

00:46:27.005 --> 00:46:29.525
or no evidence of that now that has to be dealt

1039

00:46:29.525 --> 00:46:30.685
with within the provisions of the

1040

00:46:30.885 --> 00:46:32.005

Wildlife and Countryside Act.

1041

00:46:32.385 --> 00:46:33.605

It cannot be dealt with, obviously within

1042

00:46:33.605 --> 00:46:34.765

the remit of this forum.

1043

00:46:35.505 --> 00:46:37.965

Um, we have a situation

1044

00:46:37.965 --> 00:46:41.405

where 28 on Juniper land is now a K de sac footpath.

1045

00:46:43.305 --> 00:46:46.005

We taken into obviously the comments as well

1046

00:46:46.005 --> 00:46:47.205

with the road traffic and the

1047

00:46:47.205 --> 00:46:48.405

assessments that have been done.

1048

00:46:48.935 --> 00:46:50.765

There is an opportunity, we believe,

1049

00:46:50.985 --> 00:46:53.405

for a tangible community benefit as part

1050

00:46:53.405 --> 00:46:55.805

of the whole project to improve the network at this location

1051

00:46:56.265 --> 00:47:01.165

within the outline of the planning, the plan site itself,

1052

00:47:01.895 --> 00:47:05.005

which would continue 28 in a northwest direction

1053

00:47:05.305 --> 00:47:07.845

to an existing over bridge over the railway line,

1054

00:47:07.975 --> 00:47:10.805

which comes out opposite colleague Cambria at the moment.

1055

00:47:13.595 --> 00:47:15.445

Like say there's no necess,

1056

00:47:16.075 --> 00:47:17.645

there's no route there at the moment,

1057

00:47:17.645 --> 00:47:19.805

which is a public right of way,

1058

00:47:20.225 --> 00:47:21.885

but there is an opportunity there

1059

00:47:22.715 --> 00:47:24.005

when we look at the whole project.

1060

00:47:24.495 --> 00:47:28.405

Where is the tangible community benefit to Kosky OK Holt,

1061

00:47:28.505 --> 00:47:32.045

et cetera, where we've got the current public foot path 42,

1062

00:47:32.465 --> 00:47:34.485

um, further to the Southeast,

1063

00:47:35.265 --> 00:47:38.005

people can walk from there now up to C Cambria

1064

00:47:38.745 --> 00:47:41.525

and they're walking alongside the pavement on the main road.

1065

00:47:42.235 --> 00:47:43.325

There's an opportunity here

1066

00:47:43.325 --> 00:47:45.565

to bring them out at this existing crossing point,

1067

00:47:46.215 --> 00:47:48.005
which would add an additional,

1068

00:47:49.235 --> 00:47:51.685
it's probably approximately 630 meters

1069

00:47:52.615 --> 00:47:55.325
where people could avoid the B 5 1 29,

1070

00:47:55.325 --> 00:47:58.325
which in itself has fairly substantive, uh,

1071

00:47:58.325 --> 00:47:59.485
vehicle movements on it,

1072

00:47:59.795 --> 00:48:01.325
even though it is obviously clustered as a B road,

1073

00:48:01.325 --> 00:48:02.645
it's a primary bus route as well.

1074

00:48:03.905 --> 00:48:08.285
So it is very much was asking for that to be considered

1075

00:48:08.345 --> 00:48:10.565
as like, say an opportunity as a whole project

1076

00:48:10.595 --> 00:48:12.805
that there's a tangible community benefit there

1077

00:48:12.835 --> 00:48:13.885
that could be achieved.

1078

00:48:14.865 --> 00:48:18.765
Um, and, and it's really just putting that point across.

1079

00:48:18.765 --> 00:48:20.005
We've done it in the scope and opinion

1080

00:48:20.265 --> 00:48:22.085

and really just highlighting again

1081

00:48:22.085 --> 00:48:23.565
that this would be the opportunity.

1082

00:48:24.665 --> 00:48:26.285
It could improve access

1083

00:48:26.345 --> 00:48:28.885
for staff accessing the uni site as well.

1084

00:48:28.945 --> 00:48:30.245
If they were coming from the koski

1085

00:48:30.245 --> 00:48:33.285
or shot on the Queens ferry direction without having to

1086

00:48:33.795 --> 00:48:36.325
walk along the B five two, B 5 1 29.

1087

00:48:37.305 --> 00:48:40.285
The college is a major, major factor in this as well.

1088

00:48:40.625 --> 00:48:42.765
Is there any pupils coming from that direction?

1089

00:48:43.055 --> 00:48:45.725
There could potentially be a route that they could use

1090

00:48:46.105 --> 00:48:47.965
and it would bring them out opposite the college

1091

00:48:47.965 --> 00:48:50.405
where there's also crossing facilities at the moment.

1092

00:48:51.025 --> 00:48:53.485
So there's an opportunity to take members of the public,

1093

00:48:53.875 --> 00:48:57.405
potentially employees at Juniper and National Grid,

1094

00:48:58.105 --> 00:49:00.765

and potentially people going towards the naturalist site

1095

00:49:01.425 --> 00:49:04.885

to take them off the highway for an additional 630 meters,

1096

00:49:05.335 --> 00:49:09.085

which I, I certainly, I flincher firmly believe is, uh,

1097

00:49:09.085 --> 00:49:11.605

potentially a tangible benefit to the community in what,

1098

00:49:11.905 --> 00:49:15.405

as a project as a whole, it's a visible benefit.

1099

00:49:16.945 --> 00:49:18.165

Um, so that's all

1100

00:49:18.165 --> 00:49:19.805

we have to say on the matter at the moment. Thank

1101

00:49:19.805 --> 00:49:20.805

You for that. I think we're

1102

00:49:20.805 --> 00:49:22.485

just saying is I think Flint are

1103

00:49:22.485 --> 00:49:23.565

making a very reasonable request.

1104

00:49:23.565 --> 00:49:27.245

That sounds like, um, if a if a football could be improved

1105

00:49:27.505 --> 00:49:28.925

and reopened, then it would help

1106

00:49:29.605 --> 00:49:31.525

multiple parties including potentially the applicant.

1107

00:49:31.625 --> 00:49:33.405

So if you could perhaps look at that, uh,

1108

00:49:33.405 --> 00:49:34.965

and obviously when you make your report then

1109

00:49:35.705 --> 00:49:37.205

I'd be interested to see, uh,

1110

00:49:37.825 --> 00:49:42.445

how you address, oh, sorry, French,

1111

00:49:43.355 --> 00:49:45.045

Just, uh, one last point on that.

1112

00:49:45.095 --> 00:49:47.925

First off, we, we believe it is within the order limits.

1113

00:49:47.975 --> 00:49:50.165

Thank you. And, and as a point of clarification,

1114

00:49:50.435 --> 00:49:54.165

this is something we did raise on the 8th of March, 2024

1115

00:49:54.165 --> 00:49:55.765

when we submitted our scoping opinion.

1116

00:49:56.295 --> 00:49:59.325

Thank you for that. Thank you.

1117

00:49:59.545 --> 00:50:02.925

Um, I'll just come to Mr. Spence online now if that's okay.

1118

00:50:03.045 --> 00:50:04.245

I see you have your hand up, Mr. Spence.

1119

00:50:04.245 --> 00:50:06.925

So can you make a point please? Thank

1120

00:50:06.925 --> 00:50:07.925

You.

1121

00:50:08.645 --> 00:50:11.085

I don't have access to maps with the numbers

1122

00:50:11.145 --> 00:50:13.005

of the footpaths that were mentioned in

1123

00:50:13.005 --> 00:50:14.045

that last little bit.

1124

00:50:14.865 --> 00:50:18.365

Uh, and one concern that Eastside naturalists would have

1125

00:50:19.145 --> 00:50:23.125

is if there is a footpath that leads members of the public

1126

00:50:23.825 --> 00:50:27.965

to the eastern end of the Skee Nature Reserve.

1127

00:50:28.555 --> 00:50:31.805

Because what we would not want is

1128

00:50:31.805 --> 00:50:35.485

to have people walking into the reserve onto an area where

1129

00:50:36.135 --> 00:50:39.645

birds are wintering, resting, whatever, which is,

1130

00:50:40.335 --> 00:50:42.645

which have these other, um,

1131

00:50:44.085 --> 00:50:46.765

designations like Sack and triples.

1132

00:50:46.845 --> 00:50:50.205

I, and we do occasionally have people coming along there

1133

00:50:50.705 --> 00:50:53.845

and they are a nuisance and it is unwelcome,

1134

00:50:54.345 --> 00:50:56.045

but the thought of a public path,

1135

00:50:56.605 --> 00:50:59.165

bringing people there would be very unwelcome.

1136

00:50:59.595 --> 00:51:00.725

Okay, thank you. Appreciate that.

1137

00:51:00.805 --> 00:51:02.365

I understand what you're saying and, you know,

1138

00:51:03.045 --> 00:51:06.005

introducing traffic into potentially a designated site,

1139

00:51:06.005 --> 00:51:08.285

but I, I think what we need to do is just clarify exactly

1140

00:51:08.295 --> 00:51:11.925

where, um, footpath 27 would, would, would run through

1141

00:51:11.925 --> 00:51:13.565

and how close, if at all.

1142

00:51:13.705 --> 00:51:15.885

It does come to the, uh, designated site,

1143

00:51:15.895 --> 00:51:17.165

sorry, uh, flincher County Council.

1144

00:51:17.315 --> 00:51:18.645

Yeah, Charlie Pope Flincher County Council.

1145

00:51:18.645 --> 00:51:22.165

Just in, in, in discussion here with the county ecologists.

1146

00:51:22.305 --> 00:51:25.605

Um, we, we, we believe this is a separate area to that area

1147

00:51:25.705 --> 00:51:27.445

and it would be ineffective, but of course we,

1148

00:51:27.545 --> 00:51:30.125

we can get further clarification that on some plans as well.

1149

00:51:30.685 --> 00:51:32.525

I mean, I'm happy to take this away from the meeting and,

1150

00:51:32.525 --> 00:51:34.245

and, and obviously wait for parties,

1151

00:51:34.305 --> 00:51:35.805

but if you wanted to bring that section

1152

00:51:35.805 --> 00:51:37.205

of footpath on screen, have a look, feel free,

1153

00:51:37.205 --> 00:51:39.085

but I think it's probably quite a juggle to try

1154

00:51:39.085 --> 00:51:41.405

and, uh, slide around and find it now.

1155

00:51:41.405 --> 00:51:42.885

But if you wanted to, it's entirely up to you,

1156

00:51:45.225 --> 00:51:46.645

Uh, James Strong for the applicant.

1157

00:51:46.745 --> 00:51:50.405

I'm, I'm, I'm, I'll be guided as to how easy it is or isn't.

1158

00:51:50.585 --> 00:51:52.045

Can I, uh, obviously we'll take,

1159

00:51:52.045 --> 00:51:53.485

we'll take away what's been said.

1160

00:51:53.945 --> 00:51:56.885

Um, so I just in light

1161

00:51:56.885 --> 00:51:59.205

of what's just been said about Footpath 27,

1162

00:51:59.585 --> 00:52:02.205

our understanding is it's outside the order limits.

1163

00:52:02.945 --> 00:52:06.125

Uh, we just check the order limits plan

1164

00:52:06.185 --> 00:52:08.005

and the location of footpath 27.

1165

00:52:08.105 --> 00:52:11.685

But if the council know something different to that,

1166

00:52:11.685 --> 00:52:12.885

then they can no go.

1167

00:52:12.985 --> 00:52:14.245

We can discuss that.

1168

00:52:14.645 --> 00:52:17.125

I think it's on page 10 of the, let, let's, let's move on.

1169

00:52:17.145 --> 00:52:18.845

And, and, but if we can make sure that

1170

00:52:18.845 --> 00:52:20.285

that is a very reasonable request.

1171

00:52:20.405 --> 00:52:21.405

I think,

1172

00:52:22.785 --> 00:52:24.045

Uh, I said footpath 27,

1173

00:52:24.165 --> 00:52:26.885

I should have said footpath 28 is outside order limits.

1174

00:52:27.235 --> 00:52:28.235

Yeah,

1175

00:52:29.255 --> 00:52:30.255

Thank you. But thank

1176

00:52:30.255 --> 00:52:31.485

you for that and, uh, if you could take

1177

00:52:31.485 --> 00:52:33.165

that on board and come back and address the, uh,

1178

00:52:33.315 --> 00:52:34.445

council's reasonable request.

1179

00:52:36.795 --> 00:52:40.845

Okay, thank you. Is there any other questions regarding, uh,

1180

00:52:40.845 --> 00:52:44.125

public footpaths or any concerns about existing access to

1181

00:52:44.125 --> 00:52:46.525

and from the, uh, uh, wildlife sites?

1182

00:52:47.475 --> 00:52:51.925

None in the room, uh, any online at all. Okay, thank you.

1183

00:52:51.925 --> 00:52:53.205

I'm gonna move on now if that's okay.

1184

00:52:53.205 --> 00:52:57.885

To, uh, the movement of abnormal indivisible loads, uh,

1185

00:52:58.025 --> 00:53:01.685

and particularly looking at the, um, the frequency routine,

1186

00:53:02.145 --> 00:53:03.405

any access negotiations

1187

00:53:03.465 --> 00:53:05.445

and compulsory land acquisition arrangements,

1188

00:53:05.725 --> 00:53:07.525

I should make it clear this is not a

1189

00:53:07.525 --> 00:53:08.725
compulsory acquisition hearing.

1190

00:53:09.225 --> 00:53:11.765
Um, and I, um, again, I'll reiterate the message

1191

00:53:11.765 --> 00:53:12.805
to any effective persons.

1192

00:53:12.805 --> 00:53:15.005
If they wish me to hold one, please let me know.

1193

00:53:15.545 --> 00:53:17.165
Uh, so we don't need to go into the details

1194

00:53:17.185 --> 00:53:18.605
of specific persons on the route,

1195

00:53:18.605 --> 00:53:22.005
but I'm interested in botting out, uh, a couple of things.

1196

00:53:22.425 --> 00:53:26.965
Um, Yeah, we'll come

1197

00:53:26.965 --> 00:53:28.685
to the auctioneering on the route later,

1198

00:53:28.945 --> 00:53:30.845
but, uh, if we could begin with

1199

00:53:32.805 --> 00:53:35.165
a bit more detail on the anticipated routing

1200

00:53:35.225 --> 00:53:36.325
and the frequency

1201

00:53:36.385 --> 00:53:40.485
of the abnormal indivisible load movements, where they may

1202
00:53:41.075 --> 00:53:43.685
originate from and where they may end up, how,

1203
00:53:43.785 --> 00:53:45.405
how the escort arrangements might work

1204
00:53:45.465 --> 00:53:47.485
and timing windows and constraints of that.

1205
00:53:47.805 --> 00:53:50.805
I will come on at the, um, I've got a couple

1206
00:53:50.805 --> 00:53:52.285
of follow up questions, but I'll come on at the end

1207
00:53:52.285 --> 00:53:54.445
of this session to the free route options

1208
00:53:54.545 --> 00:53:55.725
and, and which ones you're looking at.

1209
00:53:55.725 --> 00:53:57.205
So don't necessarily need to go into that too much,

1210
00:53:57.205 --> 00:53:59.885
but it's just perhaps a bit of a flavor of, of those

1211
00:53:59.905 --> 00:54:01.885
who may not have ever, you know,

1212
00:54:01.885 --> 00:54:03.405
been involved with a IL movements.

1213
00:54:03.795 --> 00:54:06.445
What, what's, what is it, you know, what, what is it, what,

1214
00:54:06.445 --> 00:54:07.485
what are your opinion of bringing to

1215
00:54:07.485 --> 00:54:08.565

site, how big, how frequent

1216

00:54:11.445 --> 00:54:12.725

Spiro panicky for the applicant?

1217

00:54:13.065 --> 00:54:15.325

Uh, just for the benefit of everyone in the room, uh,

1218

00:54:15.325 --> 00:54:19.525

an a IL or an abnormal indivisible load is the consequence

1219

00:54:19.665 --> 00:54:21.165

of a piece of equipment

1220

00:54:21.165 --> 00:54:22.805

that can't be divided down any further.

1221

00:54:23.745 --> 00:54:27.685

So it it a component, uh, in, in, in this case

1222

00:54:28.035 --> 00:54:29.245

that couldn't be, uh,

1223

00:54:29.525 --> 00:54:32.165

designed down any further than something that could,

1224

00:54:32.165 --> 00:54:33.845

for example, be five meters square

1225

00:54:33.905 --> 00:54:36.605

or five meters cube, which would make it, you know,

1226

00:54:37.015 --> 00:54:39.045

wider than a single lane of a carriageway

1227

00:54:39.105 --> 00:54:41.325

or perhaps tall enough to touch a bridge.

1228

00:54:41.825 --> 00:54:43.885

That's where, you know, these specific measures

1229

00:54:43.885 --> 00:54:46.005

and specific attentions brought in by a IL.

1230

00:54:46.315 --> 00:54:48.005

Okay, so that's just a bit of an overview.

1231

00:54:48.665 --> 00:54:53.285

Um, so as I said earlier, um, we don't have the full

1232

00:54:53.285 --> 00:54:57.365

and final design, but what we can say is, um, the exact size

1233

00:54:57.445 --> 00:54:58.685

and number of size

1234

00:54:58.865 --> 00:55:00.445

and weight is the, is important thing

1235

00:55:00.445 --> 00:55:03.965

with a IL the ex exact number of the, the special pieces

1236

00:55:03.985 --> 00:55:05.925

of equipment is not yet known at this stage.

1237

00:55:05.925 --> 00:55:09.365

However, a reasonable estimation has been made that up

1238

00:55:09.365 --> 00:55:12.325

to a total of 62 a, uh, movements,

1239

00:55:12.605 --> 00:55:16.085

IE 30 in 30 out, uh, would be required

1240

00:55:16.205 --> 00:55:18.565

during the construction period for each train.

1241

00:55:20.105 --> 00:55:24.525

So 30 movements in meaning it would be heavily loaded.

1242

00:55:25.145 --> 00:55:28.685

The likelihood is that 30 movements leaving could still be

1243

00:55:28.685 --> 00:55:31.485

large vehicles and unless the machinery could be compacted

1244

00:55:31.485 --> 00:55:32.685

further, but it would be lighter.

1245

00:55:34.225 --> 00:55:39.165

Um, in terms of, in terms of the types of,

1246

00:55:39.385 --> 00:55:42.965

uh, vehicles, um, they could be up to 60 meters in length

1247

00:55:43.185 --> 00:55:44.805

and could be capable of carrying things

1248

00:55:44.805 --> 00:55:47.045

that are much heavier than the typical 44 tons

1249

00:55:47.065 --> 00:55:48.165

we see on UK roads.

1250

00:55:49.305 --> 00:55:50.965

Um, the plant

1251

00:55:51.105 --> 00:55:54.605

or at the moment are our early thoughts are the type

1252

00:55:54.605 --> 00:55:56.645

of plant that could be categorized

1253

00:55:56.645 --> 00:56:00.165

as a IL is the direct contact cooler, the absorber column,

1254

00:56:00.665 --> 00:56:02.925

the CO2 stripper storage tanks

1255

00:56:02.925 --> 00:56:04.725

and heat recovery steam generators.

1256
00:56:05.225 --> 00:56:06.245
So sort of five

1257
00:56:06.245 --> 00:56:08.085
or six items there that might fall into

1258
00:56:08.085 --> 00:56:09.565
that category yet to be determined.

1259
00:56:10.545 --> 00:56:14.405
Um, so in terms of the

1260
00:56:15.445 --> 00:56:19.845
a IL delivery controls, there's provision for

1261
00:56:20.535 --> 00:56:24.605
these specific movements of big items of equipment.

1262
00:56:25.265 --> 00:56:30.085
Um, they are, they, now they're electronically notified,

1263
00:56:30.185 --> 00:56:32.285
but they bring in all the necessary stakeholders.

1264
00:56:32.425 --> 00:56:35.285
So the local highway authority, the trunk road authority,

1265
00:56:35.425 --> 00:56:37.845
the emergency services, and if needed, police escort.

1266
00:56:38.465 --> 00:56:40.565
Uh, these things are managed in advance.

1267
00:56:40.655 --> 00:56:42.565
These things are, are notifiable,

1268
00:56:42.785 --> 00:56:44.325
so they have their own separate process.

1269
00:56:45.035 --> 00:56:48.245

It's not a case that these things can just happen

1270

00:56:48.545 --> 00:56:50.445

as a consequence of planning being granted.

1271

00:56:50.515 --> 00:56:51.885

They take many months of planning

1272

00:56:52.105 --> 00:56:54.885

and they, they get a consent order to travel, um,

1273

00:56:55.385 --> 00:56:58.085

in many cases, very slowly over a certain distance.

1274

00:56:58.085 --> 00:57:02.405

So over a long distance, it's planned to perhaps move at a,

1275

00:57:02.525 --> 00:57:05.565

a pace of 10 miles an hour during the quietest periods,

1276

00:57:05.675 --> 00:57:08.325

perhaps two till four in the morning outside

1277

00:57:08.325 --> 00:57:10.325

of normal typical movements on motorways,

1278

00:57:10.325 --> 00:57:12.965

and then stop, wait the whole day to another leg

1279

00:57:12.965 --> 00:57:14.005

of the journey the next day.

1280

00:57:14.265 --> 00:57:18.565

In this case, I believe that the ails are, uh,

1281

00:57:18.625 --> 00:57:21.725

or the journeys that ails are to the ports, so the port

1282

00:57:21.725 --> 00:57:24.405

of ma in kaki north and Alame port.

1283

00:57:24.505 --> 00:57:26.845

So the route would be from those three ports.

1284

00:57:27.465 --> 00:57:30.205

So these very big pieces of equipment could be brought in

1285

00:57:30.205 --> 00:57:32.925

by the waterways where size

1286

00:57:32.925 --> 00:57:34.805

and weight isn't as important on the water

1287

00:57:34.985 --> 00:57:36.005

as it is on the roads.

1288

00:57:36.485 --> 00:57:38.645

I, you know, the things that we designed to carry loads.

1289

00:57:39.145 --> 00:57:41.765

Uh, and then from there, they will be transported

1290

00:57:42.385 --> 00:57:46.405

to the site provisions may have to be made to collect

1291

00:57:46.785 --> 00:57:49.845

and transfer these loads from water to vehicles,

1292

00:57:50.985 --> 00:57:53.165

and the routes would have to be assessed.

1293

00:57:53.265 --> 00:57:56.365

So the way we we assess it is through sweat path assessment,

1294

00:57:56.535 --> 00:57:59.405

which is a vehicle, uh, simulated movement.

1295

00:57:59.745 --> 00:58:02.445

We, we build a bespoke vehicle, um, on computer,

1296

00:58:02.985 --> 00:58:06.045

and we take it through a path of the local highway network,

1297

00:58:06.185 --> 00:58:09.725

and it will identify areas for, I say improvement,

1298

00:58:09.745 --> 00:58:11.245

for temporary change.

1299

00:58:12.305 --> 00:58:15.645

Um, typical things, if you're looking out for these type

1300

00:58:15.645 --> 00:58:19.125

of movements, are that the local highway infrastructure,

1301

00:58:19.275 --> 00:58:21.925

signposts, lighting columns, they get removed

1302

00:58:22.385 --> 00:58:26.565

and they get reinstalled generally as a sort

1303

00:58:26.565 --> 00:58:27.965

of pop out, pop in socket.

1304

00:58:28.265 --> 00:58:30.645

So if they become temporary in nature, what I would

1305

00:58:31.285 --> 00:58:33.365

possibly anticipate is in this area

1306

00:58:33.535 --> 00:58:36.445

where many big movements have happened, a lot

1307

00:58:36.445 --> 00:58:38.845

of the highway equipment might already be equipped

1308

00:58:39.025 --> 00:58:41.125

to take such loads.

1309

00:58:41.265 --> 00:58:43.565

So visually, I know you,

1310
00:58:43.625 --> 00:58:45.125
you we'd like to see things visually.

1311
00:58:45.185 --> 00:58:47.725
If you saw a big load being transported down a carriage

1312
00:58:47.785 --> 00:58:51.125
and it turned a corner, that load might have

1313
00:58:51.245 --> 00:58:55.605
to be slung in a sort of, uh, rigid gooder sling

1314
00:58:56.115 --> 00:59:00.045
over areas of not foot weight, but maybe highway verge.

1315
00:59:00.265 --> 00:59:02.485
And then these things, the poles

1316
00:59:02.485 --> 00:59:04.485
and any vertical obstructions would've

1317
00:59:04.485 --> 00:59:05.605
to be dismantled put to the floor.

1318
00:59:06.065 --> 00:59:09.245
Yep. So there's still some assessments that do,

1319
00:59:09.385 --> 00:59:13.845
but does that answer something at this stage in terms

1320
00:59:13.845 --> 00:59:15.045
of the frequency, the roots?

1321
00:59:15.105 --> 00:59:16.525
Yes. Okay. Thank you. Really

1322
00:59:16.525 --> 00:59:17.525
Helpful. Thank you very much.

1323
00:59:17.525 --> 00:59:19.645

Um, yeah, I get, I get a good picture

1324

00:59:19.705 --> 00:59:22.205

of, of, you know, fortunate enough to know

1325

00:59:22.205 --> 00:59:23.245

what an IO looks like.

1326

00:59:23.945 --> 00:59:27.325

Um, but I also understand that the frequency is very helpful

1327

00:59:27.325 --> 00:59:29.965

and also sort of components that, the reason why you need it

1328

00:59:29.965 --> 00:59:32.605

and just, and completely understand the need for it on a,

1329

00:59:32.605 --> 00:59:33.765

on a development of this case.

1330

00:59:34.665 --> 00:59:39.565

Um, Just while we're on

1331

00:59:39.685 --> 00:59:42.165

that, I'll touch on timings of that in a moment, uh,

1332

00:59:42.425 --> 00:59:45.325

and your previous traffic assessment.

1333

00:59:45.505 --> 00:59:48.165

But, um, I, like I said, I will come onto the auctioneering

1334

00:59:48.225 --> 00:59:49.925

and, um, the routes that you've chosen

1335

00:59:49.945 --> 00:59:51.805

for the IL movements a little bit later

1336

00:59:52.825 --> 00:59:54.885

before we move on to, um, some

1337
00:59:54.885 --> 00:59:56.805
of the other access arrangements around the site

1338
00:59:56.805 --> 00:59:57.965
and where you might bring them in.

1339
00:59:58.505 --> 01:00:00.885
Is there, it, it would be reasonable.

1340
01:00:00.965 --> 01:00:05.245
I would suggest that with that frequency of movements and

1341
01:00:05.245 --> 01:00:09.565
because of the, uh, typical baseline traffic loading

1342
01:00:09.565 --> 01:00:10.965
that is on the strategic route network

1343
01:00:11.465 --> 01:00:14.045
and local network, you would consider

1344
01:00:14.105 --> 01:00:16.925
to move those movements out of peak hours.

1345
01:00:17.385 --> 01:00:19.925
So they shouldn't be coming into your peak assessment.

1346
01:00:20.135 --> 01:00:22.445
You'd be, you know, you would, it should be quite a,

1347
01:00:22.445 --> 01:00:23.445
quite a thing, not unusual,

1348
01:00:23.445 --> 01:00:25.205
but quite a thing to be moving those sort of loads

1349
01:00:25.205 --> 01:00:26.925
around in the middle of, um, rush hour traffic.

1350
01:00:28.145 --> 01:00:30.405

So I just wanna check that that is, is not, not intended

1351

01:00:30.405 --> 01:00:34.245

that you would, accepting that there may be some weird

1352

01:00:34.245 --> 01:00:35.685

and wonderful reason why you may be

1353

01:00:35.685 --> 01:00:36.925

constrained by a time in the future.

1354

01:00:37.185 --> 01:00:40.325

The, the, the plan with all best intentions is

1355

01:00:40.545 --> 01:00:42.725

to move these at the quietest possible periods,

1356

01:00:44.385 --> 01:00:45.805

Spirit panicky for the applicant.

1357

01:00:46.105 --> 01:00:48.285

So yes. So my experience with moving these pieces

1358

01:00:48.285 --> 01:00:52.205

of machinery is, um, the distances assessed, uh,

1359

01:00:52.745 --> 01:00:54.365

it could be meters, kilometers,

1360

01:00:54.665 --> 01:00:56.525

and the speed can be very slow.

1361

01:00:56.555 --> 01:00:59.045

Some of 'em are walking pace depending on the weight.

1362

01:00:59.705 --> 01:01:03.085

Um, so you would, over any given distance,

1363

01:01:03.085 --> 01:01:04.925

you would build in stop gaps if you needed to.

1364

01:01:05.385 --> 01:01:08.005

Um, there is a finite window. You are, you are correct.

1365

01:01:08.145 --> 01:01:11.125

Um, you know, we do have work,

1366

01:01:11.185 --> 01:01:13.085

we do have commuting requirements,

1367

01:01:13.105 --> 01:01:17.285

and they're carried out outside of normal human activity.

1368

01:01:17.585 --> 01:01:19.845

And by that I mean anytime after midnight and

1369

01:01:19.845 --> 01:01:22.245

before sort of five or six in the morning. Okay.

1370

01:01:22.575 --> 01:01:23.885

Thank you very much. Good.

1371

01:01:24.505 --> 01:01:26.405

Um, are there any comments on, like I said,

1372

01:01:26.405 --> 01:01:28.645

I'm gonna come in the final part of the question I'd like

1373

01:01:28.645 --> 01:01:29.765

to look at is the routing of that,

1374

01:01:30.785 --> 01:01:32.365

the option hearing that you are dealing with.

1375

01:01:32.365 --> 01:01:33.525

But I'm gonna move if,

1376

01:01:33.525 --> 01:01:35.285

unless there's any comments on the specifics of

1377

01:01:35.285 --> 01:01:36.565

that at the moment over in the room

1378

01:01:36.565 --> 01:01:39.365

or online, I want you to move into the access in

1379

01:01:39.365 --> 01:01:41.845

and around the site and the axi, oh, sorry, Mr.

1380

01:01:41.845 --> 01:01:44.045

State, oh, sorry. The alternative access

1381

01:01:44.045 --> 01:01:45.045

to the main development area.

1382

01:01:45.545 --> 01:01:47.485

Um, so your scenario scenarios

1383

01:01:47.485 --> 01:01:51.925

and your frequency there, um, I noticed that again,

1384

01:01:51.985 --> 01:01:54.565

you openly, I'm, I'm a little unclear myself as

1385

01:01:54.565 --> 01:01:56.525

to which way you are bringing, you are intending

1386

01:01:56.525 --> 01:01:57.765

to bring those movements

1387

01:01:58.265 --> 01:02:02.125

and some of the other HGV movements into the site.

1388

01:02:02.385 --> 01:02:05.725

You have the alternative access at the south of the, um,

1389

01:02:05.835 --> 01:02:07.445

site, the, uh, of the MDA.

1390

01:02:07.925 --> 01:02:09.805

I just wondered if you could clarify what,

1391

01:02:09.865 --> 01:02:12.685

if you've developed that any further than was in the

1392

01:02:12.685 --> 01:02:16.005

application, uh, Nicholas State on behalf of the applicant.

1393

01:02:16.065 --> 01:02:18.805

So the alternative access is specifically

1394

01:02:18.805 --> 01:02:19.845

For emergency use only.

1395

01:02:20.385 --> 01:02:22.885

Um, given its sensitivity, you know, it's,

1396

01:02:22.945 --> 01:02:26.525

it is within a probably more, um, built up area.

1397

01:02:26.665 --> 01:02:28.645

We, we obviously heard about footpath 27

1398

01:02:28.865 --> 01:02:32.045

and that footpath, I believe might the, the suggestion was

1399

01:02:32.045 --> 01:02:35.685

to bring it over that bridge that would form part

1400

01:02:35.685 --> 01:02:36.805

of this emergency access.

1401

01:02:37.505 --> 01:02:41.085

Um, the emergency access would only be used as I say,

1402

01:02:41.085 --> 01:02:43.525

in in emergency arrangements, be it a, you know, file

1403

01:02:43.525 --> 01:02:45.685

or something on site that required a quick evacuation.

1404

01:02:46.235 --> 01:02:47.725

It's not being considered for,

1405

01:02:47.985 --> 01:02:49.405
um, abnormal individual loads.

1406

01:02:49.405 --> 01:02:50.805
It has been considered but discounted.

1407

01:02:51.145 --> 01:02:54.325
Um, there is a structure on the other end of custom road,

1408

01:02:54.325 --> 01:02:56.085
which is too small.

1409

01:02:56.665 --> 01:02:59.685
Um, it's a railway bridge, which has a height restriction.

1410

01:03:00.065 --> 01:03:01.725
Um, so that route is,

1411

01:03:01.745 --> 01:03:03.005
has been discounted fairly

1412

01:03:03.005 --> 01:03:04.245
early on in the auctioneering process.

1413

01:03:04.985 --> 01:03:09.325
Um, The applicant has put forward a design

1414

01:03:09.505 --> 01:03:13.725
for the, um, direct access that my, my colleague, um,

1415

01:03:13.725 --> 01:03:17.965
mentioned earlier off the, A 5 48 directly into, um,

1416

01:03:18.825 --> 01:03:20.645
the power station, access road.

1417

01:03:21.505 --> 01:03:24.725
Um, so that would be used primarily for, uh,

1418

01:03:24.745 --> 01:03:26.525
or in, in principle for the, the,

1419

01:03:26.585 --> 01:03:29.965
the abnormal individual loads only and not for HG vs.

1420

01:03:30.385 --> 01:03:34.205
Uh, the reason for this is that it would require, um, some,

1421

01:03:34.465 --> 01:03:36.725
uh, highway, uh, works, um,

1422

01:03:36.725 --> 01:03:38.325
obviously creation of a bell mouth.

1423

01:03:38.825 --> 01:03:43.245
Um, there is a central reservation also currently to,

1424

01:03:43.265 --> 01:03:47.165
to allow vehicles to turn right into the site coming from

1425

01:03:47.885 --> 01:03:49.325
Koski North or Port.

1426

01:03:49.745 --> 01:03:52.165
Um, that central reservation would need

1427

01:03:52.165 --> 01:03:55.845
to be removed temporarily to allow the, the, um, the,

1428

01:03:55.905 --> 01:03:57.805
the vehicle to turn in and right.

1429

01:03:58.545 --> 01:04:01.925
Um, the bell mouth suggestion at the moment doesn't include

1430

01:04:01.925 --> 01:04:03.045
a slit road, obviously,

1431

01:04:03.045 --> 01:04:05.205

to allow a HT V to turn left into it.

1432

01:04:05.545 --> 01:04:08.965

Um, so there will be a temporary barrier across that access

1433

01:04:08.965 --> 01:04:12.045

as well, when it is not in use for safety reasons

1434

01:04:12.465 --> 01:04:14.205

to allow anyone to accidentally try

1435

01:04:14.205 --> 01:04:15.445

to turn left off into it.

1436

01:04:16.145 --> 01:04:19.925

Um, so really, yeah, we, we have that one access,

1437

01:04:20.015 --> 01:04:21.605

which is the dedicated access

1438

01:04:21.605 --> 01:04:23.045

for the abnormal individual loads.

1439

01:04:23.505 --> 01:04:25.885

All other HVS will come in through Calton Road as,

1440

01:04:25.905 --> 01:04:27.565

as discussed earlier.

1441

01:04:29.755 --> 01:04:30.765

Does that, is that helpful?

1442

01:04:30.865 --> 01:04:34.285

Is there anything else I can add on the alternative

1443

01:04:34.285 --> 01:04:37.805

or, sorry, the dedicated AI access or, or perhaps the,

1444

01:04:39.825 --> 01:04:41.925

I'm sorry, I'm just Yeah, of course. Very

1445
01:04:41.925 --> 01:04:42.925
Slow. Sorry.

1446
01:04:42.925 --> 01:04:43.205

1447
01:04:48.965 --> 01:04:51.045
I think what I was trying to get to was when will

1448
01:04:51.045 --> 01:04:52.605
that alternative access be used?

1449
01:04:52.605 --> 01:04:55.845
And I appreciate you saying it's, it's emergency only.

1450
01:04:56.475 --> 01:04:58.685
What, what, what sort of emergency

1451
01:04:58.905 --> 01:05:01.125
and, um, so quite clearly not

1452
01:05:01.125 --> 01:05:02.285
for your principal traffic movements.

1453
01:05:02.425 --> 01:05:05.045
Got that. Thank you. When might you use it?

1454
01:05:05.155 --> 01:05:07.645
What, what would, what, what constitutes an emergency?

1455
01:05:07.645 --> 01:05:08.925
Is it that, oops, you know,

1456
01:05:09.385 --> 01:05:10.965
the a IL has got stuck on the corner,

1457
01:05:10.985 --> 01:05:12.685
so today we're gonna bring all the traffic in

1458
01:05:12.755 --> 01:05:13.845
through that week, hopefully.

1459

01:05:13.845 --> 01:05:16.565

Well, or is it something, uh, you know, what, what,

1460

01:05:16.595 --> 01:05:17.925

what am I, I, what am I, when,

1461

01:05:17.995 --> 01:05:19.565

when might it be used? I guess

1462

01:05:20.365 --> 01:05:21.845

Nicholas states on behalf of the applicant?

1463

01:05:22.305 --> 01:05:23.925

My understanding, which we will take away

1464

01:05:23.925 --> 01:05:26.125

and confirm, is that it would only be used to

1465

01:05:26.425 --> 01:05:28.365

for egress rather than access.

1466

01:05:28.865 --> 01:05:31.085

So it'd be used to get off the site in the case

1467

01:05:31.085 --> 01:05:33.845

of an emergency rather than, sorry, I should have clarified,

1468

01:05:33.845 --> 01:05:35.565

rather than being an emergency delivery.

1469

01:05:36.105 --> 01:05:39.685

Uh, but if anyone on my panel has any other suggestions

1470

01:05:39.865 --> 01:05:41.365

to disagree with that, I think

1471

01:05:42.035 --> 01:05:43.035

Okay. Yeah. Thank

1472

01:05:43.035 --> 01:05:43.725
you. That's helpful.

1473
01:05:45.025 --> 01:05:48.925
Uh, and like you say,

1474
01:05:49.125 --> 01:05:50.125
slightly more developed area,

1475
01:05:50.485 --> 01:05:51.685
slightly more people living around that point.

1476
01:05:52.145 --> 01:05:55.165
If you had to trigger the use of that in an emergency

1477
01:05:55.345 --> 01:05:57.845
and perhaps your site staff decide to,

1478
01:05:57.945 --> 01:05:59.965
that's the way you're gonna exit site that day,

1479
01:06:00.375 --> 01:06:02.325
would there be some communication to local residents

1480
01:06:02.325 --> 01:06:04.085
or would it just happen, do you think?

1481
01:06:04.185 --> 01:06:06.045
How would, how, what's, what's your intention around that?

1482
01:06:06.825 --> 01:06:08.045
Or do you want to follow up on that one as well,

1483
01:06:12.735 --> 01:06:14.005
James Strong for the applicant?

1484
01:06:14.155 --> 01:06:15.285
Well, we'll take that away.

1485
01:06:15.365 --> 01:06:19.125
I mean, it, I think the obvious point, if it's an emergency,

1486
01:06:19.135 --> 01:06:21.645
there may be limited opportunity to Okay.

1487
01:06:21.785 --> 01:06:23.445
To communicate. I, I imagine if,

1488
01:06:23.465 --> 01:06:26.405
if there were the opportunity to communicate, okay, um,

1489
01:06:26.635 --> 01:06:29.605
we'd take it, but then it may not be an emergency. Yep,

1490
01:06:29.945 --> 01:06:30.945
That's fine. Understood.

1491
01:06:30.945 --> 01:06:35.325
So I get, sorry, just

1492
01:06:35.325 --> 01:06:37.405
to help you when you take that point away, I guess

1493
01:06:37.405 --> 01:06:38.645
what I'm trying to get my head around then is

1494
01:06:38.995 --> 01:06:40.645
what constitutes the emergency?

1495
01:06:42.745 --> 01:06:45.165
Is it, what's the likelihood of it being activated

1496
01:06:45.165 --> 01:06:46.605
during the construction program?

1497
01:06:49.785 --> 01:06:52.485
Um, and then that would help with perhaps whether you need

1498
01:06:52.485 --> 01:06:54.005
to, like you say, if it's a genuine emergency,

1499

01:06:54.005 --> 01:06:55.485
you don't need to inform anybody, but if it's like,

1500
01:06:55.485 --> 01:06:57.725
we we're actually gonna do some planned movement this week,

1501
01:06:57.725 --> 01:07:01.125
and it's likely we may be more congested at the road, and so

1502
01:07:01.125 --> 01:07:04.085
therefore on these days we may be using that exit,

1503
01:07:05.035 --> 01:07:05.965
that would be something

1504
01:07:05.965 --> 01:07:07.045
you could perhaps communicate advance.

1505
01:07:07.045 --> 01:07:08.645
So that's the sort of thing, you know, if, if you could put

1506
01:07:08.645 --> 01:07:09.725
a bit of clarity around when

1507
01:07:09.905 --> 01:07:11.405
and what might be the trigger

1508
01:07:11.405 --> 01:07:12.645
for using it, that would be helpful,

1509
01:07:12.975 --> 01:07:13.975
James. Strong for the applicant.

1510
01:07:13.975 --> 01:07:15.325
We'll, we'll take that away, sir.

1511
01:07:15.375 --> 01:07:19.245
Thank you. Are there any other questions?

1512
01:07:19.505 --> 01:07:22.325
Uh, either in the room or online on the alternative access

1513

01:07:22.585 --> 01:07:24.045
to the main development area.

1514

01:07:27.515 --> 01:07:31.925
Okay, thank you. I'm just gonna move on now just to, um, uh,

1515

01:07:32.425 --> 01:07:35.845
the abnormal indivisible load, root auctioneering

1516

01:07:36.145 --> 01:07:38.045
and, uh, your engagement with third parties.

1517

01:07:39.025 --> 01:07:42.765
Um, and this is where my, my query around sort

1518

01:07:42.765 --> 01:07:44.445
of land comes in a little bit as well.

1519

01:07:44.905 --> 01:07:47.045
You, you've identified free,

1520

01:07:47.045 --> 01:07:48.125
correct me if I'm wrong again, Mr.

1521

01:07:48.125 --> 01:07:51.565
Pereg, but you've, you've identified free potential routes

1522

01:07:51.625 --> 01:07:55.405
for bringing big things up, ails into the site.

1523

01:07:58.995 --> 01:08:00.245
That makes it challenging

1524

01:08:00.245 --> 01:08:03.045
because your order limits, you know, include those areas

1525

01:08:03.105 --> 01:08:08.045
to some extent and the, the potential to, uh, adjust, uh,

1526

01:08:08.045 --> 01:08:09.125
street furniture and,

1527

01:08:09.145 --> 01:08:12.205
and existing street works arrangements, like you said.

1528

01:08:13.985 --> 01:08:18.365
How likely are you to hone in on an option throughout

1529

01:08:19.915 --> 01:08:22.725
this examination and be able to define

1530

01:08:22.725 --> 01:08:24.365
that we've picked a route

1531

01:08:29.105 --> 01:08:32.845
you are seeking temporary possession of those routes roots,

1532

01:08:34.375 --> 01:08:36.925
Again, I, I'll look a bit to the colleagues over, uh, in,

1533

01:08:36.945 --> 01:08:38.285
in the county Council highways network,

1534

01:08:38.705 --> 01:08:40.285
that's slightly unusual.

1535

01:08:40.765 --> 01:08:42.325
I appreciate you want to, you may,

1536

01:08:42.695 --> 01:08:45.045
based on your sweat path analysis, may want to take works

1537

01:08:45.045 --> 01:08:47.045
to street furniture and move dust bins

1538

01:08:47.045 --> 01:08:48.925
and whatever you have to get these things through.

1539

01:08:49.465 --> 01:08:51.565
But again, that seeks to me be something

1540

01:08:51.565 --> 01:08:54.645

that would be normally carried out outside of dcas uh,

1541

01:08:54.645 --> 01:08:55.765

uh, development consent orders.

1542

01:08:55.785 --> 01:08:57.445

And, you know, it's quite a common arrangement

1543

01:08:57.445 --> 01:09:00.445

and doesn't necessarily need land acquisition

1544

01:09:00.445 --> 01:09:02.245

or temporary possession of land to undertake that.

1545

01:09:02.245 --> 01:09:04.045

So I'm surprised to see the extent

1546

01:09:04.465 --> 01:09:06.285

of all the limits you've got to those sites

1547

01:09:07.465 --> 01:09:10.365

and, um, yeah, and,

1548

01:09:10.425 --> 01:09:11.645

and to some extent, um,

1549

01:09:14.355 --> 01:09:16.405

what will be the trigger for yourself

1550

01:09:16.465 --> 01:09:17.845

as we will use that route.

1551

01:09:17.925 --> 01:09:20.045

I noticed that also with your change notification,

1552

01:09:20.045 --> 01:09:21.805

which let's not perhaps get into that now,

1553

01:09:21.865 --> 01:09:23.765
but you're looking to change the, uh,

1554
01:09:23.765 --> 01:09:26.165
potential layout areas at Connor's Key

1555
01:09:27.455 --> 01:09:30.405
South North, sorry.

1556
01:09:30.405 --> 01:09:34.485
Thank you. Uh, with the new lay down areas and, and sections

1557
01:09:34.485 --> 01:09:35.685
and change limits there.

1558
01:09:35.785 --> 01:09:38.125
So does that mean you are, you are focusing in on using

1559
01:09:38.125 --> 01:09:41.925
that, that site and, um, if so, does that mean we can begin

1560
01:09:41.925 --> 01:09:44.605
to discount the smear port and must import options or not?

1561
01:09:44.625 --> 01:09:45.645
So that's, that's where I'm,

1562
01:09:45.645 --> 01:09:46.685
I'm trying to get mine head around.

1563
01:09:46.705 --> 01:09:47.885
Do you, do you need all three?

1564
01:09:47.985 --> 01:09:50.845
Are you, are you saying it depends on circumstances as we go

1565
01:09:50.845 --> 01:09:52.565
through the application, uh, the development or not,

1566
01:09:56.265 --> 01:09:57.845
Uh, James Strong for the applicant?

1567

01:09:57.905 --> 01:10:01.085

Uh, it may be best if we come back to you in more detail on

1568

01:10:01.085 --> 01:10:04.045

that, but I mean, in anticipation of the current position,

1569

01:10:04.365 --> 01:10:07.125

I don't think we are anticipating being able to

1570

01:10:07.985 --> 01:10:10.885

narrow it down during the course of the examination.

1571

01:10:11.025 --> 01:10:13.445

And we, we can explain that in, in,

1572

01:10:13.465 --> 01:10:15.205

in the response to you, if that would help.

1573

01:10:15.985 --> 01:10:20.965

Um, and the works in relation

1574

01:10:20.965 --> 01:10:25.805

to Connor's key North, I don't, as far as I'm aware, don't,

1575

01:10:26.345 --> 01:10:30.565

uh, enable us to then remove attention on

1576

01:10:30.585 --> 01:10:31.725

any of the other options.

1577

01:10:33.185 --> 01:10:35.045

Um, we can explain, we will explain that

1578

01:10:35.585 --> 01:10:36.965

for you in more detail.

1579

01:10:37.585 --> 01:10:41.965

Um, on the temporary possession, we, uh, again,

1580

01:10:42.195 --> 01:10:45.125
perhaps we'll revert to in more detail that's gonna assist.

1581
01:10:45.225 --> 01:10:50.125
But, um, we, we, we do think it's appropriate for the DCO

1582
01:10:50.425 --> 01:10:53.925
to provide for the temporary possession necessary to achieve

1583
01:10:54.605 --> 01:10:58.325
a IL deliveries through those different routes.

1584
01:10:58.945 --> 01:11:02.045
And of course, the exercise

1585
01:11:02.165 --> 01:11:05.845
of the temporary possession powers will depend upon

1586
01:11:06.985 --> 01:11:08.325
the future circumstance.

1587
01:11:09.145 --> 01:11:12.845
But, uh, I know what you've said about that.

1588
01:11:13.365 --> 01:11:16.485
I, I think we, we, we consider it is right

1589
01:11:16.485 --> 01:11:19.325
that the DCO make provision for that.

1590
01:11:20.265 --> 01:11:23.325
And we have well in mind, obviously, the nature

1591
01:11:23.325 --> 01:11:27.725
of A DCO being intended to be the one stop shop for, uh,

1592
01:11:27.925 --> 01:11:31.485
facilitating the delivery of this type

1593
01:11:31.485 --> 01:11:32.605
of infrastructure once,

1594

01:11:33.065 --> 01:11:35.725

and if it's assumed that it should be delivered,

1595

01:11:36.235 --> 01:11:40.085

then the DCO should enable those mechanisms

1596

01:11:40.265 --> 01:11:41.325

to, to take place.

1597

01:11:41.925 --> 01:11:45.365

I note the point we, you previously discussed about TPO

1598

01:11:45.365 --> 01:11:46.925

and burial Act issues about that,

1599

01:11:47.065 --> 01:11:50.005

but we see that that which will respond to anyway,

1600

01:11:50.105 --> 01:11:53.165

but this is clearly contemplated

1601

01:11:54.245 --> 01:11:57.765

a IL deliveries from these different locations,

1602

01:11:58.145 --> 01:12:01.645

and the temporary possession powers are allow one to secure

1603

01:12:01.645 --> 01:12:05.245

that, um, rather than having to go

1604

01:12:05.245 --> 01:12:07.605

through any separate processes that might

1605

01:12:07.605 --> 01:12:11.885

otherwise have to be followed and the timescales for those.

1606

01:12:13.675 --> 01:12:15.085

Okay, thank you. Um,

1607

01:12:23.265 --> 01:12:25.205
Notwithstanding That, I, I think it's

1608
01:12:27.765 --> 01:12:30.045
slightly unusual, the, the,

1609
01:12:30.705 --> 01:12:32.925
the powers from the DCO are, are significant.

1610
01:12:33.145 --> 01:12:34.725
You know, they, they give you the powers

1611
01:12:34.725 --> 01:12:36.725
of compulsory acquisition and temporary possession.

1612
01:12:37.195 --> 01:12:40.325
They are not to be used likely, and

1613
01:12:41.515 --> 01:12:43.765
therefore your order limits are quite significant

1614
01:12:43.765 --> 01:12:46.725
because you are proposing to make alterations to highways

1615
01:12:46.985 --> 01:12:51.125
to potentially facilitate abnormal indivisible loads

1616
01:12:51.125 --> 01:12:53.325
that may be using or not those routes.

1617
01:12:54.225 --> 01:12:56.885
The, the, the role of the Secretary of State will be

1618
01:12:56.905 --> 01:12:59.565
to consider the reasonable oneness

1619
01:13:01.385 --> 01:13:05.485
of your request if you can't

1620
01:13:06.145 --> 01:13:09.125
get down to which road you are going to use

1621

01:13:09.665 --> 01:13:14.565

to bring in an A ILI think there is an element of

1622

01:13:15.835 --> 01:13:18.125

some judgment can be based on that, just warning you

1623

01:13:18.125 --> 01:13:22.895

that I believe that those

1624

01:13:22.995 --> 01:13:27.575

are sweeping powers brought in place by, by the act

1625

01:13:28.035 --> 01:13:31.535

and, um, I want to make sure that they are reasonable

1626

01:13:31.835 --> 01:13:34.775

and it'll be difficult to make the case

1627

01:13:35.405 --> 01:13:37.855

that they're reasonable if you only use one

1628

01:13:37.855 --> 01:13:39.255

of the route, for instance.

1629

01:13:39.955 --> 01:13:43.535

So, I, I need to be satisfied.

1630

01:13:43.775 --> 01:13:48.375

I think that you have

1631

01:13:48.685 --> 01:13:51.935

exercised your, um, consideration of those route

1632

01:13:52.355 --> 01:13:55.135

and that you have a very legitimate reason why you might

1633

01:13:55.135 --> 01:13:57.855

want to use one of the free, um, sorry.

1634

01:13:57.855 --> 01:13:58.855
Yeah. Okay.

1635
01:14:00.515 --> 01:14:02.615
Uh, James, James Storm for the applicant.

1636
01:14:03.035 --> 01:14:05.015
Uh, uh, we've noted what you are saying

1637
01:14:05.075 --> 01:14:06.775
and we, as I say, I think our

1638
01:14:07.565 --> 01:14:10.015
more detailed response in writing, if you're happy to have

1639
01:14:10.015 --> 01:14:13.565
that will we'll address that the, there is precedent,

1640
01:14:13.655 --> 01:14:16.685
which we'll refer you to for this approach.

1641
01:14:17.585 --> 01:14:21.005
And I, I note what you're saying about sweeping powers,

1642
01:14:21.005 --> 01:14:24.685
of course the DCO gives you the power.

1643
01:14:25.465 --> 01:14:28.405
It doesn't mean that every power

1644
01:14:29.305 --> 01:14:33.365
is always exercised, um, be it's in circumstances

1645
01:14:33.455 --> 01:14:37.285
where there is the potential need for delivery of al

1646
01:14:37.285 --> 01:14:39.605
through each of these different mechanisms.

1647
01:14:40.065 --> 01:14:44.365
The order secures our ability to deliver it If

1648

01:14:44.625 --> 01:14:46.245
of course one doesn't use it,

1649

01:14:47.005 --> 01:14:50.005
provided did, sorry, put it another way.

1650

01:14:50.185 --> 01:14:53.565
If one knew now that we weren't going to use one

1651

01:14:53.565 --> 01:14:55.045
of these different routes,

1652

01:14:55.075 --> 01:14:58.085
then obviously the point you are making is a forceful one.

1653

01:14:58.385 --> 01:15:02.005
Why, why retain it in circumstances where we don't know

1654

01:15:02.005 --> 01:15:04.805
that, and indeed, there's the potential to use each of them.

1655

01:15:05.915 --> 01:15:07.645
They're sweeping powers in the sense

1656

01:15:07.645 --> 01:15:10.165
that if they will exercise you

1657

01:15:10.165 --> 01:15:13.245
or you're exercising power over a large area of land.

1658

01:15:14.025 --> 01:15:18.205
But, uh, it, the, the tempering effect is that the,

1659

01:15:18.995 --> 01:15:20.485
when it comes to be constructed

1660

01:15:21.195 --> 01:15:24.085
will only be using those powers that are necessary

1661

01:15:25.025 --> 01:15:27.485
in the event of the further detailed design work

1662
01:15:27.585 --> 01:15:29.445
and the conclusions on which port,

1663
01:15:29.905 --> 01:15:31.645
for example, can deliver the load.

1664
01:15:31.905 --> 01:15:36.725
So I'm just, uh, I'm, I'm, I'm simply qualifying the notion

1665
01:15:36.725 --> 01:15:39.725
that we're necessarily acquiring

1666
01:15:39.865 --> 01:15:44.605
or taking temporary possession of large sways of land now

1667
01:15:45.585 --> 01:15:50.045
as opposed to allowing the DCO allowing the

1668
01:15:50.685 --> 01:15:54.605
efficient construction of the delivery of this project,

1669
01:15:55.625 --> 01:15:57.525
uh, in the future.

1670
01:15:59.665 --> 01:16:01.645
That's the balance. I'm, I'm putting Yeah, I understand,

1671
01:16:01.875 --> 01:16:02.875
Yeah. Keeping your options

1672
01:16:02.875 --> 01:16:03.685
open as well. Well,

1673
01:16:03.865 --> 01:16:06.165
Yes, but, but, and I, I totally accept

1674
01:16:06.315 --> 01:16:08.125
that there's a degree to which you, you know,

1675
01:16:08.225 --> 01:16:09.845
how far do you keep one's options open?

1676
01:16:09.845 --> 01:16:11.725
Yeah. But these are, have been assessed

1677
01:16:11.725 --> 01:16:13.725
as all potentially necessary,

1678
01:16:13.745 --> 01:16:17.165
and it's not the case, if I can put it in this way, that use

1679
01:16:17.225 --> 01:16:21.485
of one port, for example, means that you can use it

1680
01:16:21.505 --> 01:16:23.925
to deliver all of the Yes. Infrastructure.

1681
01:16:24.035 --> 01:16:24.725
Yeah. Understood.

1682
01:16:31.675 --> 01:16:33.325
Okay. Thank you for that. Yeah, I, I,

1683
01:16:36.205 --> 01:16:37.925
I appreciate you saying there is precedent

1684
01:16:37.925 --> 01:16:39.045
as well for taking this approach.

1685
01:16:39.245 --> 01:16:42.125
There's also a precedent for not, um, it's quite normal.

1686
01:16:42.425 --> 01:16:44.245
Ab abnormal indivisible loads are moved

1687
01:16:44.245 --> 01:16:46.405
around the highway network of Wales

1688

01:16:46.505 --> 01:16:48.525
and England every day of the week.

1689
01:16:48.945 --> 01:16:53.005
Um, I will, um, be interested, uh, not necessarily today,

1690
01:16:53.005 --> 01:16:54.845
but if, if your highway's represented, would like

1691
01:16:54.845 --> 01:16:57.245
to make a representation to me about how you feel about

1692
01:16:57.635 --> 01:16:59.645
that approach rather than an approach

1693
01:16:59.645 --> 01:17:00.805
through the normal routes

1694
01:17:00.825 --> 01:17:03.405
for abnormal indivisible load movements to be interested

1695
01:17:03.465 --> 01:17:05.525
to hear that, like I said, don't have to necessarily do that

1696
01:17:05.525 --> 01:17:07.725
to Dave if you don't want to, but, um, whether you think

1697
01:17:07.725 --> 01:17:10.885
that power is a more appropriate way for you to deal with

1698
01:17:10.885 --> 01:17:14.165
that in one go, and like you say, it's, the idea is

1699
01:17:14.165 --> 01:17:16.125
that the DC0 is in one-stop shop,

1700
01:17:16.705 --> 01:17:19.645
but equally, uh, if you feel that there, that is an onerous,

1701
01:17:20.065 --> 01:17:23.285
an overly onerous way to keep your options open,

1702

01:17:23.385 --> 01:17:25.445

I'd be interested that as well, because I think that's going

1703

01:17:25.445 --> 01:17:26.965

to be something that's gonna be, um, going

1704

01:17:26.965 --> 01:17:28.365

around in my head a little bit to consider

1705

01:17:28.425 --> 01:17:29.445

as we go forwards.

1706

01:17:29.945 --> 01:17:33.805

Um, again, well, I'll give, give you the opportunity

1707

01:17:33.905 --> 01:17:34.925

to come back, sorry.

1708

01:17:34.945 --> 01:17:38.645

But, uh, one of the things I did pick up in, uh, the book

1709

01:17:38.645 --> 01:17:41.045

of reference and, um, some of the acquisition is

1710

01:17:41.045 --> 01:17:45.325

that you are looking at acquiring rights Of the subsoil

1711

01:17:45.325 --> 01:17:48.605

of subsections of highway, which are owned by large numbers

1712

01:17:48.985 --> 01:17:50.805

of properties up front the highway.

1713

01:17:51.245 --> 01:17:52.965

I would like some sort of, if you could,

1714

01:17:52.965 --> 01:17:56.005

perhaps when you come back to me with your justification

1715

01:17:56.105 --> 01:18:00.125
for the route auctioneering, you could also comment on that,

1716
01:18:00.275 --> 01:18:02.405
that, uh, the need, the fact that we,

1717
01:18:02.625 --> 01:18:04.485
we are effectively unfortunately

1718
01:18:04.605 --> 01:18:06.805
'cause of a long linear highway and the,

1719
01:18:06.805 --> 01:18:10.685
and your requirements to, um, temporarily possess

1720
01:18:10.685 --> 01:18:12.165
or require the rights under the highway,

1721
01:18:12.505 --> 01:18:15.805
you're affecting a large number of persons, affected persons

1722
01:18:16.115 --> 01:18:17.885
because obviously that's more disruptive as well,

1723
01:18:19.855 --> 01:18:21.085
James from the applicant.

1724
01:18:21.085 --> 01:18:23.845
We'll, we'll put that on the list of things to respond to.

1725
01:18:24.045 --> 01:18:27.925
I, I think I just, the, the qualification you, you just made

1726
01:18:28.065 --> 01:18:30.125
of the difference between temporary possession

1727
01:18:30.145 --> 01:18:33.565
and acquisition of compulsory acquisition

1728
01:18:33.565 --> 01:18:35.605
of rights is an important one in that context.

1729

01:18:36.505 --> 01:18:41.285

And the other important context is that where

1730

01:18:41.285 --> 01:18:44.485

that does happen, it's a consequence of

1731

01:18:45.475 --> 01:18:48.245

land ownership be beneath the highway, uh,

1732

01:18:48.345 --> 01:18:50.165

and one balances that

1733

01:18:50.165 --> 01:18:53.045

with the practical effect on the the person.

1734

01:18:53.395 --> 01:18:56.765

Yeah. Um, as to proportionality, et cetera. Thank you.

1735

01:18:58.275 --> 01:18:59.765

Okay. Thank you very much for that. Thank you.

1736

01:18:59.945 --> 01:19:02.485

Are there any other questions on the subject of, um,

1737

01:19:03.565 --> 01:19:04.885

abnormal indivisible loads?

1738

01:19:06.785 --> 01:19:08.405

No thank you. Any online. Thank you.

1739

01:19:09.715 --> 01:19:11.325

Okay, I'm gonna move on now.

1740

01:19:11.325 --> 01:19:12.805

This final section, we did address a bit

1741

01:19:12.805 --> 01:19:14.165

of this yesterday, and thank you for doing that as well.

1742

01:19:14.325 --> 01:19:16.285
I was looking at the associated transport impacts

1743
01:19:16.285 --> 01:19:19.925
and risks for marine and aviation navigation.

1744
01:19:20.385 --> 01:19:22.765
Um, what I was trying to get to here, if I treat 'em, try

1745
01:19:22.765 --> 01:19:25.165
and do 'em separately, was the, uh,

1746
01:19:27.445 --> 01:19:29.885
MCA had picked up that there was some navigation risk.

1747
01:19:29.885 --> 01:19:31.765
And I, that's one of the reasons I asked if you could

1748
01:19:31.765 --> 01:19:32.805
enter into a statement of common ground.

1749
01:19:32.805 --> 01:19:34.205
You very reasonably came back to me

1750
01:19:34.205 --> 01:19:35.485
and said, we don't believe that's necessary.

1751
01:19:35.485 --> 01:19:37.765
Now we think we've met the M C's requirements.

1752
01:19:37.765 --> 01:19:40.445
So we could just touch on that, what they, what they alluded

1753
01:19:40.445 --> 01:19:42.245
to and how you've addressed their concerns

1754
01:19:42.245 --> 01:19:43.645
of the Maritime and Coast Guard Agency.

1755
01:19:44.745 --> 01:19:48.285
And then secondly, well, well, I'll cover to the second one.

1756

01:19:48.315 --> 01:19:50.565

Give you a chance to answer that one first. If, if you wish

1757

01:19:52.325 --> 01:19:54.325

Nicholas State on behalf of the applicant, I just want

1758

01:19:54.325 --> 01:19:56.245

to obviously don't want to repeat anything that you've,

1759

01:19:56.245 --> 01:19:58.205

you've already read obviously the navigational risk

1760

01:19:58.205 --> 01:20:00.925

assessment included within the, within the application.

1761

01:20:00.925 --> 01:20:04.005

So I think really just wanted to, to sort

1762

01:20:04.005 --> 01:20:06.405

of pick out a few points in terms of, you know, the guidance

1763

01:20:06.405 --> 01:20:10.085

that that's followed in terms of, um, the, um,

1764

01:20:11.715 --> 01:20:13.805

port Marine Safety code, um,

1765

01:20:13.805 --> 01:20:16.205

and also marine safety within the Decons Conservancy, sort

1766

01:20:16.205 --> 01:20:19.685

of being two, two of the primary, um, guidance documents

1767

01:20:19.685 --> 01:20:20.965

that have been used in that, in that process.

1768

01:20:21.745 --> 01:20:25.125

Um, and also really just highlighting the, the workshop

1769

01:20:25.235 --> 01:20:29.205
that was held on the 27th of March, 2025, um,

1770
01:20:29.815 --> 01:20:31.925
which informed the navigational risk assessment

1771
01:20:31.925 --> 01:20:34.925
that was undertaken, um, that was attended, um,

1772
01:20:35.145 --> 01:20:36.845
by our navigation specialists.

1773
01:20:36.945 --> 01:20:39.765
It was also attended by the Port of Moss

1774
01:20:39.765 --> 01:20:43.205
and Harbor Master, um, a member of the De Conservancy.

1775
01:20:43.205 --> 01:20:46.005
So it was a senior advisor with the Decons Conservancy, um,

1776
01:20:46.065 --> 01:20:48.805
and also the Harvard Master of Port.

1777
01:20:49.305 --> 01:20:51.605
Um, they were all informed in that work workshop.

1778
01:20:51.705 --> 01:20:54.765
It was a, a workshop to run through all the risks relevant

1779
01:20:54.765 --> 01:20:58.445
to each of their relevant, um, areas of interest.

1780
01:20:58.625 --> 01:20:59.685
Um, so each of the ports

1781
01:20:59.685 --> 01:21:02.365
and then obviously finally the, the, the de itself.

1782
01:21:03.065 --> 01:21:06.605
Um, and that draft was shared with each

1783

01:21:06.605 --> 01:21:08.725

of those parties prior to the formal publication

1784

01:21:08.725 --> 01:21:10.725

of the navigational risk assessment within the application.

1785

01:21:11.545 --> 01:21:15.405

Um, what we have, um, indicated of

1786

01:21:15.405 --> 01:21:16.805

what we've been discussing internally is

1787

01:21:16.805 --> 01:21:18.445

that the statements have common ground that exist

1788

01:21:18.465 --> 01:21:19.645

for the Decons Conservancy

1789

01:21:19.705 --> 01:21:22.245

and the Port of Muston do not currently

1790

01:21:22.245 --> 01:21:23.285

cover navigational matters.

1791

01:21:23.785 --> 01:21:27.325

So we could extend those if you are, uh, if you would be,

1792

01:21:27.425 --> 01:21:30.845

uh, wanting us to, to cover perhaps agreement to

1793

01:21:30.845 --> 01:21:32.805

that navigation risk assessment to demonstrate

1794

01:21:32.805 --> 01:21:36.845

that they are happy that the risks proposed to navigation

1795

01:21:37.465 --> 01:21:38.685

are adequately assessed.

1796

01:21:39.005 --> 01:21:42.285
I think just to step back right to the top of,

1797
01:21:42.345 --> 01:21:43.885
of the navigation risk assessment, just

1798
01:21:43.885 --> 01:21:45.565
to focus on the two points that it covers.

1799
01:21:46.345 --> 01:21:50.765
So the primary focus is to consider the delivery, um,

1800
01:21:50.865 --> 01:21:54.165
and the viability of delivery to those ports.

1801
01:21:54.545 --> 01:21:58.005
So port of moss, that Port and Squee North.

1802
01:21:58.625 --> 01:21:59.685
But an extension to

1803
01:21:59.685 --> 01:22:02.005
that is also we have works in the marine environment,

1804
01:22:02.305 --> 01:22:04.085
so we have the works in the water connection corridor.

1805
01:22:04.185 --> 01:22:07.645
So I think really, um, the Decons Conservancy point,

1806
01:22:07.785 --> 01:22:10.725
and the reason that we have requirement 19 of the draft ECO

1807
01:22:10.725 --> 01:22:14.325
to reassess, um, sort of s key north is

1808
01:22:14.325 --> 01:22:17.165
because of the interaction obviously with the,

1809
01:22:17.405 --> 01:22:18.565
the channel itself and,

1810

01:22:18.565 --> 01:22:20.165

and the fact that, you know, port

1811

01:22:20.165 --> 01:22:22.005

of MOS is probably quite on the periphery,

1812

01:22:22.005 --> 01:22:23.445

quite the northern end of the estuary,

1813

01:22:23.475 --> 01:22:25.645

whereas Skee North is a bit further down,

1814

01:22:25.645 --> 01:22:26.645

obviously quite tidal.

1815

01:22:26.985 --> 01:22:30.165

Um, and there are other potential interactions, um,

1816

01:22:30.195 --> 01:22:32.005

that might need to be considered when the details are

1817

01:22:32.005 --> 01:22:34.085

available of the specific loads.

1818

01:22:34.515 --> 01:22:37.045

Okay. Um, so hopefully that provides you

1819

01:22:37.045 --> 01:22:38.365

with some, some comfort.

1820

01:22:38.795 --> 01:22:41.005

Yeah, thank you. And like I would suggest that, um,

1821

01:22:41.095 --> 01:22:44.805

maybe let's not go troubling Port Austin just yet

1822

01:22:44.815 --> 01:22:46.805

until you know what you are, if you're successful

1823

01:22:46.805 --> 01:22:48.765
and if you know that you're gonna use Port Austin,

1824
01:22:48.945 --> 01:22:51.165
it seems like that would be an aborted measure

1825
01:22:51.165 --> 01:22:52.365
to do if you wasn't one

1826
01:22:52.365 --> 01:22:54.845
of the options you're necessarily gonna go for.

1827
01:22:55.305 --> 01:22:57.085
So thank you for that. Uh, yes.

1828
01:22:57.205 --> 01:23:00.405
I was just merely if you like, it's just a, a, a small issue

1829
01:23:00.405 --> 01:23:03.445
that I picked up that the, the Maritime

1830
01:23:03.445 --> 01:23:05.925
and Coast Guard Agency had flagged the risks of movement

1831
01:23:05.925 --> 01:23:08.045
of large objects in random.

1832
01:23:08.185 --> 01:23:09.365
Um, I wanted to make sure you,

1833
01:23:09.615 --> 01:23:11.005
you'd adequately addressed them.

1834
01:23:11.265 --> 01:23:13.085
It sounds like with the National navigational risk

1835
01:23:13.085 --> 01:23:14.165
assessment it has now.

1836
01:23:14.225 --> 01:23:16.045
So thank you for that. Um,

1837

01:23:20.425 --> 01:23:22.125

and I appreciate what you're saying also about the works

1838

01:23:22.125 --> 01:23:25.605

obviously in lowering the D Sry that, um, that what you,

1839

01:23:27.585 --> 01:23:31.285

not wishing to limit their significance quite minor in

1840

01:23:31.285 --> 01:23:34.725

nature, but you're also involving those with the, um, yeah,

1841

01:23:34.865 --> 01:23:35.885

the poor consistency.

1842

01:23:35.885 --> 01:23:36.885

Well, thank you,

1843

01:23:37.585 --> 01:23:39.165

Uh, Nicholas State on behalf of the applicant.

1844

01:23:39.165 --> 01:23:41.405

Yes, exactly, exactly that the, the presence

1845

01:23:41.405 --> 01:23:43.445

of work obviously could present a risk.

1846

01:23:43.705 --> 01:23:46.565

Um, yeah. And, you know, if we want to make sure that the,

1847

01:23:46.565 --> 01:23:49.765

the workers are safe and also yeah, any, any, if there are,

1848

01:23:50.465 --> 01:23:53.445

um, any modifications that are, that are required

1849

01:23:53.445 --> 01:23:55.405

that there, there isn't really any modifications,

1850

01:23:55.405 --> 01:23:56.605
just the screens essentially,

1851

01:23:56.945 --> 01:23:59.045
and some minor refurbishment works in the water connection

1852

01:23:59.245 --> 01:24:02.445
corridor, but, um, for example, a barge might be, um,

1853

01:24:02.885 --> 01:24:05.005
required temporarily to be present adjacent

1854

01:24:05.105 --> 01:24:07.685
to those facilities and that would present a hazard.

1855

01:24:08.545 --> 01:24:09.845
Um, yeah. Thank

1856

01:24:09.845 --> 01:24:10.845
You. Thank you.

1857

01:24:10.845 --> 01:24:13.005
Are there any questions from any other parties,

1858

01:24:13.305 --> 01:24:14.845
uh, either in the room or online who'd like

1859

01:24:14.845 --> 01:24:16.885
to ask any questions around maritime navigation?

1860

01:24:20.835 --> 01:24:23.765
Okay, thank you. Um, I'm gonna move on now

1861

01:24:23.765 --> 01:24:25.445
to the section just about aviation as well.

1862

01:24:25.785 --> 01:24:28.725
Um, like I say to some extent, I think, uh, Mr.

1863

01:24:28.725 --> 01:24:30.325
Drawn, you might have addressed this yesterday,

1864
01:24:30.325 --> 01:24:32.765
but this was concerns raised by Airbus

1865
01:24:32.765 --> 01:24:35.325
and the Harden Aerodrome about the Stack Heights

1866
01:24:35.385 --> 01:24:38.525
and potential, uh, obstructions within their plane, uh,

1867
01:24:38.615 --> 01:24:40.285
plane, like you said, circular planes

1868
01:24:40.285 --> 01:24:41.765
of operation for their airplanes.

1869
01:24:42.645 --> 01:24:46.005
I think feel free to, uh, briefly recap

1870
01:24:46.115 --> 01:24:47.205
what we discussed yesterday,

1871
01:24:47.205 --> 01:24:48.685
but I think you may have decided

1872
01:24:48.685 --> 01:24:50.605
that you've now adjusted the Stack Heights

1873
01:24:50.605 --> 01:24:51.765
to avoid that obstruction risk,

1874
01:24:54.985 --> 01:24:57.085
Uh, James Storm for the applicant, that

1875
01:24:57.115 --> 01:24:59.445
that was the purpose of that change.

1876
01:25:00.105 --> 01:25:04.365
Uh, there are, there's some other controls relevant

1877

01:25:04.365 --> 01:25:08.565
to aviation in, in the DCO, for example, um,

1878
01:25:09.475 --> 01:25:13.365
that there is the Requirement 14 under lighting strategy

1879
01:25:13.705 --> 01:25:17.045
as you can appreciate, um, relevant to that issue.

1880
01:25:17.825 --> 01:25:22.325
And requirement 15, which you, you,

1881
01:25:22.425 --> 01:25:26.085
you would've seen, but relates to details of heights

1882
01:25:26.085 --> 01:25:28.685
and structures, including temporary cranes

1883
01:25:28.985 --> 01:25:33.925
and the process, um, of information that may be required

1884
01:25:33.925 --> 01:25:37.725
by the CAA or Airbus in relation to that.

1885
01:25:38.225 --> 01:25:41.245
So, but the reduction of the Stack Heights,

1886
01:25:41.245 --> 01:25:44.565
as you heard yesterday, was in, in relation to a specific

1887
01:25:45.215 --> 01:25:48.605
point raised about the, in effect, the permanent features,

1888
01:25:49.025 --> 01:25:51.805
um, in the obstacle

1889
01:25:51.935 --> 01:25:52.935
Limitation services.

1890
01:25:52.975 --> 01:25:56.205
Thank you. So I wasn't, and I,

1891

01:25:56.205 --> 01:25:57.485
and we can elaborate more on

1892

01:25:57.485 --> 01:25:58.965
that if you like, but No, that's fine.

1893

01:25:59.065 --> 01:26:00.565
We did cover that to some

1894

01:26:00.565 --> 01:26:01.565
Degree. I should imagine they'd be

1895

01:26:01.565 --> 01:26:02.365
more happy.

1896

01:26:02.505 --> 01:26:04.125
So that's, that's where I'm,

1897

01:26:04.305 --> 01:26:05.565
the angle that I'm coming from is,

1898

01:26:06.075 --> 01:26:07.075
Yeah. So I think we're

1899

01:26:07.075 --> 01:26:08.365
continuing to engage with them.

1900

01:26:08.545 --> 01:26:12.045
In any event, I think we're speaking

1901

01:26:12.045 --> 01:26:14.485
to 'em later this week. Thank you. I hope.

1902

01:26:15.015 --> 01:26:17.645
Thank you very much. Does anybody in the room

1903

01:26:18.065 --> 01:26:19.165
or online have many questions

1904

01:26:19.165 --> 01:26:20.565
regarding, uh, aviation safety?

1905

01:26:22.385 --> 01:26:25.245
No. Thank you. Uh, I'm just gonna move on to item now. Five.

1906

01:26:25.525 --> 01:26:28.005
I apologize very kindly.

1907

01:26:28.005 --> 01:26:30.645
You've agreed to take on the list of actions that, uh,

1908

01:26:30.645 --> 01:26:31.645
that you'll come back to me with.

1909

01:26:31.645 --> 01:26:34.245
So, uh, uh, without wishing to go through each one step

1910

01:26:34.245 --> 01:26:35.605
by step and in detail, and we can pick

1911

01:26:35.605 --> 01:26:38.045
that up from the recording and the transcript in due course.

1912

01:26:38.625 --> 01:26:40.885
Uh, similarly, thank you for the offers that, um,

1913

01:26:40.885 --> 01:26:42.165
venture have made and um, um,

1914

01:26:42.385 --> 01:26:45.445
and it's been very helpful to hear where you are going with

1915

01:26:45.445 --> 01:26:47.045
that and get the early sites of those.

1916

01:26:47.045 --> 01:26:48.765
That's really useful. Thank you very, very much.

1917

01:26:49.785 --> 01:26:52.125
Are there any actions that anyone feels that, uh,

1918

01:26:52.275 --> 01:26:53.365
that we did miss in the room

1919

01:26:53.365 --> 01:26:54.725
that would like additionally picked out?

1920

01:26:55.625 --> 01:26:56.165
You are happy.

1921

01:27:05.085 --> 01:27:08.125
Excellent, thank you. Um, just gonna move on to item six now

1922

01:27:08.145 --> 01:27:09.245
and any other business.

1923

01:27:09.305 --> 01:27:10.765
Are there any other matters relating

1924

01:27:10.765 --> 01:27:13.565
to this issue specific hearing on ecology, traffic,

1925

01:27:13.625 --> 01:27:15.645
and Transport that anyone in the room would like

1926

01:27:15.645 --> 01:27:20.285
to just pick out or address or anyone online?

1927

01:27:24.855 --> 01:27:27.665
Okay, Now, okay.

1928

01:27:27.665 --> 01:27:29.825
So I will move to closing the meeting if everyone is happy.

1929

01:27:30.045 --> 01:27:32.305
Um, thank you. This concludes the business of this hearing.

1930

01:27:32.485 --> 01:27:33.945
Um, thank you for joining us today

1931

01:27:33.945 --> 01:27:35.305
and providing us with your advice.

1932
01:27:35.305 --> 01:27:37.145
Indeed does. It's very helpful to me. So thank you for that.

1933
01:27:37.645 --> 01:27:41.105
Um, I'll aim with the team to get the Rule eight letter,

1934
01:27:41.105 --> 01:27:42.905
which will confirm the deadlines

1935
01:27:42.905 --> 01:27:45.145
that we previously adjusted out as soon

1936
01:27:45.145 --> 01:27:46.185
as we practically can.

1937
01:27:46.725 --> 01:27:49.345
Uh, and just remind you, the deadline one in a fortnight's

1938
01:27:49.345 --> 01:27:52.385
time yesterday for, was for some of the written submissions.

1939
01:27:52.385 --> 01:27:54.225
And equally, if you want to follow up on any

1940
01:27:54.305 --> 01:27:57.145
of the oral submissions you made at this examination,

1941
01:27:57.165 --> 01:27:58.505
you can do so at that point.

1942
01:27:59.275 --> 01:28:01.545
Thank you again for everybody, uh, coming along

1943
01:28:01.545 --> 01:28:04.025
and taking part, uh, especially thank you to TM Services

1944
01:28:04.045 --> 01:28:06.385
and Cumin for their support, uh, at this meeting.

1945

01:28:06.495 --> 01:28:09.105

It's greatly appreciated. Uh, thank you Mr. Strong

1946

01:28:09.105 --> 01:28:10.985

for your colleagues and the participation of your team.

1947

01:28:11.285 --> 01:28:12.345

That's been very helpful.

1948

01:28:12.765 --> 01:28:14.785

Um, Ms. Pope for Flinching County Council

1949

01:28:14.785 --> 01:28:15.985

and all the colleagues you've had today

1950

01:28:15.985 --> 01:28:18.345

and yesterday, that's also been excellent support

1951

01:28:18.345 --> 01:28:19.505

and very helpful to me.

1952

01:28:20.325 --> 01:28:25.105

Um, without that, I think the, uh, thanks

1953

01:28:25.205 --> 01:28:26.865

for the team in the back of the room as well as I,

1954

01:28:26.865 --> 01:28:28.305

anyone I missed out my, my own guys.

1955

01:28:28.395 --> 01:28:29.825

Thank you guys. Um,

1956

01:28:30.005 --> 01:28:32.345

and, uh, yes, uh, I declare

1957

01:28:32.345 --> 01:28:34.865

that the meeting is closed at 1334 hours.

1958

01:28:34.955 --> 01:28:35.785
Thank you. And deal.