Planning Inspectorate
Arolygiaeth Gynllunio

Hearing Transcript

Project:	Meridian Solar Farm
Hearing:	Issue Specific Hearing 4 (ISH4) – Part 2
Date:	12 November 2026

Please note: This document is intended to assist Interested Parties.

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1
00:00:00,240 --> 00:00:01,620
Good morning,

2
00:00:01,770 --> 00:03:27,090
everyone.

3
00:03:27,750 --> 00:03:32,880
The time is 11:30, and this issue-specific hearing is resuming.

4
00:03:33,601 --> 00:03:37,890
We're going to move on to agenda item four, which is traffic and access.

5
00:03:39,330 --> 00:03:44,400
So I'd like to start with bullet point one and the passing place strategy.

6
00:03:46,260 --> 00:03:50,730
And I'd just like to have an update on the passing place strategy, because I know

7
00:03:50,760 --> 00:03:55,830
it's proposed for Back Bank, Martins Road, and Langary Gate Road,

8
00:03:56,791 --> 00:04:02,310
which I understand from the response at EXQ 18024 is to be submitted at deadline

9
00:04:02,640 --> 00:04:06,240
four. So I do not want to preempt the document

10
00:04:07,830 --> 00:04:11,340
in huge amounts of detail, but I just want to seek some clarification on a few

11
00:04:11,370 --> 00:04:16,770
things. So the outline construction traffic management plan, APP

12
00:04:17,520 --> 00:04:23,430
278, and the statement of common ground with Lincolnshire County

Council refer

13
00:04:23,490 --> 00:04:27,420
to the development of the temporary passing place strategy document to support

14
00:04:27,451 --> 00:04:31,710
construction traffic trips to and from the site along the network.

15
00:04:32,490 --> 00:04:38,310
And I noted in Lincolnshire's local impact report the passing places

16
00:04:38,670 --> 00:04:44,220
would need to be to Lincolnshire specification, which would be for permanent works.

17
00:04:44,730 --> 00:04:48,720
So I'd like the applicant just to clarify whether the passing place document that's

18
00:04:48,750 --> 00:04:53,430
being drafted is for a temporary or permanent passing places on the three

19
00:04:53,490 --> 00:04:55,080
particular roads coming forward.

20
00:04:56,040 --> 00:04:59,310
Taylor Power for the applicant. I can pass to Mr.

21
00:04:59,790 --> 00:05:02,130
Chris Carter in respect of the details.

22
00:05:02,670 --> 00:05:07,980
But I suppose just to preface with a bit of an explanation from the background of

23
00:05:08,040 --> 00:05:09,510
the applicant's position on this.

24
00:05:09,600 --> 00:05:13,380
So the applicant's understood the preference for permanent passing

places from the

25
00:05:13,440 --> 00:05:16,290
council. Obviously, the applicant has only

26
00:05:17,520 --> 00:05:18,000
sought

27
00:05:19,380 --> 00:05:23,790
particularly compulsory acquisition powers at the point of application.

28
00:05:24,540 --> 00:05:29,100
And so where passing places can be accommodated within the existing highways

29
00:05:29,160 --> 00:05:34,500
boundary, the applicant is looking with the council and noting the strategy is

30
00:05:34,531 --> 00:05:39,210
still being finalized with the council to provide those permanently where possible.

31
00:05:39,690 --> 00:05:45,240
But where it would require additional land take beyond the highways boundary, an

32
00:05:45,330 --> 00:05:46,710
applicant hasn't already

33
00:05:48,600 --> 00:05:52,830
provided for such powers. And where this particularly applies is in respect to the

34
00:05:52,890 --> 00:05:57,420
strip of common land on the right-hand side of Langry Gate Road, which I know is

35
00:05:57,480 --> 00:06:03,000
also subject to additional controls in respect of acquisition of such

36
00:06:03,091 --> 00:06:07,380
land. Then the applicant can only provide temporary passing places for the purpose

37
00:06:07,410 --> 00:06:12,930
of construction, because it hasn't sought the relevant compulsory purchase powers

38
00:06:13,020 --> 00:06:15,990
and it would need to go through separate regulations.

39
00:06:16,050 --> 00:06:16,230
And

40
00:06:18,210 --> 00:06:20,670
there are, like I said, particularly for the common land, there are additional

41
00:06:20,730 --> 00:06:24,119
legal tests which would have to meet in respect to the take of that land.

42
00:06:24,180 --> 00:06:26,460
So in those instances, it will still just be temporary.

43
00:06:28,290 --> 00:06:32,401
Hopefully. But I'll pass to Mr. Carter in terms of any other details he might be

44
00:06:32,460 --> 00:06:35,820
able to provide in respect of the passing places strategy.

45
00:06:40,380 --> 00:06:45,210
Okay. Mr. Carter. I'm a technical director for AECOM, acting on behalf of the

46
00:06:45,270 --> 00:06:45,720
applicant.

47
00:06:47,370 --> 00:06:49,770
Taylor's covered the vast majority of this.

48
00:06:50,160 --> 00:06:53,760
Just to slightly clarify, the common land is on the edge of Martins Road.

49
00:06:58,410 --> 00:07:03,690
We have prepared and submitted the passing places strategy to Lincolnshire.

50
00:07:05,250 --> 00:07:07,140
We have updated it

51
00:07:09,061 --> 00:07:13,680
following an initial iteration, which was a couple of days ago.

52
00:07:13,770 --> 00:07:19,260
So we are engaging with Lincolnshire and hoping for a response in

53
00:07:19,350 --> 00:07:21,360
sufficient time for us to put it into

54
00:07:22,620 --> 00:07:26,160
deadline four. As Taylor says,

55
00:07:27,480 --> 00:07:32,370
the passing places on Back Bank and Langry Gate Road are within the highways land,

56
00:07:33,120 --> 00:07:38,280
and therefore, whilst we can provide them as temporary passing places

57
00:07:39,331 --> 00:07:43,470
for the purpose of the construction phase, it would then obviously be within

58
00:07:43,500 --> 00:07:49,020
Lincolnshire's power to retain those in

59
00:07:49,081 --> 00:07:50,311
perpetuity should they wish.

60

00:07:52,500 --> 00:07:56,790
And apologies to jump on at the end, just to note what it will result in is some

61
00:07:56,850 --> 00:08:00,600
minor updates to the schedules at the back of the DCO, where they refer to

62
00:08:00,660 --> 00:08:05,010
temporary alterations to land to instead refer to permanent alterations.

63
00:08:05,430 --> 00:08:08,341
So there will be a subsequent amendment to the

64
00:08:10,290 --> 00:08:15,270
DCO just to make it clear where those alterations relate to passing places and so

65
00:08:15,420 --> 00:08:16,591
permanent powers are sought.

66
00:08:27,120 --> 00:08:28,470
Thank you for that. So,

67
00:08:36,091 --> 00:08:37,081
in terms of then

68
00:08:38,820 --> 00:08:42,600
the size, and again, I don't want to pre-empt the document too much, but in terms

69
00:08:42,630 --> 00:08:47,401
of the size and specification of the passing places, are they going to be

70
00:08:47,431 --> 00:08:52,681
accommodating just cars or are they going to be accommodating lorries in terms of

71
00:08:52,740 --> 00:08:57,720
if they were accommodating cars, it's to allow the HGVs, the lorries to pass, or

72
00:08:57,720 --> 00:09:03,510
are they due to accommodate the heavy goods vehicles to allow other vehicles to

73
00:09:03,540 --> 00:09:04,020
pass them?

74
00:09:26,175 --> 00:09:29,655
Thank you. I was just making sure I was referring to the correct document.

75
00:09:30,765 --> 00:09:36,675
They are intended to accommodate HGVs, and because ultimately what

76
00:09:36,705 --> 00:09:40,995
the passing place does is it creates the width of the road.

77
00:09:41,535 --> 00:09:45,135
So it might be that a car pulls in to allow the HGV to go past.

78
00:09:45,195 --> 00:09:48,585
It might be that the HGV pulls in to allow the car to go past.

79
00:09:50,745 --> 00:09:56,235
So if I've understood that correctly then, because it's to allow the

80
00:09:56,955 --> 00:09:59,925
road width just to expand at that particular point more than anything.

81
00:10:01,365 --> 00:10:06,315
That's correct. And also another important point is so that there's intervisibility

82
00:10:06,825 --> 00:10:08,715
between passing places so that

83
00:10:10,245 --> 00:10:14,505
the drivers of the two vehicles, they don't have to reverse because they can see

84
00:10:14,535 --> 00:10:16,725
the other vehicle coming.

85
00:10:18,885 --> 00:10:22,005
Thank you. That was one of my questions actually, particularly with Langridge Gate

86
00:10:22,065 --> 00:10:26,745
Road, because it's such a long road, and making sure you have that intervisibility

87
00:10:27,526 --> 00:10:31,335
before a lorry starts down that section and comes into contact.

88
00:10:31,395 --> 00:10:32,655
So thank you for confirming that.

89
00:10:35,865 --> 00:10:40,905
Based on that, do Lincolnshire wish to come in and comment on the points they've

90
00:10:40,936 --> 00:10:44,776
heard or anything in particular about the passing places strategy?

91
00:10:45,855 --> 00:10:48,315
Thank you, madam. Andrew Barton, Lincolnshire County Council.

92
00:10:48,825 --> 00:10:52,214
If I could defer to Mr. Ian Field who's online.

93
00:10:52,276 --> 00:10:56,056
I think he wants to make some comments on this particular topic. Thank you.

94
00:10:58,605 --> 00:11:03,165
Thank you. Yes. Ian Field from Lincolnshire County Council as highways authority.

95
00:11:03,795 --> 00:11:08,955
Yes, we have received last week the passing place draft strategy and also some

96
00:11:09,375 --> 00:11:12,075
amendments to it this week. So we're going through it and reviewing it.

97
00:11:12,195 --> 00:11:16,186
But initially it looks acceptable.

98
00:11:16,276 --> 00:11:20,475
We will hopefully respond to the applicant so that they can submit it for deadline

99
00:11:20,535 --> 00:11:20,806
four.

100
00:11:23,056 --> 00:11:27,675
There are a couple of points that I would raise now, is that if we could on the

101
00:11:27,705 --> 00:11:30,795
plans themselves actually show the extent of the highway land,

102
00:11:32,026 --> 00:11:37,276
then that can confirm where the passing places are in highway land, and therefore

103
00:11:37,335 --> 00:11:40,276
those ones can be retained as permanent.

104
00:11:40,395 --> 00:11:45,436
Because what we're wishing to avoid is having them put in and then taking them out

105
00:11:45,675 --> 00:11:49,936
after the first initial construction period, and then having to put them back in 40

106
00:11:49,965 --> 00:11:53,565
years later when the scheme is decommissioned, and then taking them out again.

107
00:11:54,165 --> 00:11:57,556
That's a lot of interference on the highway over a period.

108
00:11:58,245 --> 00:12:03,975
And also they provide additional benefit to the existing road users of the

109
00:12:04,395 --> 00:12:08,565
road. So where they are within highway land, we would like to retain them and

110
00:12:08,806 --> 00:12:10,245
maintain them as public highway.

111
00:12:11,806 --> 00:12:14,776
So I think that addresses all the points that have been raised.

112
00:12:16,155 --> 00:12:20,145
Thank you, Mr. Field. Before I go back to the applicant, the point you raised about

113
00:12:20,175 --> 00:12:23,265
the removing and then having to put back in at the decommissioning,

114
00:12:24,526 --> 00:12:28,005
I'm aware that there's going to be a solar replacement.

115
00:12:28,425 --> 00:12:31,905
There'll be periods where solar panels and items will be replaced, so presumably

116
00:12:32,895 --> 00:12:38,595
you'd expect the passing places to be in place for the operational phase as and

117
00:12:38,655 --> 00:12:44,565
when required for the replacement, say for example, of panels or substation,

118
00:12:44,625 --> 00:12:45,165
for example?

119
00:12:47,925 --> 00:12:50,475
Ian Field from Lincolnshire County Council.

120
00:12:52,125 --> 00:12:58,036
For very occasional use replacement, like there are occasional HGVs

121
00:12:58,065 --> 00:13:01,665
that pass along the road, they wouldn't be necessary as such.

122
00:13:01,695 --> 00:13:05,595
But the fact that they're being put in for construction, again, it's another

123
00:13:05,655 --> 00:13:10,426
argument that they should be left there and not removed at the start of

124
00:13:10,454 --> 00:13:13,515
the construction period. Because as you say, if there is a

125
00:13:15,225 --> 00:13:19,815
significant amount of replacement of panels or substation, then they will be needed

126
00:13:19,845 --> 00:13:23,806
for those periods as well. So this is why we would like to see them permanent.

127
00:13:24,345 --> 00:13:28,545
Thank you. And just one further question, and excuse my ignorance on this.

128
00:13:29,655 --> 00:13:33,585
Is there another permitting process that's needed for signing off the passing

129
00:13:33,615 --> 00:13:34,125
places?

130
00:13:36,645 --> 00:13:39,286
Ian Field for Lincolnshire County Council. Yes, there is.

131
00:13:39,375 --> 00:13:45,105
The technical details of them would be approved under our

132
00:13:45,165 --> 00:13:49,875
minor works 27A process. So they would then submit construction detail drawings

133
00:13:51,015 --> 00:13:52,935
for them, and we would approve them.

134
00:13:52,996 --> 00:13:56,595
And I think that should be dealt with through the CTMP.

135
00:13:59,235 --> 00:14:03,165
Thank you very much. Would the applicant like to respond to any of that?

136
00:14:06,195 --> 00:14:10,335
Sorry, Mr. Carter for the applicant. I completely support Mr. Field's position.

137
00:14:10,875 --> 00:14:16,515
We will incorporate the highway boundary on the plans to make it as easy as

138
00:14:16,545 --> 00:14:22,036
possible. And also just to reiterate that levels of HGVs for the

139
00:14:22,065 --> 00:14:27,075
operational phase, even replacements of panels, will be significantly less intense

140
00:14:27,585 --> 00:14:28,845
than during construction.

141
00:14:30,375 --> 00:14:31,575
And Taylor Power for the applicant.

142
00:14:31,665 --> 00:14:36,435
I did just want to make one minor correction, although I know that this is an area

143
00:14:36,526 --> 00:14:40,905
of ongoing discussion between the council and the applicant in terms

of the

144
00:14:40,935 --> 00:14:46,815
drafting of the DCO. But how the DCO is drafted, like effectively most

145
00:14:46,875 --> 00:14:50,926
other DCOs are drafted, is that we bring that 27A process into the DCO under the

146
00:14:50,985 --> 00:14:55,665
street works provisions. So while in effect it will work the same, the council has

147
00:14:55,695 --> 00:15:00,556
to approve the final designs. It will technically be under the street works and

148
00:15:00,585 --> 00:15:05,385
operational layout provisions in the DCO rather than under a standard 27A

149
00:15:05,475 --> 00:15:10,276
agreement. I know that this is something the council is clarifying with, but the

150
00:15:10,335 --> 00:15:16,155
applicant is confident that's the appropriate way of managing such matters and

151
00:15:16,215 --> 00:15:20,655
is commonplace for DCOs, including all of the made solar DCOs to date in

152
00:15:20,715 --> 00:15:21,585
Lincolnshire County.

153
00:15:23,715 --> 00:15:28,545
Thank you very much. Before we move on to the next bullet point, Mr. Malkin.

154
00:15:31,755 --> 00:15:35,295
The Internal Drainage Board are not here today, but previously

they'd raised lots

155
00:15:35,355 --> 00:15:40,365
of concerns about the passing places and how that might impact on some of their

156
00:15:40,426 --> 00:15:45,075
assets, and they were particularly concerned where they've got drainage tunnels.

157
00:15:45,496 --> 00:15:47,624
I wonder whether those issues have been resolved.

158
00:15:48,975 --> 00:15:50,595
Sorry, a couple of other points as well.

159
00:15:51,645 --> 00:15:52,905
Just referring to the

160
00:15:54,135 --> 00:15:59,355
panel's question document Q2.0.1,

161
00:16:00,615 --> 00:16:04,455
we felt that that also needs to indicate the travel route for what potentially will

162
00:16:04,485 --> 00:16:07,185
be very large vehicles delivering cable drums.

163
00:16:08,926 --> 00:16:14,595
And Barrier Bank is proposed as being one of the routes to be

164
00:16:14,715 --> 00:16:20,625
used by the developers. That road is actually currently closed and in

165
00:16:20,715 --> 00:16:23,056
a state of fairly serious collapse.

166
00:16:24,286 --> 00:16:28,815
Lincolnshire County Council did suggest at one point that it might never reopen as

167
00:16:28,905 --> 00:16:29,655
a through route,

168
00:16:30,975 --> 00:16:35,445
and there's no indication of when it might open at all, even if it does become a

169
00:16:35,475 --> 00:16:40,755
through route. And Back Bank, is this Back Bank at Waploe Drove?

170
00:16:40,875 --> 00:16:46,276
I don't know of another Back Bank. If this is Back Bank at Waploe Drove indicated

171
00:16:46,306 --> 00:16:52,095
to be an HGV route, it's a road I'm familiar with, and it's typical of many of the

172
00:16:52,185 --> 00:16:57,435
tiny winding roads with ditches on both sides in the area, which are completely

173
00:16:57,496 --> 00:16:59,415
unsuitable for large and heavy vehicles.

174
00:16:59,806 --> 00:17:05,325
Back Bank in particular does have some properties that barely have any front

175
00:17:05,415 --> 00:17:08,026
gardens, so they come right up to the edge of the road.

176
00:17:08,685 --> 00:17:12,676
And if I was a property owner there, I'd be really worried about structural damage

177
00:17:12,736 --> 00:17:14,806
if there's lots of HGVs going through there.

178
00:17:15,465 --> 00:17:20,595
And the passing place that's proposed, it was mentioned that a car

could pull in to

179
00:17:20,625 --> 00:17:23,746
let a lorry past, or a lorry could pull in to let a car past.

180
00:17:24,225 --> 00:17:26,445
Can a lorry pull in to let a lorry past?

181
00:17:27,825 --> 00:17:32,385
And it's a bit of a winding road. Will you have sight of this passing place before

182
00:17:32,445 --> 00:17:36,135
you're committed to coming around the next bend and meeting head-on with a very

183
00:17:36,195 --> 00:17:36,945
large vehicle?

184
00:17:38,685 --> 00:17:42,015
Thank you, Mr. Malkin. Can I just confirm the last comments you made with regards

185
00:17:42,105 --> 00:17:46,815
to the visibility, that's in relation to Back Bank? Thank you.

186
00:17:47,385 --> 00:17:48,736
Would the applicant like to respond to that?

187
00:17:49,785 --> 00:17:52,515
Taylor Power for the applicant. Yes, I'm aware there are a few questions in there,

188
00:17:52,635 --> 00:17:55,305
so I think I've got some of them down and I'll pass to Mr.

189
00:17:55,515 --> 00:17:57,135
Carter in respect of some of the

190
00:17:59,475 --> 00:18:05,445
more technical ones. In respect to the IDB and impact on their drainage assets, as

191
00:18:05,475 --> 00:18:10,035
noted, the passing places aren't intending on extending beyond the highways

192
00:18:10,095 --> 00:18:14,746
boundary, and we are separately engaging with the drainage board to ensure we have

193
00:18:14,775 --> 00:18:19,275
the appropriate protective provisions in place to protect their assets.

194
00:18:19,935 --> 00:18:23,865
So we see that that matter is being controlled underneath that separate process.

195
00:18:24,676 --> 00:18:30,645
In respect to the question about Q2.0.1, I do note the applicant responded to

196
00:18:30,705 --> 00:18:36,255
that in its response to the written questions, which is document REP

197
00:18:36,855 --> 00:18:39,195
3... Oh, sorry, let me find it

198
00:18:43,611 --> 00:18:49,461
It is document REP 3-075. So I would direct

199
00:18:49,551 --> 00:18:53,572
Meg to look at that document, and we'd be very happy to discuss the response that

200
00:18:53,601 --> 00:18:56,751
was provided if they still had any further questions.

201
00:18:57,562 --> 00:19:01,072
But otherwise, I'll pass over to Mr. Carter in respect of the remaining questions.

202
00:19:07,701 --> 00:19:12,411

Thank you. Mr. Carter, the applicant. I will take these in reverse, if that's okay.

203
00:19:13,641 --> 00:19:14,631
That's how my brain works.

204
00:19:15,921 --> 00:19:21,891
So just to clarify, because I underplayed the passing places strategy, there will

205
00:19:21,921 --> 00:19:26,241
be two lorries passing each other. I think I've just repeated the question back.

206
00:19:26,871 --> 00:19:29,541
But yes, it's two lorries passing each other.

207
00:19:30,351 --> 00:19:31,822
In terms of the

208
00:19:33,351 --> 00:19:34,822
state of the highway,

209
00:19:37,161 --> 00:19:42,081
the examining authority will be aware that within the CTMP, we're proposing road

210
00:19:42,111 --> 00:19:47,631
condition surveys, which will ensure that the applicant will

211
00:19:47,691 --> 00:19:53,121
identify the condition of the road prior to construction, during, and after, and

212
00:19:53,181 --> 00:19:53,481
therefore

213
00:19:54,981 --> 00:20:00,741
any extent of damage that is created by the construction of the

214
00:20:04,131 --> 00:20:05,751
scheme. And

215
00:20:07,312 --> 00:20:09,141
I suppose also it's worth saying that

216
00:20:10,371 --> 00:20:15,621
in terms of cable drums, cable drums are classed as an AIL, and therefore the

217
00:20:16,221 --> 00:20:21,801
routing of the AILs is within 15.4, which has been submitted

218
00:20:21,861 --> 00:20:23,781
into deadline three.

219
00:20:25,701 --> 00:20:26,241
Thank you.

220
00:20:28,611 --> 00:20:32,781
I believe Mr. Malkin's question was regards to Back Bank particularly with the

221
00:20:32,841 --> 00:20:37,011
intervisibility of that particular road and having sufficient intervisibility.

222
00:20:37,581 --> 00:20:40,791
If you can answer that question, then I'll come back to the

223
00:20:42,411 --> 00:20:45,471
road condition survey. I had a separate question later on, but we're here now-

224
00:20:45,711 --> 00:20:45,831
Yes

225
00:20:45,920 --> 00:20:49,761
... we'll talk about that.

226
00:20:49,822 --> 00:20:55,791
Yes. So the point on intervisibility applies wherever we can.

227

00:20:58,221 --> 00:21:01,911
If in any instance where intervisibility was not possible to a standard that was

228
00:21:01,941 --> 00:21:04,011
required by Lincolnshire,

229
00:21:05,211 --> 00:21:09,351
we would be seeking to introduce temporary traffic management measures to ensure

230
00:21:09,411 --> 00:21:09,681
that

231
00:21:11,391 --> 00:21:12,921
suitable controls were in place.

232
00:21:17,511 --> 00:21:20,511
Thank you. Does that answer your question, Mr. Malkin?

233
00:21:20,541 --> 00:21:24,171
It might be that the document needs to be submitted at deadline four

234
00:21:25,881 --> 00:21:28,312
for you to then comment further.

235
00:21:28,881 --> 00:21:29,781
Yes, we'll look at that.

236
00:21:31,101 --> 00:21:36,981
Just a subsequent question then. You mentioned that there would be inspections

237
00:21:37,072 --> 00:21:40,371
before, during, and after, and any damage would be put right.

238
00:21:40,611 --> 00:21:44,812
That's to the highway. What about the damage to private property?

239
00:21:44,901 --> 00:21:49,371
Because as I say, some of those houses along Back Bank in particular are old.

240
00:21:49,881 --> 00:21:54,291
I would guess that like lots of Fenland houses, they don't have

241
00:21:55,401 --> 00:21:58,281
footings. Lots of them just had a few

242
00:21:59,961 --> 00:22:03,051
layers of spaced out brick to support.

243
00:22:03,981 --> 00:22:07,581
In the event of the structural damage, then would that be compensated?

244
00:22:09,081 --> 00:22:12,562
And Barrier Bank was the other question, which is currently closed.

245
00:22:14,421 --> 00:22:18,051
Yes. Thank you. Would the applicant like to answer those particular points?

246
00:22:18,831 --> 00:22:23,931
Taylor Power for the applicant. I do note that Article 19 of the DCO includes

247
00:22:23,961 --> 00:22:29,841
protective works to the buildings if required for damage or risk

248
00:22:29,901 --> 00:22:33,861
of damage that might occur arising from construction activity.

249
00:22:34,011 --> 00:22:34,281
So,

250
00:22:35,511 --> 00:22:40,401
should there be an issue at the point in time of that construction,

251
00:22:41,572 --> 00:22:45,921
the applicant has powers to undertake protective works to ensure that any buildings

252

00:22:45,921 --> 00:22:46,911
are kept safe there.

253
00:22:51,471 --> 00:22:55,101
And then quickly, with regards to the repair of the road, so you said you would do

254
00:22:55,131 --> 00:22:58,851
a pre-condition survey and then a series of surveys during the construction phase

255
00:22:58,881 --> 00:23:00,261
and then post-condition survey.

256
00:23:02,031 --> 00:23:05,812
From the surveys that are conducted during the construction phase, will

257
00:23:07,041 --> 00:23:11,871
works then take place to the highway, or is it just a survey and you get the

258
00:23:11,901 --> 00:23:13,401
information, but then nothing's done?

259
00:23:15,381 --> 00:23:19,941
Are you referring to the surveys during, or you're referring to the whole program

260
00:23:19,971 --> 00:23:20,421
of surveys?

261
00:23:21,291 --> 00:23:27,261
The question I had was, I understand pre and post-condition surveys.

262
00:23:27,351 --> 00:23:32,121
And my question was, would you be carrying them in between the four-year

263
00:23:32,151 --> 00:23:36,831
construction phase that's referenced in ES Chapter two? And you said you will be.

264
00:23:36,981 --> 00:23:37,131
Yeah.

265
00:23:37,191 --> 00:23:43,161
So while you've done those surveys during the construction phase, will works

266
00:23:43,221 --> 00:23:47,091
be done to the highway to correct damage or not?

267
00:23:49,851 --> 00:23:51,081
Sorry, Mr. Carter for the applicant.

268
00:23:51,711 --> 00:23:57,051
That's a point of detail that we'll need to be agreeing with

269
00:23:57,471 --> 00:24:03,411
Lincolnshire at the time of the surveys, because we'll be engaging with them

270
00:24:03,501 --> 00:24:06,621
throughout the construction traffic management plan.

271
00:24:07,881 --> 00:24:12,471
I would anticipate that if there was a particular problem that presented a road

272
00:24:12,531 --> 00:24:13,191
safety issue,

273
00:24:14,541 --> 00:24:19,101
then that is a discussion that we would have with them at the time.

274
00:24:19,341 --> 00:24:25,221
But the nature and the timing of remediation measures would be

275
00:24:25,281 --> 00:24:30,322
agreed with Lincolnshire and the construction traffic management plan gives the

276
00:24:32,031 --> 00:24:35,451

examining authority the control mechanism in order to ensure that that happens.

277
00:24:36,741 --> 00:24:41,181
Thank you. I do believe Mr. Malkin asked about Barrier Bank in particular, in

278
00:24:41,241 --> 00:24:46,611
respect to it's identified as a heavy goods vehicle route, and it's also identified

279
00:24:46,671 --> 00:24:47,721
as an AIL route,

280
00:24:48,951 --> 00:24:53,001
and that it's been closed and it's subject to large periods of subsidence.

281
00:24:53,091 --> 00:24:54,681
I don't know if you're able to comment on that.

282
00:24:57,322 --> 00:25:03,111
The applicant's understanding is that at the time that we start

283
00:25:03,171 --> 00:25:09,051
construction, Barrier Bank will be available for use as proposed in

284
00:25:09,111 --> 00:25:09,290
the

285
00:25:11,361 --> 00:25:16,881
scheme plans. I would suggest that Lincolnshire would be best placed to

286
00:25:18,051 --> 00:25:19,341
comment on any timing of

287
00:25:20,631 --> 00:25:22,191
the closure of Barrier Bank.

288
00:25:23,721 --> 00:25:28,221
Thank you. I would then like to turn to Lincolnshire on that point,

whether they

289
00:25:28,281 --> 00:25:30,501
have concerns about the use of Barrier Bank

290
00:25:32,511 --> 00:25:35,301
as a heavy goods vehicle route and an AIL route.

291
00:25:39,832 --> 00:25:45,621
Obviously, we are assuming, again, that when the scheme

292
00:25:45,711 --> 00:25:49,851
is constructed, Barrier Bank is open and operational.

293
00:25:50,661 --> 00:25:55,221
I would need to check with my highway maintenance colleagues if they have any plans

294
00:25:55,821 --> 00:26:01,582
over its current closures and the remediation

295
00:26:01,641 --> 00:26:06,681
works that are taking place. But the responses that we've given to date are based

296
00:26:06,711 --> 00:26:11,812
on the assumption that as a public highway, it will be available for the passage of

297
00:26:12,201 --> 00:26:14,781
vehicles, and we've assessed it based on that

298
00:26:16,221 --> 00:26:16,611
usage.

299
00:26:17,601 --> 00:26:21,621
Thank you very much. Can we have that as an action point for Lincolnshire to go

300
00:26:21,681 --> 00:26:24,562
away and check with the maintenance team?

301
00:26:25,881 --> 00:26:26,271
Thank you.

302
00:26:29,361 --> 00:26:33,771
Are there any further comments to make on this first bullet point about the passing

303
00:26:33,802 --> 00:26:34,552
place strategy?

304
00:26:36,141 --> 00:26:37,071
Anybody online?

305
00:26:38,841 --> 00:26:41,002
So we'll move on to bullet point two.

306
00:26:42,411 --> 00:26:46,491
And this is back, I was wanting to cover heavy goods vehicles and abnormal

307
00:26:46,552 --> 00:26:48,321
indivisible loads or AILs.

308
00:26:49,821 --> 00:26:55,582
So I've noted that Figure 15.4, the AIL routing, has been amended to

309
00:26:55,641 --> 00:26:59,421
align with figures that form part of the statement of common ground with National

310
00:26:59,481 --> 00:27:05,151
Highways, and this resulted in an amendment that the AILs no longer travel to the

311
00:27:05,241 --> 00:27:10,461
order limits along the A151 from the east and beyond,

312
00:27:12,201 --> 00:27:17,841
so to the east beyond the access HR03, and all AILs therefore will be

313

00:27:17,901 --> 00:27:23,511
traveling on the A16. In doing so, can the applicant please explain if this change

314
00:27:23,541 --> 00:27:28,911
will have any impact or change to predicted numbers within the ES Chapter 15 for

315
00:27:28,942 --> 00:27:34,881
the A16, and if there's a percentage increase from that effect?

316
00:27:38,721 --> 00:27:40,071
Mr. Carter for the applicant.

317
00:27:41,511 --> 00:27:46,791
The short answer is no, it won't result in any change.

318
00:27:47,721 --> 00:27:53,631
Abnormal indivisible loads are treated as very occasional events, and what we seek

319
00:27:53,661 --> 00:27:59,421
to do is ensure that there's suitable routing, suitable controls, and

320
00:27:59,481 --> 00:28:04,821
that the vehicles can physically get to and from site without creating safety

321
00:28:04,881 --> 00:28:05,211
issues.

322
00:28:07,401 --> 00:28:12,052
Thank you. I just wanted to flag that as a consequence of that change to

323
00:28:13,220 --> 00:28:18,832
figure 15.4, you might need to go and revise Annex C of the CTMP, Part

324
00:28:19,221 --> 00:28:22,791
2, Sheets 1 and 2. They might need removing now.

325
00:28:23,211 --> 00:28:25,611
If that can be added as an action point.

326
00:28:28,041 --> 00:28:32,812
Of course. Will do. We have a relatively long list of updates to the CTMP that will

327
00:28:32,812 --> 00:28:36,591
be submitted at Deadline 4, so we will make sure that that's incorporated.

328
00:28:43,221 --> 00:28:49,192
Thank you. So, moving on, the response to EXQ 18.4, which is

329
00:28:49,221 --> 00:28:55,041
regards to accesses, has resulted in Figure 2.6 being amended to

330
00:28:55,101 --> 00:29:00,651
include an illustrative construction access track by vehicles traveling from access

331
00:29:00,832 --> 00:29:06,442
QB01 on Queen's Bank to the 400-kilovolt substation and VESC

332
00:29:06,471 --> 00:29:09,681
compound. And that came about from our discussions at ISH 1.

333
00:29:11,181 --> 00:29:15,082
And I just now have a couple of queries about the Queen's Bank access.

334
00:29:15,741 --> 00:29:17,421
Hopefully I can articulate that.

335
00:29:18,802 --> 00:29:24,231
So I'll be referring to the access QB01, which is shown on Sheet 15 of 45

336
00:29:24,591 --> 00:29:29,871
within the CTMP Part 2, Rep 1069.

337

00:29:30,802 --> 00:29:35,421
And I don't know if we want to have that sheet on the screen, or I can just talk to

338
00:29:35,481 --> 00:29:36,141
that sheet.

339
00:29:38,241 --> 00:29:40,491
If we could please have that on the screen, that would be helpful.

340
00:29:40,611 --> 00:29:41,541
Thank you, Mr Davies.

341
00:30:30,681 --> 00:30:35,451
Mr Davies, this might be the wrong document. Sorry, what was the Rep number?

342
00:30:35,931 --> 00:30:41,181
So it's Rep 1067. It's CTMP Part 2, Sheet

343
00:30:41,421 --> 00:30:42,261
13

344
00:30:43,611 --> 00:30:44,692
of 45.

345
00:31:36,711 --> 00:31:40,971
Sorry, madam, would you just mind repeating what page number in the PDF it is on,

346
00:31:41,031 --> 00:31:43,221
if you know, or the sheet number again?

347
00:31:43,252 --> 00:31:46,491
It's sheet 13 of 45. It

348
00:31:47,991 --> 00:31:51,231
may be that it's actually CTMP 1. Let me just check.

349
00:32:45,771 --> 00:32:49,491
Yes. I apologize. It's actually Part 1, but it's still the same sheet number.

350
00:32:51,502 --> 00:32:55,942
So it's towards the bottom of the document. Yes. Thank you. That's it.

351
00:33:02,302 --> 00:33:06,891
So my question is regarding to the purpose of this access, because from this

352
00:33:08,062 --> 00:33:13,131
drawing, it appears that it's actually a crossing point to allow

353
00:33:14,421 --> 00:33:18,621
abnormal indivisible loads to cross over at this point to travel to the field south

354
00:33:18,651 --> 00:33:23,091
of Queen's Bank. So my questions are, is it a crossing point?

355
00:33:23,361 --> 00:33:28,491
Because in Figure 2.5, which shows the construction and operational decommissioning

356
00:33:28,582 --> 00:33:34,131
accesses, Rep 3027, this shows access QB1 as a

357
00:33:34,192 --> 00:33:38,781
construction, operational, and decommissioning access and not a crossing point.

358
00:33:39,321 --> 00:33:45,052
And also the AIL routing that we just referred to also shows an AIL route

359
00:33:45,471 --> 00:33:50,451
going along Barrier Bank, as we've just discussed, and then turning right onto

360
00:33:50,511 --> 00:33:56,271
Queens Road. So I just want to check what type of access this is, please.

361

00:34:31,071 --> 00:34:34,221
Mr Carter for the applicant. It is

362
00:34:36,230 --> 00:34:41,661
both. It is an access point for that turning, as

363
00:34:41,721 --> 00:34:44,991
you've just described, for HGVs,

364
00:34:46,281 --> 00:34:51,531
but it is also a crossing point for AILs, so it fulfills

365
00:34:52,401 --> 00:34:53,062
both functions.

366
00:34:54,172 --> 00:34:58,581
Thank you. Can I check then, should there be a swept path drawing to show that the

367
00:34:58,672 --> 00:35:04,251
AIL can, if it is a construction access, that the swept path to show the AIL can

368
00:35:04,311 --> 00:35:06,052
actually get into these accesses?

369
00:35:06,411 --> 00:35:12,231
I appreciate the southern one might be the crossing into that field, but in

370
00:35:12,291 --> 00:35:17,211
order, if AILs are traveling on that road, that they can actually get into that

371
00:35:17,302 --> 00:35:17,811
access.

372
00:35:19,461 --> 00:35:19,821
Okay.

373
00:35:21,981 --> 00:35:27,501
So on that plan, in front of you, you can see

374
00:35:28,101 --> 00:35:28,821
that the top

375
00:35:30,711 --> 00:35:36,651
right-hand corner, that is showing the AIL crossing over Queen's Bank.

376
00:35:38,541 --> 00:35:38,991
And

377
00:35:41,031 --> 00:35:46,041
there absolutely should be an HGV turning swept path analysis drawing.

378
00:35:47,451 --> 00:35:49,311
And I will just make sure that

379
00:35:50,541 --> 00:35:52,251
it is in there on that plan.

380
00:35:52,521 --> 00:35:54,922
Thank you. Can we take that as an action point then, please?

381
00:35:55,281 --> 00:35:59,391
Yes. I think we'll take this away, have a look through the various sheets and see

382
00:35:59,451 --> 00:36:02,721
if it's already in there somewhere else or if we need to add in some further

383
00:36:02,781 --> 00:36:03,531
clarification.

384
00:36:05,211 --> 00:36:09,621
And then just following on from that, the AILs are then traveling south into that

385
00:36:09,651 --> 00:36:14,331
field. Can I just confirm the purpose of the AIL going into that field?

386
00:36:21,172 --> 00:36:21,501
Okay.

387
00:36:27,621 --> 00:36:28,371
So again,

388
00:36:29,871 --> 00:36:35,511
I may need to confirm that. But I understand

389
00:36:36,111 --> 00:36:41,901
that it's to ensure access to the substation and the VESC compound
to

390
00:36:41,901 --> 00:36:46,552
deliver the scale of equipment needed to construct those pieces.

391
00:36:47,331 --> 00:36:51,141
For the southern access, though, if you need to take that away,
that's fine.

392
00:36:51,141 --> 00:36:52,131
But it's the southern one.

393
00:36:53,511 --> 00:36:58,221
As in why would the HGV need to be in the southern field?

394
00:36:58,942 --> 00:37:01,611
Why an AIL would need to be in the southern field.

395
00:37:02,751 --> 00:37:06,081
I think the AIL would need to be in the southern field

396
00:37:07,672 --> 00:37:09,081
in order to travel north

397
00:37:10,552 --> 00:37:11,391
to the northern field.

398
00:37:13,677 --> 00:37:17,967
But if it's coming along Queens Bank, it would presumably go into

the north by

399
00:37:18,027 --> 00:37:23,187
turning left off Queens Bank. Therefore, it wouldn't need to be crossing over

400
00:37:23,217 --> 00:37:24,687
Queens Bank to get to the north?

401
00:37:45,627 --> 00:37:48,387
Can I take that away to respond to you in writing?

402
00:37:49,317 --> 00:37:51,657
Yes, please. Thank you very much. That can be actioned.

403
00:37:52,917 --> 00:37:57,777
And then just one last question about Queens Bank is, will it be closed up at all

404
00:37:57,837 --> 00:37:59,427
during the operational phase, do you know?

405
00:38:04,768 --> 00:38:09,867
I do recognize that the northern access is an existing access.

406
00:38:10,107 --> 00:38:11,847
It's more the southern one again.

407
00:38:15,326 --> 00:38:15,957
I don't think so.

408
00:38:16,137 --> 00:38:18,447
I think she's asking, so the access-

409
00:38:18,748 --> 00:38:18,897
Mm.

410
00:38:18,897 --> 00:38:21,897
-to the north will stay open for operational, but will the

411
00:38:23,217 --> 00:38:27,507

access into the southern field be needed during operation or is that only for

412
00:38:27,567 --> 00:38:28,197
construction?

413
00:38:29,067 --> 00:38:29,967
I don't think it is.

414
00:38:45,687 --> 00:38:51,177
We can take it away and just provide the handout on the use of these accesses if we

415
00:38:51,237 --> 00:38:52,287
want time to check.

416
00:38:55,257 --> 00:38:55,437
Yeah.

417
00:38:57,087 --> 00:39:00,117
Taylor Power for the applicant. I think what might be most helpful is if we go

418
00:39:00,177 --> 00:39:03,327
away, look at this particular access, and then come back with a comprehensive

419
00:39:03,387 --> 00:39:08,637
explanation of how it will be used in both construction and operation and for AAL

420
00:39:08,757 --> 00:39:09,687
and other movements.

421
00:39:10,617 --> 00:39:11,937
Be very, very helpful. Thank you.

422
00:39:12,057 --> 00:39:12,357
Thanks.

423
00:39:12,687 --> 00:39:15,237
I want to move on to another access now, if that's okay.

424
00:39:17,637 --> 00:39:22,977
You've already provided a response to this, which was at 1807, and this was the

425
00:39:23,067 --> 00:39:28,887
accesses SG01 and RW01. So they're right at the top of the grid connection

426
00:39:29,277 --> 00:39:29,697
route.

427
00:39:30,987 --> 00:39:36,867
And it's identified on ES Figure 2.5 for use again by AALs and heavy goods

428
00:39:36,927 --> 00:39:42,867
vehicles. And so you've clarified why they're not shown on ES Figure 15.3,

429
00:39:43,167 --> 00:39:47,847
so thank you very much. But could you explain again why an AAL would need to go

430
00:39:48,837 --> 00:39:53,367
from access HR03 to SG01?

431
00:40:42,717 --> 00:40:46,827
Excuse me. While he's finding that, do you mind if I ask a question on the previous

432
00:40:46,857 --> 00:40:50,397
thing about Queens Bank? David Raines, local resident.

433
00:40:50,456 --> 00:40:51,207
Yes. Thank you. Yes.

434
00:40:51,417 --> 00:40:54,927
Could I ask which direction the abnormal loads are coming from to get onto Queens

435
00:40:54,987 --> 00:41:00,837

Bank? Because from the south, the road from Crowland to Spolding is currently

436
00:41:00,897 --> 00:41:06,147
closed, the 1073. The other way is via Sheppy Stowe, which is a very

437
00:41:06,207 --> 00:41:11,937
narrow road and onto a very unstable section of Queens Bank, if you're coming from

438
00:41:11,998 --> 00:41:15,447
the south. And if you're coming from the north, the other route is through Moulton

439
00:41:15,537 --> 00:41:16,647
Chapel, which is a very

440
00:41:18,117 --> 00:41:19,407
narrow road down Eagote.

441
00:41:21,147 --> 00:41:24,837
So which direction are these abnormal loads actually coming to that point?

442
00:41:27,177 --> 00:41:31,677
Thank you very much. I don't think the applicant wants to respond to that now or we

443
00:41:31,737 --> 00:41:34,887
deal with my first question and then come back to Queens Bank.

444
00:41:36,147 --> 00:41:39,897
Taylor Power for the applicant. Yeah, I think that's a good approach, and we might

445
00:41:39,957 --> 00:41:41,877
need to have you repeat the question anyway, as Mr.

446
00:41:42,027 --> 00:41:43,857
Carter's been focusing on reading the documents.

447
00:41:43,947 --> 00:41:46,947

I don't think he could listen and read in-

448
00:41:47,157 --> 00:41:48,507
Quite happy to repeat.

449
00:41:49,827 --> 00:41:49,947
Okay.

450
00:41:51,777 --> 00:41:56,007
To answer the question about which directions the AALs are coming from-

451
00:41:56,307 --> 00:41:57,057
Thank you very much

452
00:41:57,116 --> 00:42:02,697
... I can just simply refer to 15.4 in the ES, which was

453
00:42:02,787 --> 00:42:04,437
updated at deadline three, which shows-

454
00:42:04,587 --> 00:42:06,927
Put that on the screen for the assistance of the-

455
00:42:08,487 --> 00:42:08,637
Um-

456
00:42:09,597 --> 00:42:10,677
We can ask for it to be up on the screen.

457
00:42:10,737 --> 00:42:11,337
Yeah. Please do.

458
00:42:12,567 --> 00:42:16,167
So could that be, that's, it's figure 15.4, or...

459
00:42:18,417 --> 00:42:18,957
Mr. Carter?

460
00:42:19,977 --> 00:42:20,817
Yes, 15.4.

461
00:42:25,707 --> 00:42:29,637
So let me just find the application reference for you, Mr. Davies.

462
00:42:34,287 --> 00:42:36,867
So that's AP 251.

463
00:42:39,897 --> 00:42:40,857
Is that correct?

464
00:42:42,867 --> 00:42:44,637
Oh, no, wait, no, sorry. Apologies.

465
00:42:44,757 --> 00:42:45,837
It's figure-

466
00:42:45,957 --> 00:42:46,768
It's three something or other.

467
00:42:47,847 --> 00:42:50,337
The reference number is rep 3033.

468
00:42:50,727 --> 00:42:50,967
Okay.

469
00:42:53,697 --> 00:42:53,817
Yeah.

470
00:42:55,287 --> 00:42:57,658
I think that, I suppose also just the short answer to the- Okay

471
00:42:58,706 --> 00:43:03,867
... to the question about why you would need to travel from HR03 to

472
00:43:04,887 --> 00:43:05,307
SB...

473
00:43:06,687 --> 00:43:11,967
I'm sorry, I can't quite read how that works out.

474

00:43:12,807 --> 00:43:14,367
To the SBA3 is to

475
00:43:16,107 --> 00:43:17,037
fit the substation.

476
00:43:24,657 --> 00:43:27,447
Taylor Power for the applicant. So just to clarify, I think that explains your

477
00:43:27,507 --> 00:43:32,937
question, and then would you just mind repeating your question in respect of the

478
00:43:33,087 --> 00:43:33,657
Queens Bank?

479
00:43:33,777 --> 00:43:35,607
Yeah. David Raines, local resident.

480
00:43:36,237 --> 00:43:41,337
My question is, regarding Queens Bank and the abnormal loads, which direction,

481
00:43:41,397 --> 00:43:43,797
which route are they using to get onto Queens Bank?

482
00:43:44,097 --> 00:43:49,137
Because there are issues with the routes onto that road and with the road itself.

483
00:43:54,897 --> 00:43:55,167
Okay.

484
00:43:58,317 --> 00:43:59,187
So the Queens,

485
00:44:03,687 --> 00:44:09,327
yeah, so 15.4 showing the abnormal indivisible loads routing showing-

486
00:44:09,357 --> 00:44:14,367

Sorry, Mr. Davies, do you mind just putting 15.4 up on screen again? And Mr.

487
00:44:14,607 --> 00:44:18,357
Carter can refer to it for ease of understanding.

488
00:44:22,647 --> 00:44:28,047
So again, I can provide a specific response.

489
00:44:29,007 --> 00:44:30,687
But you've got two options effectively.

490
00:44:30,717 --> 00:44:36,567
You can either use Martin's Road, turning left off Martin's Road, or you

491
00:44:36,627 --> 00:44:41,697
can use Barrier Bank and then head to the northern and Queens Bank and then turn on

492
00:44:41,787 --> 00:44:42,897
Queens Bank and then turn...

493
00:44:50,457 --> 00:44:52,768
Thank you. Does that answer your question, Mr.

494
00:44:53,186 --> 00:44:56,307
Raines? So you, yeah, sorry. David Raines, local resident.

495
00:44:56,757 --> 00:45:01,167
So you're going to use Coulditt Bank coming from Spolding direction, are you?

496
00:45:01,197 --> 00:45:05,907
You're coming from the north and then turning left over the bridge over the A16.

497
00:45:07,527 --> 00:45:10,018
Do you want to show him the reference of the 16?

498
00:45:11,577 --> 00:45:12,537
Maybe scroll down

499
00:45:13,526 --> 00:45:15,147
then. So I don't, you no need to refer to the map.

500
00:45:15,237 --> 00:45:17,757
I know it quite well, so I know where it is. Yeah. Yeah.

501
00:45:18,237 --> 00:45:23,577
So yeah, if you're coming from the north- Or if you're coming from, are you coming

502
00:45:23,607 --> 00:45:24,927
from the north is my question.

503
00:45:28,527 --> 00:45:33,297
Okay.

504
00:45:33,327 --> 00:45:33,447
Yes.

505
00:45:35,187 --> 00:45:38,697
Some of the AALs will come from the north and some will come from the south.

506
00:45:39,147 --> 00:45:41,817
But either way, they'll be on the A16.

507
00:45:44,037 --> 00:45:47,037
Well, you can't get off the A16 onto Queens Bank.

508
00:45:48,387 --> 00:45:53,007
Yes, but that's why I explained a second before, because you would come off Queens

509
00:45:53,067 --> 00:45:56,157
Bank, and then you would turn towards Martins Road.

510
00:45:58,227 --> 00:46:03,657
Sorry. You come off the A16 to the south, and you turn

511
00:46:04,467 --> 00:46:08,877

right if you're coming from the south or left if you're coming from the north, and

512
00:46:08,907 --> 00:46:14,067
then onto Martins Road and turn left into that parcel, and then you can use the

513
00:46:18,477 --> 00:46:21,117
crossing point over Queens Bank at that point.

514
00:46:23,619 --> 00:46:23,889
Hmm.

515
00:46:26,079 --> 00:46:27,429
Yeah, Paul Smith, local resident.

516
00:46:27,519 --> 00:46:31,539
Yes, if you're coming from the south, Barrier Bank is currently closed because it's

517
00:46:31,599 --> 00:46:37,419
collapsed. If you're coming from the north on Barrier Bank, an AIL would not get

518
00:46:37,539 --> 00:46:43,480
over the bridge of the A16. If you're coming along Howls Drive and turning left

519
00:46:43,569 --> 00:46:47,528
onto Martin's Road, intending to then turn left onto

520
00:46:48,939 --> 00:46:53,650
Queens Bank, that corner would not take a HGV. There's buildings around there.

521
00:46:53,679 --> 00:46:53,829
Okay.

522
00:46:54,429 --> 00:46:58,179
So I would respectfully suggest maybe that yourselves or perhaps the panel would

523

00:46:58,239 --> 00:47:02,769
actually like to drive those routes and actually have a look and assess the

524
00:47:02,829 --> 00:47:08,230
feasibility of an AIL traveling along either of those roads.

525
00:47:08,529 --> 00:47:08,889
Thank you.

526
00:47:09,219 --> 00:47:15,159
Thank you very much, Mr. Smith. I can confirm our unattended site visits that we

527
00:47:15,189 --> 00:47:19,389
conducted earlier in the year, we did drive those routes and observe the road

528
00:47:19,449 --> 00:47:23,799
conditions, and we have heard from Lincolnshire County Council with regards to the

529
00:47:24,369 --> 00:47:27,401
condition of Barrier Bank and its- Okay

530
00:47:27,998 --> 00:47:32,019
... potential use for heavier vehicles.

531
00:47:32,079 --> 00:47:34,359
That's fine. I hope your car survived the trip.

532
00:47:36,879 --> 00:47:39,549
Mr. Field, I see you have your hand raised.

533
00:47:42,369 --> 00:47:44,980
Thank you. Yes, Mr. Field from Lincolnshire County Council.

534
00:47:45,039 --> 00:47:45,579
It was just a

535
00:47:47,589 --> 00:47:51,639
query for the applicant when they're looking at Queens Bank.

536
00:47:51,969 --> 00:47:56,349
If that access is to be used for HGVs coming along Queens Bank, then I think that

537
00:47:57,009 --> 00:47:58,989
we probably need a passing strategy for

538
00:48:00,279 --> 00:48:05,799
Queens Bank as well. I hadn't realized that we've got HGVs using that, but it's a

539
00:48:05,859 --> 00:48:10,569
narrow road, so we'd need to, when they prepare their document about the use of

540
00:48:10,599 --> 00:48:16,449
Queens Bank and the access on Queens Bank, if it's going to have HGVs on it, we'll

541
00:48:16,509 --> 00:48:20,230
need a passing place strategy as well.

542
00:48:21,099 --> 00:48:24,309
Thank you very much, Mr. Field. Would the applicant like to respond to that point

543
00:48:24,369 --> 00:48:27,999
about the passing place for Queens Bank?

544
00:48:28,480 --> 00:48:34,209
Okay. Our response to the Queens Bank point to fully clarify every

545
00:48:34,269 --> 00:48:34,719
point,

546
00:48:36,639 --> 00:48:42,099
it will refer to the use of the AIL routes and the HGV routes,

547
00:48:43,089 --> 00:48:48,969
and that will demonstrate that we won't need a passing places on Queens Bank,

548
00:48:49,480 --> 00:48:54,129
and that's something that we will agree offline with Lincolnshire.

549
00:49:01,419 --> 00:49:06,309
Thank you. So I still want to remain on abnormal vehicle routes and swept paths,

550
00:49:06,759 --> 00:49:11,499
and I just want to touch on the CTMP part two.

551
00:49:12,549 --> 00:49:13,629
This one's definitely part two.

552
00:49:15,309 --> 00:49:20,919
There are two sheets on here. One is sheet five, which shows the A16 Low Road

553
00:49:21,069 --> 00:49:26,529
roundabout, and I'd like to understand why that particular sheet doesn't show an

554
00:49:26,619 --> 00:49:31,449
AIL going onto Low Road when it's shown on

555
00:49:32,499 --> 00:49:34,029
figure 15.4.

556
00:49:40,150 --> 00:49:41,439
Can you repeat which sheet you're looking

557
00:49:41,468 --> 00:49:46,749
at? Yeah, sure. It's sheet five in the CTMP part two, so it's the swept paths of the

558
00:49:47,259 --> 00:49:50,379
highway network. So not the swept paths of the order limits.

559
00:49:55,359 --> 00:49:58,929
Taylor Pav, the applicant. I don't suppose you have the PDF page number for that

560
00:49:58,989 --> 00:50:02,139
just for ease of reference? Just because I'm aware there are multiple

561
00:50:03,429 --> 00:50:04,480
collations of sheets.

562
00:50:20,289 --> 00:50:21,730
Which then is that?

563
00:50:21,819 --> 00:50:23,619
I'll try to find the actual document.

564
00:50:36,639 --> 00:50:38,289
It's sheet 30.

565
00:50:38,739 --> 00:50:38,919
Correct.

566
00:50:39,069 --> 00:50:41,919
Sorry, PDF page 30 of 45.

567
00:50:42,609 --> 00:50:42,759
Yeah.

568
00:50:59,650 --> 00:51:02,679
And could you remind me of the question? Apologies.

569
00:51:03,099 --> 00:51:08,859
Yes, of course. So, this shows the AIL route going north-south along the

570
00:51:08,919 --> 00:51:13,059
A16. I just wanted to understand why there was no swept path shown going on to Low

571
00:51:13,179 --> 00:51:18,910
Road, because on figure 15.4, there's an AIL

572
00:51:19,030 --> 00:51:24,879
route shown on that road going along Austindike

573
00:51:24,910 --> 00:51:25,299
Road.

574
00:51:29,440 --> 00:51:29,679
Okay.

575
00:51:36,459 --> 00:51:42,429
That's something we can add into the plan and resubmit when we do the time

576
00:51:42,489 --> 00:51:42,669
for.

577
00:51:43,660 --> 00:51:48,099
Thank you. Can we also then look at sheet seven, so that's two pages on, and it's

578
00:51:48,129 --> 00:51:53,949
the same question. For the A16 Moulton Chapel Road

579
00:51:54,069 --> 00:51:59,829
roundabout, why again, this is showing now an AIL going

580
00:51:59,889 --> 00:52:05,739
on to Moulton Chapel Road, yet one is not proposed on figure 15.4, 15-4,

581
00:52:05,799 --> 00:52:06,069
sorry.

582
00:52:07,299 --> 00:52:08,559
If that can be taken away.

583
00:52:11,949 --> 00:52:14,410
Sorry, do you mean take it away as in remove it from the document?

584
00:52:14,619 --> 00:52:20,259
No. If you're not sure now why it's shown as an AIL

585
00:52:20,650 --> 00:52:22,419

going onto Moulton Chapel Road.

586
00:52:24,489 --> 00:52:28,449
The reason for it will be that we assessed a number of different options during the

587
00:52:28,509 --> 00:52:33,129
course of the project. And just because it shows an

588
00:52:33,190 --> 00:52:38,679
AIL can use it, it doesn't mean an AIL will use it.

589
00:52:38,739 --> 00:52:42,819
The AIL routes will be determined by 15.4.

590
00:52:53,019 --> 00:52:53,799
Taylor, can we?

591
00:52:55,119 --> 00:52:57,639
That's basically the routing of the AILs.

592
00:52:59,108 --> 00:53:00,910
So- Can we leave it out now?

593
00:53:01,839 --> 00:53:05,469
I'd like to move on to cable drums, which has already been raised.

594
00:53:05,949 --> 00:53:10,750
I just want to understand where cable drums are delivered to the site by abnormal

595
00:53:10,809 --> 00:53:11,889
indivisible loads,

596
00:53:13,539 --> 00:53:17,079
how the AIL would then travel from the access point they've come to, to the

597
00:53:17,169 --> 00:53:20,199
stringing location on the grid connection route.

598

00:53:21,250 --> 00:53:25,569
Will it be using the internal access roads, and will those roads be wide enough and

599
00:53:25,629 --> 00:53:27,429
strong enough to carry that weight?

600
00:53:35,949 --> 00:53:41,919
Mr. Carter for the applicant. Yes, they'll use the closest point

601
00:53:42,099 --> 00:53:44,169
on the public highway to get into the scheme.

602
00:53:44,979 --> 00:53:49,000
And we've got multiple points on the public highway to avoid having too much

603
00:53:49,299 --> 00:53:54,009
internal haul road extent, but it will effectively get to the closest point and

604
00:53:54,039 --> 00:53:57,759
then use an internal access track to get it to the point where it's needed.

605
00:54:00,910 --> 00:54:05,679
So it wouldn't be that the drums might be taken off and loaded onto a smaller

606
00:54:05,709 --> 00:54:11,319
vehicle? They would continue on the AIL vehicle to the stringing point.

607
00:54:12,879 --> 00:54:18,759
And the AIL for cable drums is significantly smaller than a lot of

608
00:54:18,819 --> 00:54:24,459
the AILs that have... So we've done the swept path analysis for the worst case

609
00:54:24,609 --> 00:54:26,829
AILs to show they can navigate the highway network.

610
00:54:27,849 --> 00:54:31,869
Cable drum AILs are not a lot bigger than a normal HGV.

611
00:54:33,009 --> 00:54:37,809
It might be that you take a small one and put it onto a tractor trailer type piece

612
00:54:37,869 --> 00:54:42,609
of equipment, but that's a point of detail that can be addressed by the contractor,

613
00:54:42,639 --> 00:54:45,669
and they can choose the most efficient method for their purposes.

614
00:54:49,359 --> 00:54:53,829
And so my last question on this matter is, could

615
00:54:53,859 --> 00:54:59,799
the applicant clarify whether there will be instances where

616
00:54:59,829 --> 00:55:04,239
heavy goods vehicles would offload material and plant not within the construction

617
00:55:04,329 --> 00:55:09,429
compound? So along the grid connection route, for example, could you confirm that

618
00:55:09,489 --> 00:55:15,280
heavy goods vehicles when offloading would be at construction compound C2, and then

619
00:55:15,280 --> 00:55:17,650
they would travel from access points.

620
00:55:19,329 --> 00:55:22,089
I'm just trying to establish whether it's beneficial to have the construction

621
00:55:22,150 --> 00:55:24,879
compounds closer to the access points.

622
00:55:30,483 --> 00:55:36,423
I think that's more a design of the scheme point that we can look

623
00:55:36,454 --> 00:55:37,743
into. The

624
00:55:40,084 --> 00:55:43,473
design of the scheme is indicative at the moment, and again, that's something that

625
00:55:43,563 --> 00:55:45,993
the contractor can

626
00:55:47,943 --> 00:55:48,304
determine.

627
00:55:50,313 --> 00:55:53,554
Taylor Power for the applicant. But just to note, to the extent we do have any more

628
00:55:54,003 --> 00:55:57,574
information from our design team about the indicative locations of those compounds,

629
00:55:57,693 --> 00:55:59,943
now we can add them into our hearing notes.

630
00:56:09,483 --> 00:56:11,614
So before I move on to

631
00:56:13,593 --> 00:56:16,804
the next bullet point, is there anybody in the room that wishes to make any further

632
00:56:16,864 --> 00:56:18,364
comments on the accesses?

633
00:56:20,493 --> 00:56:21,574
And anyone online?

634
00:56:23,853 --> 00:56:27,873

No. So we'll move on to, I'd like to take bullet points three and four together

635
00:56:29,193 --> 00:56:31,353
and turn to operational traffic figures.

636
00:56:32,853 --> 00:56:38,103
So as discussed at yesterday's hearing, there's going to be 855 workers traveling

637
00:56:38,163 --> 00:56:43,713
to the site, of which 55% of these, or roughly 471

638
00:56:44,193 --> 00:56:46,204
individuals, would come by minibus.

639
00:56:47,283 --> 00:56:50,943
And once the workers get to the order limits, I'm guessing the workers would then

640
00:56:51,003 --> 00:56:55,353
travel to a construction compound, either within the solar development area or the

641
00:56:55,383 --> 00:57:00,093
grid connection route. So could you then explain how workers, once they get to the

642
00:57:00,153 --> 00:57:04,653
construction compound, how they will then travel to where they're working during

643
00:57:04,683 --> 00:57:05,133
the day?

644
00:57:10,743 --> 00:57:12,063
Mr Arnott for the applicants.

645
00:57:13,804 --> 00:57:19,773
So there are multiple access points in relatively close proximity to

646
00:57:20,074 --> 00:57:22,834

the individual land parcels and the work sites.

647
00:57:23,343 --> 00:57:29,133
So, as opposed to other significant scale solar developments, it's not

648
00:57:29,463 --> 00:57:34,413
a case of you have one, maybe two big access points for the staff.

649
00:57:34,983 --> 00:57:40,653
There's multiple smaller ones, so there's less movement requirements for

650
00:57:40,983 --> 00:57:44,373
staff during the course of a day than might be anticipated.

651
00:57:45,093 --> 00:57:47,793
Sorry, than might be typical of a solar DCA.

652
00:57:49,563 --> 00:57:54,364
There will likely be a small fleet of staff vehicles

653
00:57:55,593 --> 00:58:00,783
that would travel on the site to the individual work sites.

654
00:58:02,193 --> 00:58:05,763
But that would be relatively small scale, and

655
00:58:09,454 --> 00:58:14,133
if I'm anticipating where the question's going, it wouldn't result in additional

656
00:58:15,183 --> 00:58:18,753
significant movements on the local highway network outside of the times that have

657
00:58:18,783 --> 00:58:19,383
been assessed.

658
00:58:24,483 --> 00:58:26,373
Thank you. And this is a very minor point.

659
00:58:26,733 --> 00:58:29,793
The minibuses would leave once they've dropped people off?

660
00:58:30,873 --> 00:58:35,463
We've assessed that the minibus arrives, and then it leaves, and then it comes

661
00:58:35,523 --> 00:58:39,903
back, and then it leaves, as a worst-case scenario.

662
00:58:41,043 --> 00:58:45,933
In practice, some or all may stay on site, but that's fewer movements than has been

663
00:58:45,963 --> 00:58:47,043
assessed within the ES.

664
00:58:48,364 --> 00:58:48,873
Thank you.

665
00:58:50,973 --> 00:58:54,723
So I'm going to refer to, sorry, another access point, but this is in relation to

666
00:58:54,783 --> 00:58:58,173
operational numbers. So not construction vehicles or AILs.

667
00:58:58,864 --> 00:59:01,593
And this one is in relation to the ones on Martins Road.

668
00:59:01,893 --> 00:59:01,983
Yep.

669
00:59:02,554 --> 00:59:08,523
So you provided some clarification around MR01 and MR03, which are on the

670
00:59:08,584 --> 00:59:10,804
same side of Martins Road, so the east side.

671
00:59:11,373 --> 00:59:16,443

And I just want to make sure that I understand that MR01 is the operational phase

672
00:59:19,893 --> 00:59:23,403
for heavy goods vehicles, and then MR03 is for all other vehicles.

673
00:59:25,114 --> 00:59:27,543
So based on that response, if we

674
00:59:28,923 --> 00:59:30,273
look at the CTMP

675
00:59:32,193 --> 00:59:37,653
access design table, which was referred to in your response at 18.06,

676
00:59:38,193 --> 00:59:40,443
and the three accesses for Martins Road.

677
00:59:40,923 --> 00:59:43,743
And I'm not going to propose that we put this table on the screen because it's

678
00:59:44,193 --> 00:59:45,003
really small.

679
00:59:45,153 --> 00:59:45,243
Mm-hmm.

680
00:59:45,334 --> 00:59:48,423
And the numbers are really quite difficult to read.

681
00:59:49,563 --> 00:59:54,213
But I notice that in that table, for MR03, it's got a

682
00:59:54,843 --> 00:59:57,813
477 daily movements

683
00:59:59,253 --> 01:00:02,673
in the operational phase. So I just want to check

684

01:00:02,733 --> 01:00:07,324
if that is the case.

685
01:01:00,903 --> 01:01:06,543
That shouldn't say that number. It's not intended to be used during construction.

686
01:01:06,903 --> 01:01:08,403
That's all right. I wanted to check that.

687
01:01:08,793 --> 01:01:11,463
My understanding was that it was one or the other.

688
01:01:11,614 --> 01:01:11,973
Yes.

689
01:01:12,003 --> 01:01:12,574
Thank

690
01:01:12,632 --> 01:01:15,003
you. So the purpose is that

691
01:01:16,923 --> 01:01:21,454
MR01 takes the construction impacts because it's not directly opposite the

692
01:01:21,513 --> 01:01:22,054
residence.

693
01:01:28,864 --> 01:01:30,093
Thank you. Mr-

694
01:01:30,123 --> 01:01:33,993
Was it 455 vehicle movements a day?

695
01:01:37,503 --> 01:01:38,313
Sorry, to clarify.

696
01:01:40,593 --> 01:01:42,364
Can you give me one moment to have a look at the table?

697

01:01:42,423 --> 01:01:42,933
Yes, sure.

698
01:01:42,932 --> 01:01:46,143
My screen has frozen. I don't know if the applicant is able to answer that question

699
01:01:46,204 --> 01:01:46,623
otherwise.

700
01:01:48,873 --> 01:01:54,872
For MR01 and MR02 Martins Road. It says maximum

701
01:01:55,084 --> 01:01:57,603
daily two-way development trips.

702
01:01:59,973 --> 01:02:03,513
It says maximum daily two-way development trips, 477.

703
01:02:04,143 --> 01:02:06,093
Right. That's just over one a minute.

704
01:02:07,623 --> 01:02:09,123
It's not, because it's daily.

705
01:02:09,213 --> 01:02:09,574
In an eight-hour window.

706
01:02:10,204 --> 01:02:10,533
Sorry?

707
01:02:10,923 --> 01:02:13,743
In a working day, how many hours are you looking at?

708
01:02:14,043 --> 01:02:16,683
If you look at an eight-hour working day, that's just over one a minute.

709
01:02:20,643 --> 01:02:21,783
Well, the majority of

710

01:02:24,123 --> 01:02:27,813
the trips you'd have, the arrivals in...

711
01:02:28,114 --> 01:02:30,063
So there'd be an hour in the morning-

712
01:02:30,663 --> 01:02:30,813
Yes

713
01:02:30,872 --> 01:02:34,114
... where you have the arrivals. You'd have an hour in the evening where you'd have

714
01:02:34,143 --> 01:02:34,804
the departures.

715
01:02:34,923 --> 01:02:35,133
So is that-

716
01:02:35,523 --> 01:02:35,793
And you'd-

717
01:02:36,092 --> 01:02:39,813
... half arriving within one hour and the other half departing in an hour?

718
01:02:40,864 --> 01:02:43,204
No, because there's delivery movements

719
01:02:45,153 --> 01:02:46,293
across the course of the day as well.

720
01:02:46,324 --> 01:02:50,554
That averages at one a minute. If you look at eight hours in terms of minutes,

721
01:02:51,033 --> 01:02:52,563
about 460, I think.

722
01:02:53,403 --> 01:02:53,493
Um-

723
01:02:53,523 --> 01:02:55,623
You might divide that with the number of vehicle movements.

724
01:02:57,574 --> 01:03:00,873
Just making a point that there is one a minute in a working day, and if you're

725
01:03:00,903 --> 01:03:06,123
going to condense it even further down to arrival and disappearing, that becomes

726
01:03:06,213 --> 01:03:11,584
several a minute. That will completely stop the junction at Hulse Grove.

727
01:03:13,084 --> 01:03:13,443
Thank you, Mr-

728
01:03:13,443 --> 01:03:14,614
Just to put a point. Thank you.

729
01:03:14,824 --> 01:03:15,603
Thank you, Mr Smith.

730
01:03:15,873 --> 01:03:21,574
If we're looking for accurate numbers for the link flows on

731
01:03:21,603 --> 01:03:27,513
Martins Road, there are tables within the ES chapter 15 that set it out

732
01:03:27,574 --> 01:03:32,433
better against the baseline and the different vehicle types.

733
01:03:33,513 --> 01:03:34,143
Thank you very much.

734
01:03:41,103 --> 01:03:46,983
Still staying with operational traffic, I want to just turn to the grid connection

735

01:03:47,043 --> 01:03:52,954
route and your response to EXQ 18.012 and the accesses on Delgate

736
01:03:53,013 --> 01:03:58,923
Bank. And these were assessed to accommodate infrequent large movements such

737
01:03:58,983 --> 01:04:04,713
as a crane, and then it says in the insets shown on those sheets

738
01:04:05,463 --> 01:04:11,074
for that as well. Because this is the operational phase, they're not shown on any

739
01:04:11,103 --> 01:04:13,503
routing strategy for large vehicles.

740
01:04:14,554 --> 01:04:18,513
The wording based in MPS EN-1 paragraph

741
01:04:18,723 --> 01:04:24,603
2.10.27 says applicants need to

742
01:04:24,633 --> 01:04:29,493
consider the suitability of access routes within the proposed site for construction

743
01:04:29,584 --> 01:04:34,773
and operation of a solar farm, with the former likely to raise more issues.

744
01:04:35,193 --> 01:04:39,093
So whilst I appreciate the numbers in the operational phase would be lower than the

745
01:04:39,153 --> 01:04:43,383
construction phase, can you point me to where there is an assessment that those

746
01:04:43,443 --> 01:04:49,023
operational accesses, so DB03 and DB04, have been

747

01:04:49,084 --> 01:04:53,643
assessed as suitable for larger vehicles for the solar farm during the operational

748
01:04:53,704 --> 01:04:54,183
phase?

749
01:04:56,811 --> 01:05:01,311
And then, sorry, following on from that, if these are larger vehicles, would they

750
01:05:01,371 --> 01:05:04,101
need to also be included within a passing place strategy?

751
01:05:08,721 --> 01:05:09,891
So in terms of the

752
01:05:11,691 --> 01:05:13,041
assessment of suitability,

753
01:05:14,241 --> 01:05:18,621
that's the tracking, the substrate path analysis drawings within the construction

754
01:05:18,652 --> 01:05:23,121
traffic management plan, which shows that those vehicles can use that junction.

755
01:05:24,201 --> 01:05:29,601
Now, for the operational phase, the levels of

756
01:05:30,351 --> 01:05:33,591
vehicles are very low, to the point where

757
01:05:34,941 --> 01:05:39,712
a quantitative assessment was agreed with Lincolnshire to not be required.

758
01:05:40,581 --> 01:05:46,311
And so we are talking about a very occasional use of those access points by

759

01:05:47,302 --> 01:05:50,302
a large vehicle, and that access point can be accommodated.

760
01:05:51,052 --> 01:05:54,141
So again, similar to what Mr. Field was saying earlier on,

761
01:05:56,031 --> 01:06:00,861
the need for passing places arises because of the volumes of traffic during a

762
01:06:00,891 --> 01:06:01,701
construction phase.

763
01:06:03,381 --> 01:06:08,271
And this is my words, meaning that there's a higher likelihood that large vehicles

764
01:06:08,422 --> 01:06:10,462
will meet each other, and that's what

765
01:06:11,871 --> 01:06:16,371
results in the need for a passing place strategy, an occasional use by

766
01:06:17,902 --> 01:06:22,701
a large vehicle during operational phase doesn't, in the applicant's view,

767
01:06:24,291 --> 01:06:28,131
and I'm inferring in Mr. Field's view as well, based on his earlier comments,

768
01:06:28,491 --> 01:06:30,652
result in a need for a passing place.

769
01:06:33,321 --> 01:06:34,550
Thank you for confirming that.

770
01:06:36,021 --> 01:06:40,071
Mr. Field, would you wish to comment at all on Delgate Bank and the need for a

771

01:06:40,101 --> 01:06:43,462
passing place for the operational phase only?

772
01:06:47,511 --> 01:06:49,402
Ian Field for Lincolnshire County Council.

773
01:06:50,331 --> 01:06:54,831
No, for the operational phase, we agreed that it could be scoped out because the

774
01:06:55,161 --> 01:06:56,691
flows are very minimal. And,

775
01:06:57,922 --> 01:07:03,712
as I said earlier, an occasional HGV can use the road, as they already do.

776
01:07:03,981 --> 01:07:07,581
So we don't envisage it being a concern. Thank you.

777
01:07:07,821 --> 01:07:08,361
Thank you.

778
01:07:11,331 --> 01:07:16,101
So my next question is in relation to access points

779
01:07:18,052 --> 01:07:23,571
HR1 and HR2, and the response to EXQ

780
01:07:23,811 --> 01:07:27,712
18.03 and the revised Figure 15.7.

781
01:07:32,991 --> 01:07:34,281
I've noticed that Lincolnshire,

782
01:07:35,511 --> 01:07:40,701
they said in their responses they remain concerned regarding the accesses of HR1

783
01:07:40,731 --> 01:07:46,552
and HR2 on the A151. And so before I go any further with questions, I'd

784
01:07:46,581 --> 01:07:50,451
like to ask Lincolnshire County Council if there is any further update on the

785
01:07:50,481 --> 01:07:54,771
progress of design works for that particular access or any further comments you

786
01:07:54,831 --> 01:07:58,491
wish to make with regards to the previous concerns you've raised.

787
01:08:03,381 --> 01:08:05,121
Ian Field for Lincolnshire County Council.

788
01:08:06,231 --> 01:08:09,771
We met with the applicants, I think a couple of weeks ago, about these access

789
01:08:09,831 --> 01:08:15,712
points. I remain concerned, and said at that meeting that they need to

790
01:08:15,741 --> 01:08:17,691
be staggered across the 151,

791
01:08:19,641 --> 01:08:25,221
even though their construction management plan might have them as separate accesses

792
01:08:25,251 --> 01:08:29,182
and say that nobody is meant to go across the A road.

793
01:08:29,272 --> 01:08:33,861
If they could go straight across, it would be a dangerous situation.

794
01:08:34,911 --> 01:08:40,701
The applicant has since confirmed by email that they will be staggered,

795
01:08:40,821 --> 01:08:41,091
but

796
01:08:43,221 --> 01:08:44,391
you might want to clarify with them.

797
01:08:44,422 --> 01:08:47,751
They have suggested that they won't be submitting drawings,

798
01:08:50,091 --> 01:08:54,591
and will leave it till later in the process for a staggered arrangement.

799
01:08:55,522 --> 01:08:59,841
So effectively like a sort of an application without means of access being

800
01:08:59,871 --> 01:09:02,212
considered, and the detail is done later.

801
01:09:04,401 --> 01:09:08,212
I'm happy that they probably can get in a staggered arrangement because the

802
01:09:09,772 --> 01:09:15,591
extent of the order limits is quite wide at that point, and it wouldn't need to be

803
01:09:15,831 --> 01:09:21,441
a full staggering of compliance with DMRB because we wouldn't be expecting vehicles

804
01:09:21,501 --> 01:09:24,201
to go from one side to the other.

805
01:09:25,641 --> 01:09:30,891
But we would just need a staggered distance of maybe sort of 10 or 15 meters to

806
01:09:31,161 --> 01:09:35,331
prevent any vehicle trying to make that movement in one go.

807
01:09:35,422 --> 01:09:39,351
They would have to do it in two movements if they were to try and

make it.

808
01:09:39,381 --> 01:09:42,231
But as they've said, the management should prevent it anyway.

809
01:09:43,131 --> 01:09:43,371
So,

810
01:09:44,811 --> 01:09:46,401
that's where I am with the applicant.

811
01:09:47,691 --> 01:09:53,151
Thank you for confirming that. Would the applicant care to respond to those

812
01:09:53,212 --> 01:09:53,781
points?

813
01:10:02,391 --> 01:10:06,441
Yes, I can confirm that what Mr. Field has said is correct.

814
01:10:07,191 --> 01:10:13,101
We have set out in response to that question within the email exactly how we

815
01:10:13,131 --> 01:10:14,091
consider that there is

816
01:10:15,381 --> 01:10:19,851
the functions of the two accesses, the fact that there won't be any need for

817
01:10:19,881 --> 01:10:23,991
construction vehicles to cross the two, the management measures that will be in

818
01:10:24,022 --> 01:10:29,361
place to ensure that. And as Mr. Field correctly says, we are committing to

819
01:10:30,051 --> 01:10:35,841
introducing a statement within the outline CTMP, to say that a

820
01:10:35,871 --> 01:10:41,631
stagger will be introduced within the plans at the detailed design stage.

821
01:10:42,651 --> 01:10:46,941
And yeah, as Mr. Field says this, it physically can be achieved.

822
01:10:47,901 --> 01:10:52,371
There's enough land within the order limits, the level of stagger isn't required,

823
01:10:52,881 --> 01:10:56,272
and therefore we consider that by making that commitment within the outline

824
01:10:56,331 --> 01:11:00,381
construction traffic management plan, that we are able to deliver on that

825
01:11:00,411 --> 01:11:02,481
commitment at the detailed design stage.

826
01:11:04,731 --> 01:11:06,291
Thank you. I'm

827
01:11:08,301 --> 01:11:10,581
failing to understand why the drawing can't be updated now, though.

828
01:11:10,611 --> 01:11:15,381
If you're committing to it later and you're going to put the wording in the CTMP,

829
01:11:15,441 --> 01:11:21,350
why the drawing can't be updated and/or why the access couldn't be designed in such

830
01:11:21,411 --> 01:11:26,481
a way that prevents crossing, particularly now that you're not going to have

831
01:11:29,811 --> 01:11:32,961

some routing from the east of the A151.

832
01:11:36,921 --> 01:11:40,881
I think we need to discuss that with our client.

833
01:11:41,811 --> 01:11:46,251
Taylor Power for the applicant. I suppose my point on this would be that the

834
01:11:46,281 --> 01:11:50,691
drawings are all indicative anyway, so long as that the control is in the control

835
01:11:50,751 --> 01:11:56,511
document, which is the CTMP, the XA and the county council can have assurance that

836
01:11:56,541 --> 01:11:58,911
it will be enacted at detailed design.

837
01:11:59,451 --> 01:12:03,891
So, and as just discussed by both the council and Mr.

838
01:12:04,161 --> 01:12:08,721
Carter, there's no suggestion that it isn't possible, so the drawing isn't being

839
01:12:08,751 --> 01:12:10,611
undertaken to show that it's possible.

840
01:12:11,331 --> 01:12:15,951
So given the commitments there and given we all agree that it's possible,

841
01:12:18,171 --> 01:12:22,971
introducing more paper in just to show it in a VAC drawing wasn't considered

842
01:12:23,031 --> 01:12:26,961
necessary. But if the examining authority disagrees and does think it's necessary,

843

01:12:27,022 --> 01:12:30,051
then we can take that away and update the drawings.

844
01:12:32,001 --> 01:12:35,211
I would have thought, though, say for example, that it's the southern access that's

845
01:12:35,272 --> 01:12:40,551
moved, and I would need to check, for example, moving it may then presumably could

846
01:12:40,581 --> 01:12:45,561
have repercussions on existing trees and hedges that may not have been taken into

847
01:12:45,621 --> 01:12:46,131
account.

848
01:12:47,661 --> 01:12:52,911
Taylor Power for the applicant. Again, when it comes to the trees and hedgerow

849
01:12:53,182 --> 01:12:58,641
plans in those areas, they're very clear that the extents are indicative and that

850
01:12:58,671 --> 01:13:01,071
they can shift along within those areas.

851
01:13:03,291 --> 01:13:07,401
I can ensure we refer to this in our written summary of notes to the correct plan.

852
01:13:07,851 --> 01:13:13,131
But I'm aware that the arboricultural surveys do identify any trees or hedgerows of

853
01:13:13,161 --> 01:13:18,022
particular significance. If there was such a tree or hedgerow that would then be

854
01:13:18,111 --> 01:13:23,272
impacted by this staggering here, we can flag that and then that

might be a

855
01:13:23,331 --> 01:13:25,011
circumstance in which the plan would be updated.

856
01:13:25,041 --> 01:13:29,331
But otherwise, again, those tree and survey plans are indicative and indicate that

857
01:13:29,991 --> 01:13:31,851
shifts will happen at detailed design.

858
01:13:33,411 --> 01:13:34,281
Thank you very much.

859
01:13:47,571 --> 01:13:51,831
Thank you. Those are the ends of my traffic-related conditions.

860
01:13:51,891 --> 01:13:53,871
So, before we then move on, Mr.

861
01:13:56,451 --> 01:13:56,871
Raines

862
01:13:58,077 --> 01:14:03,447
David Rains, local resident. As a regular user of the A151 between Moulton and

863
01:14:03,537 --> 01:14:07,407
Spalding, I would request that it is a condition of the

864
01:14:09,297 --> 01:14:14,307
order that those junctions are staggered because that's a very busy road, and we

865
01:14:14,337 --> 01:14:19,077
don't want anything which is dangerous, even though it may be managed in a certain

866
01:14:19,137 --> 01:14:21,627
way that they don't cross directly from one to the other.

867
01:14:21,956 --> 01:14:26,517
Unless there's a proper separation, it surely will happen, and it's a recipe for

868
01:14:26,697 --> 01:14:28,167
serious accidents on that road.

869
01:14:31,197 --> 01:14:33,897
Thank you very much. Is there anyone else in the room that wishes to comment on

870
01:14:33,927 --> 01:14:36,627
this agenda item before we move on?

871
01:14:38,607 --> 01:14:42,327
Taylor Powell for the applicant. I suppose just to clarify and provide comfort to

872
01:14:42,357 --> 01:14:46,317
Mr. Rains, that commitment is being made by the applicant, and has included that

873
01:14:46,347 --> 01:14:51,027
within its CTMP, so that will happen in the final detailed design.

874
01:14:53,277 --> 01:14:56,427
Thank you very much. Is there anyone else online that wishes to speak at this

875
01:14:56,487 --> 01:14:57,207
agenda item?

876
01:14:59,247 --> 01:15:04,707
No. So that concludes agenda item four, and we'll move on to

877
01:15:05,067 --> 01:15:07,468
agenda item five, which is noise.

878
01:15:15,567 --> 01:15:17,218
Taylor Powell for the applicant. Apologies.

879

01:15:17,607 --> 01:15:20,667
We might just need to bring our noise expert into the room, so if you could just

880
01:15:20,697 --> 01:15:23,157
give the applicant a couple of minutes, he'll head down.

881
01:17:08,127 --> 01:17:11,306
Thank you. Sorry. The applicant's team is now here, so we can proceed.

882
01:17:13,226 --> 01:17:16,258
Thank you. So we'll move on to agenda item five, which is noise.

883
01:17:16,917 --> 01:17:21,897
And my first question is to the applicant about HDD crossings, where they're

884
01:17:21,927 --> 01:17:24,207
proposed on the grid connection corridor,

885
01:17:25,557 --> 01:17:29,877
where at the moment it says existing overhead lines diverted under drains.

886
01:17:30,837 --> 01:17:32,397
And then there's the potential for

887
01:17:34,107 --> 01:17:38,607
locations and distances near receptors within ES Chapter 13.

888
01:17:39,747 --> 01:17:40,468
Where it said

889
01:17:42,417 --> 01:17:42,777
overhead

890
01:17:44,697 --> 01:17:48,117
lines being diverted, I just wanted to understand what sort of overhead line that

891
01:17:48,177 --> 01:17:48,987

was, if that's

892
01:17:50,427 --> 01:17:50,847
known.

893
01:17:52,137 --> 01:17:58,017
And then based on where that diversion under the drain may take place,

894
01:17:58,107 --> 01:18:03,987
if at this point, whether the entry and exit points for HDDs might be located,

895
01:18:04,047 --> 01:18:05,337
if they're known at this point.

896
01:18:06,987 --> 01:18:11,187
Taylor Powell for the applicant. My understanding is that those relate to the

897
01:18:11,247 --> 01:18:16,827
third-party district network operator assets, so the NGED lines that

898
01:18:16,917 --> 01:18:21,117
already are in place. And so, I'm aware we've spoken about this at previous

899
01:18:21,147 --> 01:18:23,667
hearings, but there are the few instances where

900
01:18:25,557 --> 01:18:29,307
the intention of the scheme is to oversell those assets, so we won't actually have

901
01:18:29,337 --> 01:18:32,397
to do these works. But in the instance that

902
01:18:33,718 --> 01:18:37,767
further to protective provisions and detailed design, NGED requires those assets to

903
01:18:37,827 --> 01:18:39,597

be undergrounded in those sections.

904
01:18:40,857 --> 01:18:46,228
The works are required in relation to that undergrounding of those third-party

905
01:18:46,287 --> 01:18:48,747
assets, rather than of the applicant's overhead lines.

906
01:18:54,447 --> 01:18:59,187
So in that respect, I'm presuming then that the exit and entry points of HDDs would

907
01:18:59,247 --> 01:19:03,177
be unknown at this particular point in time.

908
01:19:05,127 --> 01:19:06,777
Yes. Taylor Powell for the applicant. Yes.

909
01:19:06,807 --> 01:19:09,927
So we don't have the final detailed design of exactly where they would need to be

910
01:19:09,987 --> 01:19:10,917
undergrounded, but

911
01:19:12,207 --> 01:19:18,147
we could bring up on screen the works areas, for example, the Broadgate

912
01:19:19,468 --> 01:19:24,627
area. And then that would show the extent of the order limits essentially goes

913
01:19:24,657 --> 01:19:30,387
across the width of the overhead line corridor, and then it would be kind of at

914
01:19:30,447 --> 01:19:35,577
either end or at some point within that crossing point that your entry/exit points

915

01:19:35,607 --> 01:19:39,687
would be. But Mr. Robinson, if you have anything further to add from how you've

916
01:19:39,747 --> 01:19:41,997
assessed it within your TECTA, please do.

917
01:19:42,117 --> 01:19:44,427
I think this is primarily in relation to Broadgate.

918
01:19:44,817 --> 01:19:47,517
Yeah. Hi. Eddie Robinson for the applicant.

919
01:19:48,897 --> 01:19:53,457
So we've taken a very conservative approach to assessing HDD noise.

920
01:19:54,777 --> 01:20:00,718
Well, we've assumed that there is a potential for HDD at every

921
01:20:00,777 --> 01:20:05,907
trenchless crossing. So although that might not be the case,

922
01:20:07,167 --> 01:20:09,147
once the detailed design has been completed,

923
01:20:10,557 --> 01:20:15,147
we've taken that approach in our ES chapter as a worst case.

924
01:20:15,597 --> 01:20:20,817
So we expect to have covered every potential for a significant effect.

925
01:20:24,267 --> 01:20:28,017
Thank you. I apologize, I probably should have said horizontal directional drilling

926
01:20:28,047 --> 01:20:31,197
for those in the room that may not know the acronym for HDD.

927
01:20:31,767 --> 01:20:37,677
And I'm correct if you're taking a conservative approach and that the entry

928
01:20:37,737 --> 01:20:42,207
point is the noisiest point, not the exit.

929
01:20:42,387 --> 01:20:47,097
So has that noisiest point been assessed in a conservative approach?

930
01:20:49,077 --> 01:20:50,367
Eddie Robinson for the applicant.

931
01:20:50,637 --> 01:20:56,247
So, at the moment, we're kind of uncertain where these entry and
exit

932
01:20:56,307 --> 01:21:02,127
points are going to be. So we've assessed from a point at the

933
01:21:02,157 --> 01:21:07,978
crossing. So depending on the ground conditions, that could be

934
01:21:08,937 --> 01:21:10,468
in a different location. So

935
01:21:11,877 --> 01:21:16,557
we've tried to take a reasonable worst-case approach, but there's

936
01:21:17,787 --> 01:21:21,567
quite a large element of uncertainties regarding that.

937
01:21:21,867 --> 01:21:24,867
That's fine. Sorry, I possibly didn't articulate myself.

938
01:21:25,258 --> 01:21:31,167
My understanding is that the HDD activity is the most noisy

939
01:21:31,737 --> 01:21:37,557
at the entry of the piece of equipment, so not the exit point when
it

940
01:21:37,617 --> 01:21:43,197
leaves. So therefore, you would have presumably assessed them all as

entry

941
01:21:43,258 --> 01:21:43,677
points.

942
01:21:45,867 --> 01:21:49,077
Eddie Robinson for the applicant. Yes. Sorry if I'm misunderstanding. Yeah.

943
01:21:49,167 --> 01:21:52,917
We assessed both sides as entry points.

944
01:21:55,287 --> 01:21:58,107
Thank you. And I just wanted to clarify, the

945
01:21:59,307 --> 01:22:02,697
HDDs that may be required at locations where existing...

946
01:22:03,177 --> 01:22:08,937
So sorry, ES Chapter 2, paragraph 2.6.36 says HDD

947
01:22:09,508 --> 01:22:14,427
may be required at locations where existing watercourses, roads, and utilities are

948
01:22:14,487 --> 01:22:20,247
crossed. And then reference is made to figure 2.2-3, which is the indicative

949
01:22:20,367 --> 01:22:24,957
watercourse crossing location. So because that plan refers to watercourse

950
01:22:25,017 --> 01:22:30,357
crossings, could you confirm if another plan should be provided to show

951
01:22:30,387 --> 01:22:34,497
HDDs for where it's going to be used for roads and utilities?

952
01:22:39,478 --> 01:22:40,707
Eddie Robinson for the applicant.

953
01:22:42,627 --> 01:22:47,997
I believe we covered every potential HDD location, but I would have to go back and

954
01:22:49,347 --> 01:22:53,457
review that if we could provide a response in writing on that one.

955
01:22:54,087 --> 01:22:58,228
Yes, that's fine. If we can take that as an action point, that'd be good.

956
01:22:58,258 --> 01:22:58,647
Thank you.

957
01:23:06,207 --> 01:23:10,407
And I actually don't have any questions with regards to bullet point two, which is

958
01:23:10,437 --> 01:23:16,228
the overhead noise from pylons. So moving on to bullet point three.

959
01:23:17,758 --> 01:23:18,117
I understand

960
01:23:19,527 --> 01:23:22,377
there will be a construction noise monitoring scheme, and that's going to be

961
01:23:22,407 --> 01:23:23,877
developed, and

962
01:23:25,377 --> 01:23:29,187
that will be in the detailed SEMP. And as part of that, there will be provision for

963
01:23:29,247 --> 01:23:33,537
monthly reporting information to local residents to advise

964
01:23:34,258 --> 01:23:39,957
potential noisy works that could be undertaken, and then complaints are

965
01:23:39,987 --> 01:23:43,468
reported to the applicant for investigation and action.

966
01:23:44,937 --> 01:23:49,677
So as I understand it, there might be certain construction activities that might

967
01:23:50,337 --> 01:23:55,228
require more detailed monitoring or reporting and liaison with the district

968
01:23:55,317 --> 01:23:59,547
council. So those might include short duration linear works.

969
01:24:00,297 --> 01:24:04,677
Like pylon construction, they might have more limited interaction, but the longer

970
01:24:04,947 --> 01:24:10,228
duration activities like construction of substations and compounds, and those that

971
01:24:10,258 --> 01:24:14,877
are particularly close to receptors, might need some more detailed monitoring and

972
01:24:14,907 --> 01:24:20,097
reporting. So I'd just like to ask the applicant for their views on whether there

973
01:24:20,277 --> 01:24:25,437
might be any particular differences in monitoring requirements or reporting

974
01:24:25,497 --> 01:24:30,927
mechanisms or monitoring arrangements that could be set out in the outline SEMP

975
01:24:31,677 --> 01:24:34,167
and then carried forward into the detailed SEMP.

976

01:24:34,947 --> 01:24:39,027
So in relation to those, if there's any sort of particular differences.

977
01:24:39,508 --> 01:24:44,758
And then also the complaint method where it's being referred to the applicant,

978
01:24:45,627 --> 01:24:51,597
how would that have a feedback to the council for them to be

979
01:24:51,687 --> 01:24:54,867
aware of any complaints or issues with noise?

980
01:24:57,987 --> 01:24:59,277
Eddie Robinson for the applicant.

981
01:25:00,627 --> 01:25:00,867
So

982
01:25:02,097 --> 01:25:03,537
we would take more of a

983
01:25:05,247 --> 01:25:07,497
consistent approach to monitoring over the scheme.

984
01:25:07,707 --> 01:25:11,037
For example, with the substation,

985
01:25:14,427 --> 01:25:18,897
there's quite a large separation distance between that area and residential

986
01:25:18,957 --> 01:25:23,097
properties and that's through the design process.

987
01:25:23,397 --> 01:25:29,307
We've included those buffers. So we wouldn't be

988
01:25:29,367 --> 01:25:34,137
expecting any significant construction noise effects as a result of those

989
01:25:34,197 --> 01:25:39,357
activities. So we wouldn't look to adopt any specific

990
01:25:41,728 --> 01:25:46,017
construction monitoring method for those aspects of the development.

991
01:25:48,718 --> 01:25:49,857
Question was though, can you-

992
01:25:52,527 --> 01:25:52,737
Yeah.

993
01:25:55,647 --> 01:26:00,087
With respect to the complaint method, I think it's set out in the

994
01:26:01,287 --> 01:26:02,517
outline CAMP. I think

995
01:26:06,987 --> 01:26:11,937
the detailed CAMP will be submitted for approval to the local planning authority,

996
01:26:12,057 --> 01:26:12,237
so

997
01:26:14,457 --> 01:26:17,907
we can agree any changes to that if required at that point.

998
01:26:18,657 --> 01:26:21,777
Taylor Power for the applicant. I think just to clarify on that question for Ms.

999
01:26:21,837 --> 01:26:26,697
Robinson, so I think the question was regarding the CAMP provided so that local

1000
01:26:26,758 --> 01:26:31,107
members of the community can complain to the applicant, and I think the question

1001

01:26:31,167 --> 01:26:35,577
was why are the complaints to the applicant rather than to the council?

1002
01:26:36,537 --> 01:26:40,587
I would note that obviously members of the community retain the ability to complain

1003
01:26:40,647 --> 01:26:44,457
to the council, but I think the intention of the CAMP is to also place

1004
01:26:44,487 --> 01:26:49,047
responsibility on the applicant to have a process for accepting complaints and

1005
01:26:49,107 --> 01:26:54,027
following them up independently of the council's usual noise complaints process, so

1006
01:26:54,057 --> 01:26:56,787
that it can be proactive as soon as it receives complaints.

1007
01:26:58,197 --> 01:27:00,987
But that's not to say that we're prohibiting members of the local community.

1008
01:27:01,047 --> 01:27:04,167
If they also want to report to the local council, of course, they're able to.

1009
01:27:05,187 --> 01:27:06,987
I think it's more about the feedback loop.

1010
01:27:07,077 --> 01:27:09,177
So I understand the point of complaints raised.

1011
01:27:09,417 --> 01:27:11,637
They go to the applicant, they can action them immediately.

1012
01:27:12,657 --> 01:27:16,978
It's the collation of that information and what the feedback loop is to either to

1013
01:27:17,008 --> 01:27:21,747
the operational management plan that may need to be amended depending on what

1014
01:27:21,837 --> 01:27:26,607
arises in the operational phase, and the feedback to the district council to

1015
01:27:26,637 --> 01:27:32,367
understand that complaints are coming forward rather than there being a vacuum of

1016
01:27:32,937 --> 01:27:36,537
there being no information being passed. Does that make sense?

1017
01:27:38,037 --> 01:27:38,877
Yes, that's understood.

1018
01:27:42,867 --> 01:27:44,127
Eddie Robinson for the applicant.

1019
01:27:44,487 --> 01:27:49,917
There will be reporting of the construction noise monitoring, so that will

1020
01:27:50,547 --> 01:27:53,607
contain any details of complaints if received.

1021
01:27:57,357 --> 01:28:01,887
Thank you. Do South Holland District Council have anything to add on this matter?

1022
01:28:07,527 --> 01:28:12,117
Yes. Hi, good afternoon. We previously raised some comments

1023
01:28:13,347 --> 01:28:16,287
in various consultation responses about

1024
01:28:19,617 --> 01:28:22,377
should the development be approved, we'd request,

1025
01:28:24,267 --> 01:28:28,617
I think it's requirement 18, I'm just looking at some of my notes, of the draft ECO

1026
01:28:28,647 --> 01:28:32,968
to be modified to include a written validation report, which includes monitoring to

1027
01:28:32,997 --> 01:28:36,447
ensure compliance, and that was from our environmental health officer.

1028
01:28:38,847 --> 01:28:44,487
With also an option for subsequent validation testing after significant plant

1029
01:28:44,517 --> 01:28:48,357
replacement in the future. I think that's all I can add.

1030
01:28:48,417 --> 01:28:52,767
But apologies we don't have our environmental health officer with us today.

1031
01:28:54,027 --> 01:28:58,017
Thank you very much, Mr. Dewar. Would the applicant care to respond to those points

1032
01:28:58,077 --> 01:28:59,427
about the validation reports?

1033
01:29:04,047 --> 01:29:05,367
Eddie Robinson for the applicant.

1034
01:29:06,147 --> 01:29:11,427
As part of a commitment in the operational management plan, there will be a

1035
01:29:12,027 --> 01:29:14,367
validation, noise monitoring of plant,

1036
01:29:15,687 --> 01:29:16,737
that will occur

1037
01:29:18,327 --> 01:29:22,557
prior to opening or prior to operation.

1038
01:29:23,187 --> 01:29:26,517
And also, upon replacement of any plant.

1039
01:29:29,127 --> 01:29:31,887
Taylor Power for the applicant. Just to note that in our written summary, we can

1040
01:29:31,916 --> 01:29:35,006
give you the exact references to where in those plans that that would exist.

1041
01:29:37,346 --> 01:29:37,916
Thank you.

1042
01:29:39,657 --> 01:29:41,367
Does anyone in the room? Mr. Malkin?

1043
01:29:45,626 --> 01:29:49,677
I just wonder whether there's an assessment of the effects on human health of

1044
01:29:49,737 --> 01:29:54,627
noise, not just during construction, but ongoing during operation,

1045
01:29:55,527 --> 01:30:00,237
noise from inverters, substations, battery storage, and overhead lines.

1046
01:30:01,167 --> 01:30:05,487
Meridian has said that it could be up to 40 decibels above background noise, but

1047
01:30:05,787 --> 01:30:10,827
it's not clear whether this is during construction or ongoing operation.

1048
01:30:11,817 --> 01:30:17,547
But 40 decibels above background noise, we're advised, equates to 16

times louder

1049
01:30:17,607 --> 01:30:20,937
to the human ear than the background environment.

1050
01:30:22,228 --> 01:30:27,837
And that's sort of like running a vacuum cleaner all day, every day, transforming

1051
01:30:27,867 --> 01:30:32,247
an open farmland environment into a highly intrusive industrial environment,

1052
01:30:33,057 --> 01:30:35,817
completely masking the natural sounds of the countryside.

1053
01:30:36,267 --> 01:30:40,497
And again, we're advised that a 40 decibel increase actually violates environmental

1054
01:30:40,587 --> 01:30:46,017
noise laws. There needs to be a clearer assessment of how disruptive these noise

1055
01:30:46,077 --> 01:30:48,927
levels will be to the nearest residential properties.

1056
01:30:49,887 --> 01:30:52,077
I've got a query about light levels as well.

1057
01:30:52,228 --> 01:30:53,817
I don't know whether you want to deal with that now.

1058
01:30:53,847 --> 01:30:57,957
I know it's not noise, but light levels. If I can just carry on.

1059
01:30:59,037 --> 01:31:02,968
What will be the impact on local residents of light pollution from the site?

1060
01:31:03,627 --> 01:31:07,287
South Holland's rural areas have predominantly dark skies with

little light

1061
01:31:07,317 --> 01:31:11,907
pollution, and light travels a long way in such a flat and featureless landscape.

1062
01:31:12,327 --> 01:31:16,468
Can we have an indication of lighting levels during construction and during

1063
01:31:16,527 --> 01:31:17,218
operation?

1064
01:31:18,597 --> 01:31:23,817
Thank you for that. Lighting isn't obviously on the agenda.

1065
01:31:23,877 --> 01:31:29,637
I can turn to the applicant if you can provide a response or want to respond

1066
01:31:29,907 --> 01:31:30,478
in writing.

1067
01:31:31,557 --> 01:31:34,287
Taylor Power for the applicant. I would direct Mr.

1068
01:31:37,377 --> 01:31:42,777
Malkin to the landscape and visual chapter, which discusses construction and

1069
01:31:42,837 --> 01:31:45,687
operational lighting and the assessment of that.

1070
01:31:46,077 --> 01:31:47,427
Unfortunately, our landscape and visual

1071
01:31:49,497 --> 01:31:53,517
expert has now gone home, having been at the hearings yesterday, so can't speak to

1072
01:31:53,577 --> 01:31:57,117
that further. But if there were any further questions once you've

read those

1073
01:31:57,147 --> 01:32:01,077
relevant parts of that chapter, if you put those in writing after the hearing, we'd

1074
01:32:01,107 --> 01:32:02,817
be very happy to respond to them in writing.

1075
01:32:03,897 --> 01:32:08,728
So Mr. Malkin, if you put that in your written form of your oral submission at the

1076
01:32:08,787 --> 01:32:10,047
deadline for, please. Thank you.

1077
01:32:11,607 --> 01:32:12,867
Thank you. Mr. Smith?

1078
01:32:14,337 --> 01:32:19,587
Paul Smith, resident. Can you confirm that the solar panels will be supported by

1079
01:32:19,647 --> 01:32:25,137
vertical piles? And if so, will they be at the industry standard of around

1080
01:32:25,377 --> 01:32:30,837
400 piles per megawatt, equating to around 300,000 piles, with an

1081
01:32:30,897 --> 01:32:35,758
individual pile driving machine able to deliver around 200 piles per day?

1082
01:32:36,327 --> 01:32:40,287
And if so, what the associated noise levels will be with those piles being driven,

1083
01:32:40,978 --> 01:32:41,397
given the

1084
01:32:42,687 --> 01:32:47,547

fact that it's a very rural area, that on still days you can hear the sheep chewing

1085
01:32:47,607 --> 01:32:48,657
grass? Thank you.

1086
01:32:50,097 --> 01:32:52,677
Thank you. I'd like to turn to the app. There were two questions, Mr.

1087
01:32:53,487 --> 01:32:57,117
Malcolm's one, which I believe is, well, was to do with inverters and overhead

1088
01:32:57,177 --> 01:33:00,867
lines, and then Mr. Smith with regards to pile driving.

1089
01:33:02,546 --> 01:33:05,457
Taylor Power for the applicant. I just note we don't have an engineering person

1090
01:33:05,517 --> 01:33:11,487
here today, but I can pass to Mr. Robinson, who can speak to the parameters

1091
01:33:11,547 --> 01:33:16,617
that he assessed in his assessment in respect of inverters and overhead lines and

1092
01:33:16,978 --> 01:33:17,728
pile driving.

1093
01:33:20,697 --> 01:33:22,647
Hi. Eddie Robinson for the applicant.

1094
01:33:23,607 --> 01:33:29,277
So for as far as piling goes, we've assumed that there will be driven piles,

1095
01:33:30,267 --> 01:33:33,057
for the solar PV structures. So,

1096

01:33:34,557 --> 01:33:39,357
that's how it will be undertaken.

1097
01:33:41,397 --> 01:33:46,767
Our assessment doesn't identify any significant construction noise effects

1098
01:33:47,337 --> 01:33:52,677
as a result of the use of the piles. I would point out as well, it's

1099
01:33:53,247 --> 01:33:58,407
a fairly short-term activity, over individual areas.

1100
01:33:58,617 --> 01:33:59,937
So any

1101
01:34:01,437 --> 01:34:02,758
noise will

1102
01:34:03,987 --> 01:34:08,937
likely be perceptible from construction piling at sensitive receptors.

1103
01:34:09,357 --> 01:34:14,907
But we haven't identified any significant effects due to that temporary short-term

1104
01:34:16,347 --> 01:34:17,337
nature of the noise.

1105
01:34:17,697 --> 01:34:20,187
But there will be around 300,000 piles.

1106
01:34:20,547 --> 01:34:25,377
I suggest perhaps that the panel might care to look at some videos of piles being

1107
01:34:25,437 --> 01:34:29,097
driven for solar support and make their own mind up regarding the amount of noise

1108
01:34:29,157 --> 01:34:30,207

it's created. Thank you.

1109
01:34:30,807 --> 01:34:32,008
Thank you very much, Mr. Smith.

1110
01:34:34,017 --> 01:34:37,468
Sorry, are you able to give a response to the overhead line, or is that-

1111
01:34:38,337 --> 01:34:39,478
Yeah. Taylor Power for the applicant.

1112
01:34:39,537 --> 01:34:42,117
I'm just aware the conversation's moved on a little bit, so would Mr.

1113
01:34:42,327 --> 01:34:45,478
Malcolm just mind repeating the question he had for Mr.

1114
01:34:45,657 --> 01:34:50,277
Robinson in respect of the overhead lines, and then Mr. Robinson can address that.

1115
01:34:50,337 --> 01:34:50,758
Thank you.

1116
01:34:51,537 --> 01:34:53,247
Are you able to do that, Mr. Malcolm?

1117
01:34:53,337 --> 01:34:53,787
Yes. Yeah.

1118
01:34:53,968 --> 01:34:54,597
Thank you.

1119
01:34:54,687 --> 01:34:59,547
It was really a question of noise levels and the interference that will cause the

1120
01:34:59,577 --> 01:35:04,917
local residents, not just during construction but during operation from all the

1121
01:35:04,978 --> 01:35:10,047
various elements of it, so the overhead lines, the inverters, the battery storage,

1122
01:35:10,737 --> 01:35:12,508
and the substations.

1123
01:35:15,627 --> 01:35:17,037
Eddie Robinson for the applicant.

1124
01:35:18,027 --> 01:35:22,887
I'll start off with the solar farm infrastructure, which will be

1125
01:35:23,637 --> 01:35:29,486
inverters and the BESS and substations, and deal with overhead

1126
01:35:29,547 --> 01:35:30,807
lines separately. So

1127
01:35:32,547 --> 01:35:38,457
our assessment of operational noise effects, we haven't identified any significant

1128
01:35:38,487 --> 01:35:42,087
effects. Our assessment is based around

1129
01:35:43,917 --> 01:35:49,347
what's called a relative quiet period that we have measured

1130
01:35:51,327 --> 01:35:55,228
at different property locations that may be affected.

1131
01:35:56,277 --> 01:36:01,468
So what this relative quiet is, it's the noise level that succeeded for 90% of the

1132
01:36:01,527 --> 01:36:01,857
time.

1133
01:36:03,447 --> 01:36:03,657

So,

1134
01:36:05,247 --> 01:36:08,218
that's the basis of our assessment criteria.

1135
01:36:08,637 --> 01:36:14,607
So when we predict noise from all the new infrastructure, it's compared to

1136
01:36:14,637 --> 01:36:19,797
this period of quiet, and so that's how we determine if noise is going to be

1137
01:36:19,857 --> 01:36:22,857
intrusive or if there's going to be a significant effect.

1138
01:36:23,487 --> 01:36:29,008
So, I think with mitigation in place, the highest

1139
01:36:29,367 --> 01:36:32,847
level of noise we were predicting at a property was

1140
01:36:34,228 --> 01:36:39,807
39dB, and that's including a correction to

1141
01:36:39,867 --> 01:36:45,327
account for the nature of the sound, be it a new noise source

1142
01:36:45,508 --> 01:36:51,147
in a rural area. So we apply a 3dB correction to that as well.

1143
01:36:53,367 --> 01:36:57,147
But at all our assessment locations, the

1144
01:36:58,407 --> 01:37:04,137
predicted level of noise is going to be below that relative quiet noise level

1145
01:37:04,617 --> 01:37:07,258
that we've measured at different receptors.

1146

01:37:07,407 --> 01:37:12,627
So although it may be audible at times, we don't expect

1147
01:37:13,258 --> 01:37:15,177
noise to be intrusive. So,

1148
01:37:18,177 --> 01:37:20,728
in terms of overhead line noise,

1149
01:37:22,077 --> 01:37:26,937
the detailed design of the overhead lines is still going to be undertaken, so

1150
01:37:27,627 --> 01:37:31,677
we've applied quite a conservative approach to our assessment of overhead line

1151
01:37:31,737 --> 01:37:32,097
noise.

1152
01:37:33,627 --> 01:37:36,987
It's very conservative. I would say,

1153
01:37:38,247 --> 01:37:44,127
for National Grid's overhead line projects, they would normally scope out noise

1154
01:37:44,157 --> 01:37:49,827
from overhead lines. So, we don't feel we're in a position

1155
01:37:50,218 --> 01:37:54,867
to do that at this stage, so we undertake an assessment

1156
01:37:56,008 --> 01:38:01,347
based on some worst case assumptions, and we've committed to undertake another

1157
01:38:01,407 --> 01:38:03,478
assessment in our

1158
01:38:05,008 --> 01:38:08,667
operational noise management plan, which is REP1063.

1159
01:38:09,687 --> 01:38:14,157
So that will be undertaken once we've got the detailed design of the overhead line

1160
01:38:15,057 --> 01:38:20,637
complete, and that will enable us to design the overhead line

1161
01:38:20,667 --> 01:38:24,117
appropriately so there's no significant noise effects.

1162
01:38:26,758 --> 01:38:29,937
Thank you. Are there any further questions following that? Mr. Smith?

1163
01:38:31,228 --> 01:38:33,747
Yes. Simon Smith, resident. Possibly slightly cheeky.

1164
01:38:34,527 --> 01:38:37,557
The complaints procedure, I do appreciate that that's actually in place.

1165
01:38:38,457 --> 01:38:42,266
Will it be sufficiently stringent, such as the council or police or whoever, can

1166
01:38:42,327 --> 01:38:45,716
actually potentially stop production if it becomes such an issue with the noise?

1167
01:38:46,376 --> 01:38:49,407
As I say, temporarily, probably 40 years, but, yeah, there we go.

1168
01:38:50,997 --> 01:38:55,407
Thank you. I'll pass to the applicant, but it may be that that has to be something

1169
01:38:55,468 --> 01:39:00,147
that is picked up within the actual plan, but I'll pass to the applicant.

1170
01:39:01,347 --> 01:39:05,397

Taylor Power for the applicant. I would note that we don't interrupt any of the

1171
01:39:05,457 --> 01:39:10,017
council's usual enforcement obligations in respect of noise, and in fact, the DCO

1172
01:39:10,137 --> 01:39:13,527
includes further obligations to comply with the noise limits that are set out

1173
01:39:13,557 --> 01:39:18,267
within the noise chapter. So, yes, there will be enforcement abilities of the

1174
01:39:18,327 --> 01:39:19,107
council to

1175
01:39:21,177 --> 01:39:24,147
hold us to the noise levels that we've promised within our

1176
01:39:25,647 --> 01:39:26,187
assessment.

1177
01:39:28,527 --> 01:39:30,177
Thank you. Mr. Malcolm?

1178
01:39:30,777 --> 01:39:34,917
Sorry. This is probably a question for South Holland District Council, and I don't

1179
01:39:34,947 --> 01:39:38,307
think they have the necessary officer available to answer that.

1180
01:39:38,487 --> 01:39:44,367
But their normal procedure for dealing with noise nuisance is

1181
01:39:45,478 --> 01:39:50,697
lengthy. They ask residents to keep a diary over a certain period and report when

1182
01:39:51,237 --> 01:39:56,517

there's a noise nuisance. That may not apply in this instance, though, when

1183
01:39:57,267 --> 01:40:01,197
the noise is at such a level that something actually needs to be taken a bit more

1184
01:40:01,258 --> 01:40:03,117
quickly. So I just wonder whether,

1185
01:40:04,587 --> 01:40:08,787
are they sticking to their normal noise nuisance rules, or will there be special

1186
01:40:08,847 --> 01:40:14,127
rules in this instance? And just very quickly, for our noise expert here, because

1187
01:40:14,157 --> 01:40:19,947
we're not experts, if we're talking about 38, 39 decibels above

1188
01:40:20,307 --> 01:40:26,187
the background noise, does that actually violate environmental noise

1189
01:40:26,247 --> 01:40:28,287
laws as we've been told it would do?

1190
01:40:32,847 --> 01:40:33,718
Thank you, Mr. Malcolm.

1191
01:40:35,367 --> 01:40:38,907
I can invite Mr. Dewar to speak, but he's already said that somebody from

1192
01:40:38,937 --> 01:40:42,447
Environmental Health isn't here, and I think we may be straying into other

1193
01:40:42,897 --> 01:40:43,468
territory,

1194
01:40:45,327 --> 01:40:48,777

and other methods, and we don't have the relevant people here.

1195
01:40:49,107 --> 01:40:54,327
So, I don't know if Mr. Dewar, if you want to comment on the points just made by

1196
01:40:54,357 --> 01:40:55,197
Mr. Malcolm?

1197
01:40:56,637 --> 01:40:59,337
Yeah. Hi, Sam Dewar for South Holland Council.

1198
01:41:00,747 --> 01:41:05,307
I think what the gentleman was referring to there sits outside of planning with

1199
01:41:05,337 --> 01:41:09,867
regards to the, I can't remember the exact act.

1200
01:41:10,647 --> 01:41:16,137
So in this particular case, because it's an NSIP project and

1201
01:41:17,667 --> 01:41:23,008
they've got to draft KEMP as well, we'd be looking to secure that, and we would

1202
01:41:23,067 --> 01:41:28,468
control it via that rather than the separate mechanism of that- sort of prolonged

1203
01:41:28,527 --> 01:41:33,536
monitoring. So it would be a lot more instant, in my experience.

1204
01:41:34,407 --> 01:41:34,737
Thank you.

1205
01:41:35,127 --> 01:41:40,317
Thank you. Would the applicant like to respond to the point that Mr.

1206
01:41:40,497 --> 01:41:43,737
Malcolm made about health levels?

1207
01:41:45,447 --> 01:41:47,337
Taylor Pavitt, the applicant. And I can pass to Mr.

1208
01:41:47,517 --> 01:41:52,767
Robinson in respect of his assessment of the impacts of the

1209
01:41:53,427 --> 01:41:57,627
noise increases that we're talking about here, but also to the extent that

1210
01:41:59,758 --> 01:42:04,827
the community groups have received any advice on compliance with regulations.

1211
01:42:05,337 --> 01:42:08,247
Again, if they put those in writing, we're very happy to respond to those.

1212
01:42:08,607 --> 01:42:11,008
But it is the applicant's understanding and

1213
01:42:12,267 --> 01:42:16,017
assertion that it is complying with all relevant regulations.

1214
01:42:17,307 --> 01:42:22,107
But I'll pass to Mr. Robinson just in respect of the particular impacts and his

1215
01:42:22,137 --> 01:42:25,707
understanding as a noise expert as to the significance of those.

1216
01:42:27,718 --> 01:42:28,917
Eddie Robinson for the applicant.

1217
01:42:29,607 --> 01:42:35,488
So, as I explained before, our criteria is based on a measured

1218
01:42:35,548 --> 01:42:39,928
noise level that is representative of the level of noise that exceeded for 90% of

1219

01:42:39,988 --> 01:42:44,607
the time, and that's how we determine the effect of

1220
01:42:45,957 --> 01:42:46,857
the operational noise.

1221
01:42:48,087 --> 01:42:53,997
So that sets our criteria. So when I say noise is 39 dB, that is the actual

1222
01:42:54,027 --> 01:42:59,728
level of noise from our plant. And it's not an

1223
01:42:59,757 --> 01:43:05,187
increase in noise of 39 dB. It is 39 dB, and then we compare that to

1224
01:43:06,178 --> 01:43:11,968
our background noise level that is representative of the relative quiet.

1225
01:43:13,678 --> 01:43:14,097
Thank you.

1226
01:43:15,627 --> 01:43:17,637
That may not have addressed your concerns, Mr.

1227
01:43:17,787 --> 01:43:22,707
Malcolm, but I think if you put them in writing and then they can be entered into

1228
01:43:22,707 --> 01:43:27,298
the examination to be considered. Thank you. Mr. Smith?

1229
01:43:28,017 --> 01:43:32,877
Paul Smith, local resident. So what is the background level if 39/40 dB is the

1230
01:43:32,907 --> 01:43:35,247
overall level? What's the background level?

1231
01:43:35,337 --> 01:43:36,447
So what's the increase

1232
01:43:37,707 --> 01:43:39,747
if the increase isn't the 39? Thank you.

1233
01:43:41,697 --> 01:43:43,407
Does the applicant wish to respond to that?

1234
01:43:43,767 --> 01:43:46,978
Taylor Pavitt, applicant. All of the background levels are set out within our

1235
01:43:47,037 --> 01:43:52,827
documents. So what I think it might be most helpful with this line of questions

1236
01:43:52,978 --> 01:43:58,827
if we're very happy to speak in the break to the relevant members and

1237
01:43:59,277 --> 01:44:02,937
discuss which documents might be the best place to find the source of this

1238
01:44:02,968 --> 01:44:06,507
information. They can then have a read of those documents, and if there are any

1239
01:44:06,537 --> 01:44:10,527
questions about specific details we've set out in the documents, then we'd be very

1240
01:44:10,557 --> 01:44:11,997
happy to address those in writing.

1241
01:44:12,027 --> 01:44:12,147
But

1242
01:44:13,527 --> 01:44:14,817
I just am aware that

1243
01:44:16,107 --> 01:44:20,517
might be a bit more efficient for the purposes of the hearing if

that would assist.

1244
01:44:21,327 --> 01:44:24,988
I think that would be a very good approach. So yes, thank you.

1245
01:44:25,407 --> 01:44:26,307
Yeah, that's fine. Thank you.

1246
01:44:26,488 --> 01:44:30,988
Thank you very much. If there are no further questions in the room on this matter,

1247
01:44:32,247 --> 01:44:34,287
any questions on... Oh, Mr. Raines?

1248
01:44:35,607 --> 01:44:37,557
Yeah. David Raines, local resident.

1249
01:44:37,678 --> 01:44:42,386
In terms of piling, is there any piling going on on the pylon routes, on the

1250
01:44:42,417 --> 01:44:45,087
substation sites, on the best site?

1251
01:44:47,997 --> 01:44:52,437
Again, do you want to answer that or again, is that a matter that may form part of

1252
01:44:52,468 --> 01:44:53,728
your discussion in the break?

1253
01:44:54,178 --> 01:44:58,917
Yeah. Ms. Pavitt, the applicant. Again, this information is in the documents,

1254
01:46:24,147 --> 01:46:29,847
so we can point you in

1255
01:46:30,087 --> 01:46:35,847
the documents and to the right documents in the break.

1256
01:46:35,877 --> 01:46:40,017
And I think that might be the easiest way of

1257
01:46:40,137 --> 01:46:42,298
dealing with this.

1258
01:46:42,298 --> 01:46:47,877
Thank you. And any further questions online? No. Thank

1259
01:46:48,626 --> 01:46:52,377
you. So that concludes agenda item five.

1260
01:46:53,548 --> 01:46:57,567
We will now take a break for lunch and resume at 2:00.

1261
01:46:58,048 --> 01:47:03,687
So this issue-specific hearing is adjourned until 2:00.

1262
01:47:03,686 --> 01:47:05,667
Thank you very much.