



Planning Inspectorate
Arolygiaeth Gynllunio

Event Transcript

Project:	Green Hill Solar Farm
Event:	Issue Specific Hearing 2 (ISH2) – Part 3
Date:	09 December 2025

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

It is not a verbatim text of what was said at the above event. The content was produced using artificial intelligence voice to text software. It may, therefore, include errors and should be assumed to be unedited.

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

created by event.video

1

00:00:00.080 --> 00:06:00.120

(Static noise)

2

00:06:09.930 --> 00:06:12.850

So it's now 2:20 and the hearing is resumed.

3

00:06:12.870 --> 00:06:14.510

Thank you, everyone.

4

00:06:15.930 --> 00:06:19.770

We will now turn to agenda item 3.5, which is effects for

5

00:06:20.110 --> 00:06:23.730

traffic and transport. And if I could ask the

6

00:06:23.770 --> 00:06:27.760

applicant to provide an update with regard to traffic and transport matters since

7

00:06:27.810 --> 00:06:30.990

issue-specific hearing one, please.

8

00:06:31.060 --> 00:06:32.750

Uh, Clare Budgell for the applicant.

9

00:06:32.950 --> 00:06:36.450

Um, as has been the case for other agenda items, we have different

10

00:06:36.870 --> 00:06:40.680

teams to speak to this agenda item, so I will just let them,

11

00:06:40.730 --> 00:06:44.590

introduce themselves, um, and then they can provide, uh, the update for you.

12

00:06:44.610 --> 00:06:47.350

Thank you.

13

00:06:48.510 --> 00:06:51.950

Um, hi, I'm Stuart Morse. I'm a director at

14

00:06:52.130 --> 00:06:54.970

KMC looking at, uh, traffic and transport

15

00:06:54.990 --> 00:06:56.650

matters.

16

00:06:58.070 --> 00:07:01.770

Hi, my name's Kirsty McMullen. I'm also a director at KMC,

17

00:07:01.930 --> 00:07:03.490

um, looking at transport and traffic

18

00:07:03.530 --> 00:07:06.790

matters.

19

00:07:08.670 --> 00:07:11.840

Good afternoon. My name's Stephen Flynn. I work at Land Pro Services.

20

00:07:11.890 --> 00:07:15.440

I'm here speaking on behalf of the applicant, um, on the matters of public rights

21

00:07:15.470 --> 00:07:19.310

of way. Uh, I'm the applicant's technical lead for social economics

22

00:07:19.350 --> 00:07:22.190

and human health matters.

23

00:07:25.110 --> 00:07:28.850

Clare Budgell for the applicant. Uh, that's the team, so I will now hand over to

24

00:07:28.930 --> 00:07:32.210

Mr. Morse who will provide the update on, um, discussions since the last

25

00:07:32.280 --> 00:07:34.050

issue-specific hearing. Thank you.

26

00:07:34.090 --> 00:07:36.530
Thank you.

27
00:07:36.610 --> 00:07:40.110
Um, the draft National Highway Statement of Common Ground

28
00:07:40.290 --> 00:07:44.030
REP2-062, outlined agreement on a

29
00:07:44.070 --> 00:07:47.090
number of matters with regards to traffic and transport assessment
of the

30
00:07:47.110 --> 00:07:50.890
scheme. The key aspects still under discussion at that time

31
00:07:50.950 --> 00:07:53.190
was the distribution of forecast traffic.

32
00:07:53.910 --> 00:07:57.430
Following discussions with National Highways and clarification
provided to them

33
00:07:57.490 --> 00:08:01.380
regarding forecast construction traffic distribution, National
Highways had

34
00:08:01.430 --> 00:08:04.650
determined that no further assessment of construction traffic
impacts is

35
00:08:04.670 --> 00:08:08.650
required. Based on National Highways' review,

36
00:08:08.670 --> 00:08:12.190
they are content with the assessment, and with consideration of the

37
00:08:12.230 --> 00:08:16.070
anticipated volume of construction trips affecting strategic road
network

38
00:08:16.190 --> 00:08:19.150

junctions. The resulting impact has been considered not

39

00:08:19.190 --> 00:08:22.970

significant. Accordingly, all transport matters are agreed

40

00:08:23.030 --> 00:08:24.240

with National Highways.

41

00:08:25.550 --> 00:08:28.800

There are a number of matters still under discussion that relate to DCO powers and

42

00:08:28.850 --> 00:08:32.470

protective provisions, and further updates on this will be provided during

43

00:08:32.549 --> 00:08:36.430

issue-specific hearing three. Correspondence

44

00:08:36.510 --> 00:08:40.190

and meetings between KMC on behalf of the applicant and highway

45

00:08:40.250 --> 00:08:44.090

officers from North Northamptonshire and West Northamptonshire Councils have

46

00:08:44.150 --> 00:08:47.260

taken place since the first issue-specific

47

00:08:47.330 --> 00:08:50.600

hearing. The items raised by the high way authorities

48

00:08:51.550 --> 00:08:55.130

in their local impact reports have been discussed with a number of aspects

49

00:08:55.170 --> 00:08:58.310

clarified and resolved to the satisfaction of officers.

50

00:08:58.370 --> 00:09:02.330

These will be reflected in the updated Statement of Common Grounds.

51

00:09:02.370 --> 00:09:05.830

A small number of accesses have been identified where minor adjustments to the

52

00:09:05.850 --> 00:09:09.530

design and/or confirmation of traffic management details

53

00:09:09.970 --> 00:09:11.810

would resolve identified concerns.

54

00:09:13.250 --> 00:09:17.050

In terms of the traffic assessment, the key item raised by the authorities

55

00:09:17.230 --> 00:09:20.470

relates to the assumptions made over shuttle services for construction

56

00:09:20.520 --> 00:09:23.270

workers. A clarifying conation (sic) ... Sorry.

57

00:09:23.330 --> 00:09:26.690

A clarification note has been prepared for submission at deadline

58

00:09:26.730 --> 00:09:30.590

three, and this will set out the reasoning behind the use of shuttle services

59

00:09:30.890 --> 00:09:34.470

and examples of how other solar farm proposals have

60

00:09:34.530 --> 00:09:37.810

similarly used s- shuttle services as a measure to reduce vehicle

61

00:09:37.890 --> 00:09:41.770

trips and parking requirements. The items raised by

62

00:09:41.870 --> 00:09:45.790

Milton Keynes officers have been responded to as part of the first deadline.

63

00:09:47.610 --> 00:09:50.810

Uh, turning to the matter of, uh, safety of accesses.

64

00:09:50.950 --> 00:09:51.190

Um,

65

00:09:52.350 --> 00:09:56.230

designs for proposed access points have been prepared and designed to

66

00:09:56.270 --> 00:09:59.910

accommodate the forecast size and type of vehicle each access may

67

00:09:59.930 --> 00:10:03.730

accommodate. The key safety feature of junction visibility is considered throughout

68

00:10:03.770 --> 00:10:07.470

the design. Visibility considerations are based on either the

69

00:10:07.690 --> 00:10:11.330

posted speed limits or requirements informed by

70

00:10:11.350 --> 00:10:15.150

recorded traffic speeds. For some access points, this

71

00:10:15.190 --> 00:10:18.970

requires the clearance of vegetation, including trimming of hedgerows or lower,

72

00:10:19.050 --> 00:10:21.410

lowering hanging branches of

73

00:10:21.490 --> 00:10:24.150

trees.

74

00:10:26.530 --> 00:10:30.210

Where visibility is not achievable to the design standards, the DCO allows for

75

00:10:30.270 --> 00:10:33.230

suitable traffic management measures to be implemented during the

construction

76

00:10:33.270 --> 00:10:36.530

phase. And this may include the use of traff- uh, temporary traffic

77

00:10:36.610 --> 00:10:39.880

signals, reduced speed limits or advanced signage.

78

00:10:40.370 --> 00:10:44.190

During the operational phase, some accesses will operate with departures from

79

00:10:44.390 --> 00:10:48.070

s- the standard for visibility but will have limited and infrequent vehicle

80

00:10:48.130 --> 00:10:51.900

movements. Access points have been discover- discussed

81

00:10:51.950 --> 00:10:55.670

with the higher authorities and indicative traffic management at a number of access

82

00:10:55.690 --> 00:10:59.630

points identified. Updated drawings will be provided in the transport

83

00:10:59.670 --> 00:11:01.930

assessment appendices to be submitted at the next

84

00:11:01.950 --> 00:11:05.730

deadline. The detailed design of each access

85

00:11:05.770 --> 00:11:08.910

point will be prepared and agreed with the higher authority prior to their

86

00:11:08.930 --> 00:11:09.810

implementation.

87

00:11:11.050 --> 00:11:14.970

Review will include the provision of road safety audits to inform

88

00:11:15.010 --> 00:11:18.750

the design. The technical approval of detailed

89

00:11:18.790 --> 00:11:22.590

design of each access will be required by the relevant high authority

90

00:11:22.630 --> 00:11:26.590

prior to construction, and this could be secured either through the detailed

91

00:11:27.230 --> 00:11:31.030

s- tr- construction traffic management plan or in an agreement entered into

92

00:11:31.190 --> 00:11:34.390

under Article 15 of the draft DCO

93

00:11:34.750 --> 00:11:37.290

REP1-008.

94

00:11:39.130 --> 00:11:43.090

Uh, for HGV routes, these have been identified and are

95

00:11:43.150 --> 00:11:46.810

summarized in the Transport and Access Route Supporting Document

96

00:11:47.090 --> 00:11:50.940

REP1-167 and the ES Chapter

97

00:11:50.950 --> 00:11:52.430

13 Transport and Access

98

00:11:52.710 --> 00:11:56.650

REP2-003. These routes lead

99

00:11:56.710 --> 00:11:59.250

to access points associated with the scheme.

100

00:11:59.290 --> 00:12:02.050

Indicative designs of which are presented in the Transport Assessment

101

00:12:02.230 --> 00:12:04.570
APP1-55 to

102

00:12:04.630 --> 00:12:06.390
APP1-53

103

00:12:07.510 --> 00:12:11.030
and have been designed to accommodate the size of vehicles expected to use each

104

00:12:11.090 --> 00:12:14.946
access. At each site within the scheme and across the cable

105

00:12:15.006 --> 00:12:18.626
route corridor, HGVs will be scheduled in accordance with the construction

106

00:12:18.706 --> 00:12:21.466
program as defined by the contractor.

107

00:12:21.545 --> 00:12:25.406
All HGV movements will be required to book into delivery management

108

00:12:25.446 --> 00:12:29.196
system to control the flow of HGV movements on the highway

109

00:12:29.266 --> 00:12:32.946
network and manage HD deliveries outside of network p-

110

00:12:33.006 --> 00:12:36.866
periods. Tables 4.1 and 4.2

111

00:12:36.906 --> 00:12:40.665
of the Outline Construction Traffic Management Plan Revision A, Rep

112

00:12:40.986 --> 00:12:44.966
1-145, identifies the HGV

113

00:12:45.026 --> 00:12:48.716

routes to be used for each access, in addition to the turning

114

00:12:48.766 --> 00:12:52.746

movements which are permitted. Measures proposed to monitor compliance

115

00:12:52.866 --> 00:12:56.726

of the HGV routes are set out in section 5.13

116

00:12:56.786 --> 00:12:59.766

of the Outline Construction Traffic Management Plan.

117

00:12:59.826 --> 00:13:03.616

Banksman or CCTV will record the direction that HGVs enter the

118

00:13:03.646 --> 00:13:07.165

site from. The vast majority of accesses have restricted

119

00:13:07.486 --> 00:13:11.466

turning movements for HGVs that relate to HGV routes as defined

120

00:13:11.486 --> 00:13:15.466

in Tables 4.1 and 4.2 of the Outline Construction Traffic

121

00:13:15.526 --> 00:13:19.366

Management Plan. Members of the public will also be able to report

122

00:13:19.446 --> 00:13:22.946

any instances of non-compliance via telephone number.

123

00:13:23.626 --> 00:13:27.476

Um, I'll hand over to Steven to give an update on public rights of

124

00:13:27.506 --> 00:13:27.726

way.

125

00:13:29.886 --> 00:13:32.526

Thanks very much, uh, Mr. Flynn, for the applicant.

126

00:13:32.606 --> 00:13:36.366

Um, a summary of the applicant's approach to the assessment of effects on public

127

00:13:36.406 --> 00:13:40.086

rights of way was prepared for issue-specific hearing one in October,

128

00:13:40.506 --> 00:13:43.836

um, but wasn't presented orally, so a written summary was

129

00:13:43.846 --> 00:13:47.646

provided, um, in section 3.4 of the, uh, written summary to the

130

00:13:47.665 --> 00:13:51.506

applicant's oral submissions and responses, um, which is document Rep

131

00:13:51.766 --> 00:13:55.686

1/162. So I hope not to, um, duplicate too

132

00:13:55.726 --> 00:13:59.706

much of what was said there. The management of traffic movements generated

133

00:13:59.726 --> 00:14:03.586

by the scheme that might interact with public rights of way, including those used

134

00:14:03.726 --> 00:14:07.366

for promoted long-distance recreational routes is detailed in the

135

00:14:07.425 --> 00:14:11.366

outline Public Rights of Way and Permissive Path Management Plan, uh, which

136

00:14:11.425 --> 00:14:15.026

is document Rep 1/147. The measures

137

00:14:15.046 --> 00:14:18.236

applied during construction, operation, and maintenance, and during the

138

00:14:18.346 --> 00:14:21.406

decommissioning phases of the scheme.

139

00:14:22.386 --> 00:14:26.376

The likely effects on the use of and desirability of public rights of way has been

140

00:14:26.406 --> 00:14:30.116

assessed in the ES Chapter 17, Socioeconomics,

141

00:14:30.266 --> 00:14:33.946

Tourism and Recreation, which is document App 054,

142

00:14:34.466 --> 00:14:38.376

supported by the detailed ES Appendix 17.1, which is Tourism and

143

00:14:38.446 --> 00:14:41.506

Recreation Receptor Tables, uh, which is document Rep

144

00:14:41.786 --> 00:14:45.646

1/079, wherein an assessment of the likely effects of

145

00:14:45.786 --> 00:14:49.246

each individual public right of way, um, anticipated to be

146

00:14:49.286 --> 00:14:53.206

directly or indirectly affected by the scheme was undertaken within

147

00:14:53.246 --> 00:14:57.146

a two-kilometer study area. Um, by which I mean the study area

148

00:14:57.185 --> 00:15:00.826

includes all of the public rights of way that fall within the order limits and any

149

00:15:00.866 --> 00:15:03.346

location within two kilometers

150

00:15:03.446 --> 00:15:07.366

thereof. The assessment concludes no significant effects are, to

151

00:15:07.446 --> 00:15:11.146

any individual public right of way at any phase of the scheme, and therefore

152

00:15:11.406 --> 00:15:14.846

no overall significant effects to the public right of way

153

00:15:14.886 --> 00:15:17.726

network within that two-kilometer study area.

154

00:15:19.206 --> 00:15:23.026

Long-distance recreational routes or promoted routes, uh, have been assessed

155

00:15:23.046 --> 00:15:26.646

within a wider five-kilometer study area with their likely peak

156

00:15:26.766 --> 00:15:30.165

impacts based on the assessment of the individual public rights of way that they

157

00:15:30.185 --> 00:15:33.786

are routed along. Due to their importance to tourism at a

158

00:15:33.866 --> 00:15:37.306

regional or national level, they have been considered more sensitive to

159

00:15:37.366 --> 00:15:40.786

changes. This therefore resulted in residual

160

00:15:40.846 --> 00:15:44.646

significant effects, um, which are temporary and moderate adverse in

161

00:15:44.685 --> 00:15:47.736

effects where these long routes, long-distance routes cross the

162

00:15:47.806 --> 00:15:51.766

scheme. Those are the Buckinghamshire Way,

163

00:15:51.786 --> 00:15:55.165

Milton Keynes Boundary Walk, Nene Way,

164

00:15:55.246 --> 00:15:58.996

Northamptonshire Boundary Walk, Northamptonshire Round, Three Showers

165

00:15:59.046 --> 00:16:02.746

Way, Via Beata, and the Waindale Walk, all of which

166

00:16:03.266 --> 00:16:06.425

effects are, um, assessed to be at

167

00:16:06.526 --> 00:16:10.486

construction, while the Northamptonshire Route also has effects that

168

00:16:10.546 --> 00:16:12.986

are significant at the peak replacement scenario.

169

00:16:14.326 --> 00:16:17.546

Um, just picking out specifically on the Waindale Walk, given that that came up in

170

00:16:17.586 --> 00:16:21.296

issue-specific hearing one, um, the assessment then

171

00:16:21.346 --> 00:16:25.286

considered that one of the international Waindale Walk routes, um,

172

00:16:25.346 --> 00:16:29.046

identified as likely to be affected due to direct impacts from construction of

173

00:16:29.086 --> 00:16:32.885

Green Hill F, Green Hill Best Side, and cabling works, uh,

174

00:16:32.906 --> 00:16:36.746

has been included. The assess- the applicant has committed

175

00:16:36.806 --> 00:16:40.546

to mitigation measures to limit the impacts to users of this route, noting that the

176

00:16:40.566 --> 00:16:43.786

route is only available for use annually as part of the Waindale Walk

177

00:16:43.826 --> 00:16:47.685

event. Those measures include, where feasible and safe, the retention of

178

00:16:47.726 --> 00:16:50.386

permissive access from Eastern Way into Green Hill

179

00:16:50.526 --> 00:16:54.266

F. The applicant team has been in communication with

180

00:16:54.286 --> 00:16:58.046

Wellingborough Town Council following issue-specific hearing one to ensure that the

181

00:16:58.066 --> 00:17:01.886

proposed mitigation is suitable and meets the town council's needs as the

182

00:17:01.906 --> 00:17:04.945

event organizers for the international Waindale Walk.

183

00:17:05.005 --> 00:17:08.965

These measures have been updated and secured in revision A of the Outline

184

00:17:09.026 --> 00:17:12.685

Construction Environmental Management Plan, uh, which was submitted as

185

00:17:12.726 --> 00:17:16.445

document Rep 1/131. Um, which is therefore

186

00:17:16.485 --> 00:17:19.226

then secured by requirement 13 in the draft

187

00:17:19.286 --> 00:17:24.746

ECO.

188

00:17:29.566 --> 00:17:33.386

Thank you very much. Um, uh, would the

189

00:17:33.446 --> 00:17:36.536

councils like to comment on the applicant's position in respect of traffic and

190

00:17:36.566 --> 00:17:39.146

transport effects, please?

191

00:17:39.286 --> 00:17:42.866

Uh, Gary Grant, um, Council instructed on behalf of North

192

00:17:42.946 --> 00:17:45.606

Northants, um, Council. Um,

193

00:17:46.566 --> 00:17:50.186

the position is that the, um, officer

194

00:17:50.526 --> 00:17:54.186

who is actually online and available should you wish to ask any questions, but I

195

00:17:54.206 --> 00:17:58.126

don't think you are likely to, ma'am, is, um, Martin

196

00:17:58.206 --> 00:18:02.096

Draper. But, um, matters are being progressed through the statement of common

197

00:18:02.186 --> 00:18:06.066

ground, um, process a- as outlined, a-

198

00:18:06.206 --> 00:18:10.106

and there's nothing further to comment, uh, at this stage in relation

199

00:18:10.226 --> 00:18:12.546

to, um, traffic and transport.

200

00:18:19.970 --> 00:18:23.770

...anything from either of the other councils at all, please?

201

00:18:23.870 --> 00:18:27.030

Um, similar position for West Northants Council.

202

00:18:27.050 --> 00:18:28.650

There's, there's ongoing discussions.

203

00:18:28.690 --> 00:18:32.530

I think our highways officer is also online, but I, I suspect if he hasn't put his

204

00:18:32.610 --> 00:18:35.870

hand up, there's nothing further to, to add at this moment.

205

00:18:35.910 --> 00:18:38.220

Thank you.

206

00:18:38.970 --> 00:18:40.620

It's the same position for Milton Keynes City

207

00:18:40.670 --> 00:18:43.350

Council.

208

00:18:45.670 --> 00:18:47.600

Would any interested parties like to comment on the matter?

209

00:18:47.610 --> 00:18:49.210

I can see a hand up at the back there.

210

00:18:49.270 --> 00:18:51.010

Um, if you'd just like to wait for the microphone,

211

00:18:51.030 --> 00:18:55.630

please.

212

00:18:58.130 --> 00:19:00.830

Uh, good afternoon. My name is Keith Burrell.

213

00:19:00.950 --> 00:19:04.010

I've registered as an interested party.

214

00:19:04.970 --> 00:19:08.950

My concern with what statements have been made is

215

00:19:08.970 --> 00:19:12.690

that there's been little local, um,

216

00:19:12.790 --> 00:19:15.510

consultation by the, um,

217

00:19:15.550 --> 00:19:19.430

councils or any evidence of the

218

00:19:19.510 --> 00:19:23.230

fact that the existing traffic issues

219

00:19:23.290 --> 00:19:27.120

within the small villages which are going to be used as

220

00:19:27.170 --> 00:19:31.130

part of the, um, access routes, and in my

221

00:19:31.210 --> 00:19:35.170

case I'm thinking about Holcott and the crossroads there where it's got

222

00:19:35.210 --> 00:19:39.190

a chicane, and the, and Wargrave, et

223

00:19:39.250 --> 00:19:39.700

cetera,

224

00:19:40.790 --> 00:19:44.290

that there's no actual specific,

225

00:19:44.410 --> 00:19:48.340

um, addressing of the rush

226

00:19:48.340 --> 00:19:51.050

hour traffic and the problems which

227

00:19:52.050 --> 00:19:55.090

exist at the moment, and what is the

228

00:19:55.170 --> 00:19:57.590

impact of all the construction

229

00:19:57.650 --> 00:20:01.230

activity, the movement of

230

00:20:01.450 --> 00:20:04.530

personnel that are going to work on these sites before they're

231

00:20:04.570 --> 00:20:08.490

completed. There's absolutely no information on

232

00:20:08.630 --> 00:20:11.730

this, and the councils have been very

233

00:20:12.630 --> 00:20:15.980

li- limited in any kind of consultation and

234

00:20:16.050 --> 00:20:19.910

involvement of the local people to identify what the

235

00:20:19.950 --> 00:20:23.650

issues are. There are rush hours that make use of the

236

00:20:23.690 --> 00:20:27.390

villages. Is the applicant actually

237

00:20:27.430 --> 00:20:31.410

going to state that they're gonna confine their, um,

238

00:20:31.610 --> 00:20:35.470

activities and their workforce to avoid the rush

239

00:20:35.490 --> 00:20:39.390

hours that try to nego- negotiate through the

240

00:20:39.550 --> 00:20:42.470

villages which are heavily impacted?

241

00:20:42.510 --> 00:20:45.070

In my own local area, site B

242

00:20:46.310 --> 00:20:50.270

is very much, um, to mind with the use of

243

00:20:50.410 --> 00:20:53.930

Sywell Road from the village and the crossroads at

244

00:20:53.970 --> 00:20:54.650

Holcott

245

00:20:55.990 --> 00:20:59.730

are a nightmare with the issues of

246

00:20:59.870 --> 00:21:03.250

the, uh, coaches coming from Moulton College

247

00:21:04.490 --> 00:21:07.870

and also any other HGVs trying to

248

00:21:07.910 --> 00:21:11.790

negotiate those crossroads.

249

00:21:11.850 --> 00:21:15.510

Can we have possibly, um, an answer from the applicant

250

00:21:16.190 --> 00:21:18.910

of what they're doing to

251

00:21:18.950 --> 00:21:22.830

record and address the impact

252

00:21:22.890 --> 00:21:25.890

of their works on the existing communities?

253

00:21:25.950 --> 00:21:27.850

Thank you.

254

00:21:31.110 --> 00:21:32.950

Um, Stuart Morse for the applicant.

255

00:21:33.030 --> 00:21:36.690

Um, the, the main, the main measure is the outline construction traffic

256

00:21:36.750 --> 00:21:40.210

management plan which sets out amongst other things, um,

257

00:21:40.670 --> 00:21:44.450

routes of which thin- uh, HGVs must

258

00:21:44.530 --> 00:21:47.870

take to and from the site, and that avoids

259

00:21:48.370 --> 00:21:52.290

villages such as, as you've mentioned it, the route, the route does not

260

00:21:52.390 --> 00:21:55.850

go through Holcott. It would come straight off the A43 and then go into the site,

261

00:21:55.890 --> 00:21:58.830

wouldn't, wouldn't, wouldn't go through the center of the village.

262

00:21:58.890 --> 00:22:01.290

So those sort of measures are, are in, are in

263

00:22:01.330 --> 00:22:05.290

place. In terms of avoiding rush

264

00:22:05.410 --> 00:22:09.370

hours an- and, and, and the like, again that, that's set out in the

265

00:22:09.410 --> 00:22:13.350

construction traffic management plan in which peop- um, access to the

266

00:22:13.370 --> 00:22:17.330

sites will be restricted during those busiest periods and more

267

00:22:17.410 --> 00:22:21.390

specifically in other locations will avoid, uh, school pick up and drop off

268

00:22:21.430 --> 00:22:23.420

times whe- where relevant as well.

269

00:22:23.450 --> 00:22:26.790

So i- i- all, all of those measures are set out in the, in the

270

00:22:27.210 --> 00:22:28.130

construction traffic management

271

00:22:28.170 --> 00:22:31.550

plan.

272

00:22:34.050 --> 00:22:36.550

Thank you. I believe Mr. Burrell may have a, a response to that

273

00:22:36.590 --> 00:22:38.630

please.

274

00:22:38.710 --> 00:22:40.370

Yes. Uh, thank you for that.

275

00:22:41.190 --> 00:22:44.750

One of the key elements that's missing is a

276

00:22:44.870 --> 00:22:47.030

formalized identification

277

00:22:47.850 --> 00:22:49.970

of the existing traffic

278

00:22:51.290 --> 00:22:53.870

and one of the key things that's just mentioned is the

279

00:22:54.090 --> 00:22:58.010

HGVs. If you can accept that the HGVs

280

00:22:58.070 --> 00:23:01.430

for this construction traffic is going to be

281

00:23:01.570 --> 00:23:04.810

using, in the case of ho- uh, site

282

00:23:04.890 --> 00:23:08.830

B, which is Sywell Road, which is very close to

283

00:23:08.850 --> 00:23:10.330

Holcott crossroads,

284

00:23:11.890 --> 00:23:15.650

what you don't mention is that the expectation is that the actual

285

00:23:16.030 --> 00:23:19.970

workforce and contractors who are not driving

286

00:23:20.190 --> 00:23:23.770

HGVs will come down the Moulton

287

00:23:23.850 --> 00:23:27.550

Road and use the Tithe Farm road access to

288

00:23:27.650 --> 00:23:28.510

site B.

289

00:23:29.990 --> 00:23:33.770

The directions they come from, the minivans and anything which you

290

00:23:33.810 --> 00:23:37.770

consider is not an HGV, will be used, but the

291

00:23:37.870 --> 00:23:39.350

increase in traffic

292

00:23:40.390 --> 00:23:44.330

and the timing of the increase in traffic is not mentioned at

293

00:23:44.410 --> 00:23:48.190

all. It's just maybe glib phrases about, "Oh, there are

294

00:23:48.250 --> 00:23:52.220

alternative access to site B." Now, the other

295

00:23:52.310 --> 00:23:55.190

villages will have similar issues

296

00:23:56.270 --> 00:23:59.930

and it's no good saying that HGVs will use a

297

00:23:59.950 --> 00:24:01.590

preferred route.

298

00:24:03.070 --> 00:24:06.310

That doesn't amount to much when the actual

299

00:24:07.050 --> 00:24:10.790

HGV usage of the proposed access for site B off Sywell

300

00:24:10.870 --> 00:24:14.290

Road is going to impact on the traffic

301

00:24:14.850 --> 00:24:17.670

going to and from Holcott

302

00:24:18.050 --> 00:24:19.010

crossroads.

303

00:24:20.430 --> 00:24:23.450

There's no consultation list. There's no, um,

304

00:24:24.150 --> 00:24:27.982

general statement of..... consultation, just to

305

00:24:28.042 --> 00:24:31.502

assess what goes on at the moment. And I've not even mentioned when there's

306

00:24:31.522 --> 00:24:35.322

problems on the A43 and all the traffic diverts

307

00:24:35.381 --> 00:24:39.161

off going through the villages. Thank

308

00:24:39.222 --> 00:24:40.982

you.

309

00:24:42.601 --> 00:24:45.482

Any final response at all, please?

310

00:24:47.762 --> 00:24:49.022

Uh, Claire Boggio for the applicant.

311

00:24:49.042 --> 00:24:50.072

Just before, um,

312

00:24:50.962 --> 00:24:54.802

uh, we respond in detail to those particular comments regarding those routes,

313

00:24:54.942 --> 00:24:58.920

I think it might be helpful just to obviously reiterate

314

00:24:58.930 --> 00:25:00.942

that there, there are two elements being discussed here.

315

00:25:01.022 --> 00:25:04.992

One is the assessment that's been undertaken, that's reported both in the,

316

00:25:05.062 --> 00:25:08.921

um, chapter, um, itself, um, which was referred to

317

00:25:09.002 --> 00:25:12.202

earlier. But then also the more detailed, um, transport

318

00:25:12.341 --> 00:25:14.591

assessment, um, that accompanies that.

319

00:25:14.722 --> 00:25:18.222

So you've got, um, uh, chapter 13, which was

320

00:25:18.262 --> 00:25:21.702

mentioned, which was rep 2-003. And then you've got a more detailed

321

00:25:21.742 --> 00:25:25.621

transport assessment, um, uh, that follows that, which is

322

00:25:25.661 --> 00:25:28.992

APP 151 to 153 and, and various

323

00:25:29.022 --> 00:25:32.982

updated, uh, sections. So in terms of the assessment that's

324

00:25:33.002 --> 00:25:36.942

been undertaken, um, that has fully assessed both HGV routes

325

00:25:37.101 --> 00:25:40.581

and worker routes as part of that. And then the tr- the

326

00:25:40.722 --> 00:25:44.522

management plan that we were talking about in terms of the outline management

327

00:25:44.581 --> 00:25:47.762

plan, again, deals with the different types of traffic movements.

328

00:25:47.782 --> 00:25:51.742

So there are measures in there in relation to HGV movements, but

329

00:25:51.782 --> 00:25:55.661

there are also measures in relation to, um, construction

330

00:25:55.742 --> 00:25:59.462

wor- construction worker movements, and there is a requirement

331

00:25:59.502 --> 00:26:03.442

for, um, a, a detailed construction work and travel plan to be submitted

332

00:26:03.802 --> 00:26:04.922

as part of the final

333

00:26:05.802 --> 00:26:09.742

CTMP, um, that's submitted. So just give that

334

00:26:09.822 --> 00:26:13.401

sort of, um, overall summary of where information can

335

00:26:13.482 --> 00:26:17.002

be, um, provided. Um, consultation did take

336

00:26:17.101 --> 00:26:20.282

place in the pre, be- before the DCO application was

337

00:26:20.322 --> 00:26:24.101

submitted, in terms of, um, proposed construction,

338

00:26:24.181 --> 00:26:28.002

uh, routes. So that element, there has been an element of consultation with

339

00:26:28.101 --> 00:26:31.782

local communities before the DCO application was submitted.

340

00:26:31.822 --> 00:26:35.141

And then obviously, um, interested parties have had the

341

00:26:35.181 --> 00:26:39.042

opportunity to comment, as has happened in the hearing and will happen in the open

342

00:26:39.141 --> 00:26:42.692

floor hearings both this evening and on Friday, um, can make

343

00:26:42.782 --> 00:26:45.442

comments on the proposed, um, routes.

344

00:26:45.482 --> 00:26:49.462

We note that at the last issue-specific hearing, it was

345

00:26:49.522 --> 00:26:53.381

clear there was an element of confusion as to what routes different types of

346

00:26:53.422 --> 00:26:57.192

vehicles would be using. So we sought to provide, um,

347

00:26:57.482 --> 00:27:01.462

a more, a clearer, um, uh, summary

348

00:27:01.522 --> 00:27:05.381

of which routes will be used by which, um, types of vehicles, which

349

00:27:05.442 --> 00:27:07.782

we hope has, um, clarified the position.

350

00:27:07.802 --> 00:27:11.361

But I'll just see, um, whether Ms. Morse has anything further to add on the

351

00:27:11.422 --> 00:27:14.982

specific points, but no, no, that, that's all.

352

00:27:15.002 --> 00:27:16.141

Thank you.

353

00:27:16.181 --> 00:27:20.121

Thank you. Um, just to assist Mr. Burrell, could you provide the reference for

354

00:27:20.161 --> 00:27:22.111

the summary of which, um,

355

00:27:23.161 --> 00:27:25.861

traffic would go where, please?

356

00:27:25.922 --> 00:27:29.861

Alison Dablin for the applicant. Yes, the, uh, transport and access

357

00:27:29.962 --> 00:27:32.482

routes supporting document is rep

358

00:27:32.822 --> 00:27:35.081
1-167. Thank

359
00:27:35.121 --> 00:27:37.141
you.

360
00:27:37.181 --> 00:27:39.222
Thank you.

361
00:27:41.341 --> 00:27:44.841
Oh, Ms. Mr. Burrell, yes? Yeah.

362
00:27:46.742 --> 00:27:50.081
Yes, it's just a short point about this references to

363
00:27:50.121 --> 00:27:53.982
consultation. One would think common sense

364
00:27:54.022 --> 00:27:57.871
would have said that the individual villages that are heavily

365
00:27:57.901 --> 00:27:59.732
impacted by this project,

366
00:28:00.542 --> 00:28:01.581
there hasn't been

367
00:28:03.062 --> 00:28:03.321
a

368
00:28:04.661 --> 00:28:07.482
meeting or a consultation at the village of

369
00:28:07.522 --> 00:28:09.442
Holcott.

370
00:28:11.181 --> 00:28:14.861
There has been, in the past, meetings up at Wargrave,

371
00:28:15.861 --> 00:28:19.762
but no meeting at Holcott. I don't know how many other villages that

are

372

00:28:19.802 --> 00:28:22.982

heavily impacted by this and obviously have

373

00:28:24.762 --> 00:28:28.442

relevant, uh, practical experience about the

374

00:28:28.462 --> 00:28:29.522

traffic issues

375

00:28:30.581 --> 00:28:33.302

which could be stated to the applicant

376

00:28:33.341 --> 00:28:37.302

representatives. So whatever they come up with

377

00:28:37.361 --> 00:28:41.341

this, under this phrase, "Oh, it's been previous consultation,"

378

00:28:41.410 --> 00:28:45.232

there hasn't been anything to the villagers specifically at Holcott.

379

00:28:47.701 --> 00:28:51.661

Where I hope maybe when the visit occurs on Thursday to

380

00:28:51.722 --> 00:28:54.422

site B and also to site A1,

381

00:28:54.482 --> 00:28:57.621

A2, you're going to be maybe traveling through

382

00:28:57.681 --> 00:29:00.701

Holcott, and might experience

383

00:29:01.822 --> 00:29:04.341

some of the issues there with the

384

00:29:04.482 --> 00:29:08.161

crossroads, with the traffic that goes from

385

00:29:08.282 --> 00:29:11.542
east to west, west to east, north-south,

386

00:29:11.641 --> 00:29:15.502
south-north. And the fact that there's a chicane

387

00:29:15.522 --> 00:29:19.121
narrowing of the road that only allows one vehicle to pass

388

00:29:19.161 --> 00:29:23.062
through right by the Holcott crossroads, it's a

389

00:29:23.121 --> 00:29:26.861
major area of holdup. Now, any

390

00:29:27.002 --> 00:29:30.062
statements which they've said with regards prior consultation,

391

00:29:31.542 --> 00:29:33.742
I don't give much credence to

392

00:29:34.681 --> 00:29:38.402
unless you've actually spoken to the local residents to build in

393

00:29:39.002 --> 00:29:42.822
the practicality or the reality of it into

394

00:29:43.022 --> 00:29:46.131
whatever plan that you have for the traffic management.

395

00:29:47.262 --> 00:29:50.161
And of course, we don't have that because it's not been

396

00:29:50.722 --> 00:29:53.181
formulated yet. It's not been

397

00:29:53.242 --> 00:29:55.381
submitted.

398

00:29:56.222 --> 00:29:57.742

Thank you.

399

00:29:59.022 --> 00:30:02.482

Thank you. Any response at all, please?

400

00:30:02.621 --> 00:30:15.402

Uh,

401

00:30:15.462 --> 00:30:19.422

Claire Boggio for the applicant. Um, the consultation report

402

00:30:19.442 --> 00:30:22.242

obviously sets out all of the different events that were held during the

403

00:30:22.262 --> 00:30:26.201

consultation process. And we note that there have been various representations

404

00:30:26.262 --> 00:30:30.042

submitted from parish councils, including, um, Holcott

405

00:30:30.101 --> 00:30:33.542

Parish Council. And just from a sort of practical perspective,

406

00:30:33.611 --> 00:30:37.602

the... the reason there isn't a, a prohibition on worker

407

00:30:37.662 --> 00:30:41.502

movements from local villages is purely because there could well be somebody who

408

00:30:41.542 --> 00:30:44.102

lives in that village who is working on the project.

409

00:30:44.112 --> 00:30:48.062

So we can't specify that somebody- that no movements

410

00:30:48.082 --> 00:30:51.552

at all would, uh, originate or go through, um,

411

00:30:52.282 --> 00:30:55.202

a particular village from a worker perspective.

412

00:30:55.222 --> 00:30:58.842

But HGV movements are controlled, as we

413

00:30:58.962 --> 00:31:02.562

said, and in terms of the pooling of, um, worker

414

00:31:02.622 --> 00:31:06.602

vehicles, um, Mr. Morse mentioned that, um, further information is

415

00:31:06.642 --> 00:31:10.602

being provided at the next deadline to explain how those shuttle buses, um, are

416

00:31:10.642 --> 00:31:13.582

likely to work. Thank you.

417

00:31:14.082 --> 00:31:15.922

Thank you. So that concludes that point.

418

00:31:16.002 --> 00:31:19.711

Um, is, would any other interested party like to speak on this issue at

419

00:31:19.742 --> 00:31:22.142

all, please?

420

00:31:27.102 --> 00:31:29.362

(pause) Thank you, everyone. So moving to my questions, please.

421

00:31:29.422 --> 00:31:33.372

Um, firstly, for the applicant please, the transport...

422

00:31:33.842 --> 00:31:37.142

(coughs) Excuse me. The transport assessment states that during construction,

423

00:31:37.182 --> 00:31:40.342

banksmen, banksmen will be deployed at each access

424

00:31:40.962 --> 00:31:43.822

whenever construction vehicles are entering or leaving the

425

00:31:43.832 --> 00:31:47.792

access, um, this is in order to ensure safety and to overcome

426

00:31:47.822 --> 00:31:50.482

any instances where achievable visibility is below

427

00:31:50.522 --> 00:31:54.302

guidance. However, the outline construction and operational

428

00:31:54.362 --> 00:31:58.082

traffic management plans both state that banksmen would be used at

429

00:31:58.122 --> 00:32:01.742

crossing access points only as opposed to all

430

00:32:01.802 --> 00:32:05.482

access, all accesses. Do these two plans

431

00:32:05.742 --> 00:32:09.532

require amendments so that banksmen will be present at a- all accesses during

432

00:32:09.562 --> 00:32:12.652

construction and replacement periods, if that makes

433

00:32:12.682 --> 00:32:15.452

sense? (laughs)

434

00:32:15.802 --> 00:32:18.042

Um, Kirsty McMullen on behalf of the applicant.

435

00:32:18.122 --> 00:32:21.662

Um, the outline, um, construction traffic management plan

436

00:32:22.102 --> 00:32:25.842

has been updated and will be submitted as part of, um,

437

00:32:25.882 --> 00:32:29.662
deadline three. Um, it will, um, there will be

438
00:32:29.702 --> 00:32:33.382
banksmen at each access. Um, there will need to be kind of

439
00:32:33.422 --> 00:32:36.962
security as part of the, um, CTMP,

440
00:32:37.482 --> 00:32:41.442
um, in order to, as, uh, Mr. Morse set out, in order for us to

441
00:32:41.482 --> 00:32:44.982
monitor compliance with the HGV routes, we need to monitor the

442
00:32:45.022 --> 00:32:48.882
direction of entry, um, of the HGVs into the

443
00:32:48.922 --> 00:32:52.842
site, and in most cases, um, the HGVs enter

444
00:32:52.862 --> 00:32:56.802
from one particular direction rather than the other, and there's,
uh, are not

445
00:32:56.822 --> 00:33:00.382
permitted from the other direction. We will be monitoring that
either.

446
00:33:00.442 --> 00:33:03.122
Um, this what we've been discussing with the highways authorities,
either through

447
00:33:03.162 --> 00:33:06.042
banksmen or CCTV depending on the location.

448
00:33:06.802 --> 00:33:10.142
Um, in some instances, there may also need to be, um,

449
00:33:10.182 --> 00:33:14.022
temporary, uh, traffic management plan in place, um, and

450

00:33:14.122 --> 00:33:17.622
that, uh, uh, can be implemented via

451

00:33:17.702 --> 00:33:21.582
article 16, um, of the, of the DCO,

452

00:33:21.702 --> 00:33:25.502
draft DCO. Um, but the, the latest outline traffic

453

00:33:25.542 --> 00:33:29.182
management plan sets, um, this out to kind of, uh, remove

454

00:33:29.242 --> 00:33:32.902
any, uh, um, anomalies between those

455

00:33:32.962 --> 00:33:35.802
documents.

456

00:33:36.522 --> 00:33:37.182
Thank you.

457

00:33:38.722 --> 00:33:42.302
Um, so another question regarding, um, banksmen.

458

00:33:42.312 --> 00:33:46.062
The monitoring of HGV movements during construction includes the use

459

00:33:46.142 --> 00:33:50.042
of delivery time slots and banksmen who will wait at the expected
time

460

00:33:50.262 --> 00:33:53.062
and record the direction HGVs would arrive from, as you just said.

461

00:33:54.402 --> 00:33:57.922
Delivery time slot len- length is not provided, and this could
involve staff

462

00:33:57.942 --> 00:34:01.671
looking out for HGVs over a substantial period of time.

463

00:34:01.722 --> 00:34:04.932

How realistic is it that this would happen, um, i.e.

464

00:34:05.022 --> 00:34:08.902

the monitoring by banksmen, please?

465

00:34:08.962 --> 00:34:10.822

Kirsty McMullen on behalf of the applicant.

466

00:34:10.882 --> 00:34:14.762

This is again something that has been, um, looked at and reviewed as part of the

467

00:34:14.822 --> 00:34:18.782

latest version of the outline construction traffic management plan has been

468

00:34:18.902 --> 00:34:22.042

amended, um, you know, taking on board those

469

00:34:22.101 --> 00:34:25.342

comments. Um, a delivery management system, um,

470

00:34:25.522 --> 00:34:28.882

is, uh, very common on, uh, construction schemes

471

00:34:29.342 --> 00:34:33.101

whereby, um, it's an electronic system, um, that,

472

00:34:33.182 --> 00:34:36.682

um, uh, hauliers and, uh, contractors kind of book slots

473

00:34:36.842 --> 00:34:40.122

in. Um, the purpose of that is to,

474

00:34:40.222 --> 00:34:43.822

um, uh, spread the, the flow, um, throughout the day of

475

00:34:43.862 --> 00:34:47.782

HGVs. Um, given the low level of HGV

476

00:34:48.062 --> 00:34:51.862
movement, um, uh, forecast for the,

477

00:34:51.982 --> 00:34:55.662
um, for, for, for this particular scheme across,

478

00:34:55.782 --> 00:34:59.062
um, each, each site, um, there will be a limited number of

479

00:34:59.222 --> 00:35:03.122
HGVs within any hour, um, and they would then

480

00:35:03.182 --> 00:35:06.662
just be, um, would, would form... Sorry.

481

00:35:06.762 --> 00:35:10.442
Uh, they would be monitored via the elec- this electronic booking
system rather

482

00:35:10.482 --> 00:35:12.922
than banksmen.

483

00:35:13.862 --> 00:35:17.762
Thank you. So would, speaking of monitoring, would HGV arrival

484

00:35:17.822 --> 00:35:19.962
records be subject to any scrutiny?

485

00:35:20.042 --> 00:35:23.962
Um, what would ensure that records of HGV arrivals were kept?

486

00:35:23.972 --> 00:35:27.642
Because I can't see any requirement for, for example, regular

487

00:35:27.702 --> 00:35:31.502
review by local authorities.

488

00:35:32.362 --> 00:35:35.942
Um, Kirsty McMullen on behalf of the applicant.

489

00:35:36.042 --> 00:35:36.232

Um,

490

00:35:37.402 --> 00:35:41.242

uh, to date, we haven't been requested, um, to provide any kind of

491

00:35:41.282 --> 00:35:44.962

monitoring data to the authorities, but, um, the, um,

492

00:35:45.342 --> 00:35:48.862

part of the next stage of this process will be needing to agree a

493

00:35:48.902 --> 00:35:52.832

detailed construction traffic management plan prior to, um, prior

494

00:35:52.902 --> 00:35:56.642

to commencement of construction, um, and, um, if required

495

00:35:56.762 --> 00:35:59.662

then that monitoring data could be provided to the highways

496

00:35:59.702 --> 00:36:02.242

authorities.

497

00:36:02.302 --> 00:36:03.802

Thank you.

498

00:36:11.262 --> 00:36:14.562

So moving now to some public rights of way questions, please.

499

00:36:14.662 --> 00:36:14.852

Um,

500

00:36:16.682 --> 00:36:20.562

can I check how long any public right of way closures including promoted

501

00:36:20.642 --> 00:36:22.482

routes such as the Three Shires Way

502

00:36:23.362 --> 00:36:26.622

would be for during construction, please?

503

00:36:26.682 --> 00:36:28.742

I mean, I w- I do think we need clarity

504

00:36:28.822 --> 00:36:33.802

(...)

505

00:36:33.802 --> 00:36:33.862

.

506

00:36:33.982 --> 00:36:37.818

Uh, Mr. Plint for the applicant. Um-There is

507

00:36:37.858 --> 00:36:41.528

no set time limit. It would just be for as short as

508

00:36:41.558 --> 00:36:45.398

possible for the works that need to be undertaken, where that public right of

509

00:36:45.418 --> 00:36:47.548

way or long distance route is in-

510

00:36:47.548 --> 00:36:48.038

(in the background) Same thing.

511

00:36:48.048 --> 00:36:51.238

... is, is, is, is being impacted by construction.

512

00:36:51.338 --> 00:36:55.178

Um, that's set out within the Public Right of Way and Permissive

513

00:36:55.198 --> 00:36:59.058

Path Management Plan, um, as amended, um, which sets

514

00:36:59.098 --> 00:37:02.378

out what those mitigation measures are, why those closures would need to take

515

00:37:02.478 --> 00:37:06.448

place, um, and what, what mitigation measures

516

00:37:06.478 --> 00:37:10.378

there could be to avoid a closure being required, uh, such as being able to

517

00:37:10.458 --> 00:37:14.178

find alternative land within the order limits to provide a

518

00:37:14.218 --> 00:37:17.878

diversion, um, even for a temporary basis.

519

00:37:17.918 --> 00:37:20.648

Is that...

520

00:37:20.658 --> 00:37:22.987

Thank you. And just my final question, um, please.

521

00:37:22.998 --> 00:37:26.838

Would, would signage with contact details for queries be put in place for

522

00:37:26.918 --> 00:37:29.368

any temporary public right of way diversions or

523

00:37:29.438 --> 00:37:32.278

closures?

524

00:37:32.358 --> 00:37:36.338

Uh, yes, it is. It's a- again, as part of those mitigation measures set

525

00:37:36.378 --> 00:37:39.818

out in the Public Right of Way Management Plan, is notice of

526

00:37:40.118 --> 00:37:44.058

those closures and diversions will be put in place beforehand, and I

527

00:37:44.078 --> 00:37:47.938

would assume that those would have contact details with, with

528

00:37:48.038 --> 00:37:51.538

the sort of the site, site operators on there, so that that could be taking

529

00:37:51.558 --> 00:37:52.298

place.

530

00:37:56.298 --> 00:37:59.798

Thank you, Mr. Flint. So that concludes my questions on traffic and transport.

531

00:37:59.818 --> 00:38:03.298

Thank you. I believe we're now moving to any other

532

00:38:03.338 --> 00:38:05.178

business.

533

00:38:06.718 --> 00:38:10.618

Great. Thank you, uh, Mrs. Beebe. Um, so yes, uh,

534

00:38:10.818 --> 00:38:14.238

moving on to item four, any other business.

535

00:38:14.298 --> 00:38:18.198

And, um, Mr. Humphreys, um, you

536

00:38:18.378 --> 00:38:22.078

indicated that I think you had two, uh, matters that you wished to, uh-

537

00:38:22.118 --> 00:38:22.208

Yes.

538

00:38:22.208 --> 00:38:25.718

... raise under, under this item. Um,

539

00:38:25.938 --> 00:38:29.868

i- maybe that the applicant hasn't necessarily got the, um,

540

00:38:29.958 --> 00:38:33.438

the... Depending on what the items are, they might not have the teams here to-

541

00:38:33.448 --> 00:38:33.668

Well,

542

00:38:33.668 --> 00:38:36.468

yes. ... answer, but, um, we, we... Yeah, please do raise them.

543

00:38:36.468 --> 00:38:40.098

Yeah. Well, I, I did indicate last Thursday,

544

00:38:40.158 --> 00:38:43.598

when responding to an email from the inspectorate,

545

00:38:43.958 --> 00:38:47.538

precisely the, the two topics I'd be, be raising.

546

00:38:47.597 --> 00:38:51.418

So I'm... And I'm sure I had assumed that they would be shared, since it was

547

00:38:51.458 --> 00:38:55.338

a- an email specifically to the inspectorate, they would have been

548

00:38:55.358 --> 00:38:59.298

told. The first issue relates to agricultural land

549

00:38:59.318 --> 00:39:02.978

best and most versatile soils issue, and the second issue

550

00:39:03.018 --> 00:39:06.278

relates to a cultural heritage point arising out of

551

00:39:06.398 --> 00:39:10.038

ISH1, the first hearing. Taking them in, in that

552

00:39:10.258 --> 00:39:13.268

order, agriculture s-

553

00:39:13.268 --> 00:39:15.958

soils. It's very important

554

00:39:17.218 --> 00:39:21.018

to bear in mind, and I don't think this has been appreciated, you

555

00:39:21.198 --> 00:39:24.798

already have Mr. Nichol's submissions on behalf of Stop Greenhill

556

00:39:24.918 --> 00:39:28.598

Solar, that's REP1-230, about our

557

00:39:28.658 --> 00:39:32.338

concerns about site search and site selection.

558

00:39:32.378 --> 00:39:36.278

But it's very important to bear in mind that the sites, I mean all the

559

00:39:36.338 --> 00:39:37.988

sites, were selected

560

00:39:39.318 --> 00:39:40.118

before

561

00:39:41.098 --> 00:39:44.718

agricultural surveys had been undertaken to determine

562

00:39:45.478 --> 00:39:47.958

which land within the areas of search

563

00:39:49.198 --> 00:39:51.758

were grade A and which were grade

564

00:39:52.358 --> 00:39:55.878

3B. And as we know, the difference between best and most

565

00:39:55.958 --> 00:39:58.988

versatile includes 3A but not 3B.

566

00:40:00.398 --> 00:40:03.198

We know, and for the reference

567

00:40:03.578 --> 00:40:07.538
APP-027, PDF page 4

568
00:40:07.578 --> 00:40:10.558
of 11, that by March of

569
00:40:10.678 --> 00:40:14.578
2024, sites A and F and the best

570
00:40:15.238 --> 00:40:18.658
had been decided upon. By May of

571
00:40:18.778 --> 00:40:22.578
2024, site G had been added, and

572
00:40:22.638 --> 00:40:26.338
in June of last year, site A2 was

573
00:40:26.398 --> 00:40:29.718
added. So by June, all the sites had been

574
00:40:29.798 --> 00:40:33.738
identified. What happened next, we had a scoping

575
00:40:33.798 --> 00:40:37.578
report, the environmental, uh, statement, uh, scoping

576
00:40:37.658 --> 00:40:41.138
report, in July of 2024, and that

577
00:40:41.338 --> 00:40:41.898
said,

578
00:40:43.648 --> 00:40:44.478
"A survey

579
00:40:45.298 --> 00:40:49.048
of the selected sites is currently being undertaken." It said

580
00:40:49.578 --> 00:40:53.378
in APP-066, PDF page

581

00:40:53.638 --> 00:40:57.568

328, paragraph 21.3.14, they're

582

00:40:57.618 --> 00:40:59.948

being undertaken between May to July of this year.

583

00:40:59.958 --> 00:41:03.578

And clearly they hadn't been finished, the- 'cause they weren't referred to in the

584

00:41:03.618 --> 00:41:06.378

July wh- when the scoping report was issued

585

00:41:07.258 --> 00:41:10.458

in July. So, um, that's,

586

00:41:10.518 --> 00:41:14.238

uh... So it cannot be said that when they were selecting

587

00:41:14.298 --> 00:41:17.918

sites, that they had sought to

588

00:41:17.998 --> 00:41:21.098

avoid the best and most versatile agricultural

589

00:41:21.138 --> 00:41:22.098

land.

590

00:41:23.358 --> 00:41:25.588

Um, it clearly was possible

591

00:41:26.638 --> 00:41:28.258

to identify

592

00:41:29.478 --> 00:41:32.758

that land which is grade 3A and 3B before

593

00:41:33.218 --> 00:41:37.038

selecting the sites. So, all of the sites were chosen

594
00:41:37.078 --> 00:41:39.008
without knowing whether they were site three...

595
00:41:39.038 --> 00:41:42.908
whether 3A or 3B. And

596
00:41:42.908 --> 00:41:44.678
that's a serious breach

597
00:41:45.778 --> 00:41:49.718
of government policy, and in our view, it's

598
00:41:49.798 --> 00:41:53.338
a fatal flaw which clearly points to a

599
00:41:53.378 --> 00:41:55.838
refusal of the DCO for this

600
00:41:55.918 --> 00:41:57.538
scheme.

601
00:41:59.318 --> 00:42:02.838
The scoping, uh, report, um,

602
00:42:03.318 --> 00:42:06.998
shows, and this is APP-067, page

603
00:42:07.098 --> 00:42:10.608
56 of 93, that's PDF page, shows the

604
00:42:10.678 --> 00:42:13.698
provisional mapping for agricultural land

605
00:42:13.758 --> 00:42:15.238
classification.

606
00:42:17.498 --> 00:42:20.898
And as Mr. Kernan, who is the expert for the

607
00:42:20.978 --> 00:42:24.538

applicant, uh, the agricultural expert, knows and has

608

00:42:24.558 --> 00:42:27.958

asserted since ISH1 in a

609

00:42:28.078 --> 00:42:31.758

subsequent planning public inquiry, in a proof of evidence to that

610

00:42:31.818 --> 00:42:35.718

inquiry, which I will, of course, uh, s- submit to this, this

611

00:42:35.758 --> 00:42:39.558

inquiry, he asserted that the ALC

612

00:42:39.598 --> 00:42:43.538

maps, the Agricultural Land, uh, um, Classification Maps, these are the

613

00:42:43.558 --> 00:42:47.058

provisional ones, are not based on extensive field

614

00:42:47.178 --> 00:42:50.758

survey, they are not to be relied upon for site-specific

615

00:42:50.878 --> 00:42:54.694

use, and they are of limited accuracy. So

616

00:42:54.774 --> 00:42:57.694

when one looks at page 56 of 93 of

617

00:42:57.754 --> 00:43:00.634

APP-067, and one sees the provisional

618

00:43:01.533 --> 00:43:05.053

land classification, one sees, uh, a lot of

619

00:43:05.093 --> 00:43:08.114

green, which we don't know whether it's 3A or 3B.

620

00:43:08.774 --> 00:43:11.354

And we see two, grade two.

621

00:43:12.314 --> 00:43:15.754

So when they were thinking, because this is what they had with their site selecting

622

00:43:15.874 --> 00:43:19.214

before... They say, "Right, well, um,

623

00:43:19.854 --> 00:43:20.553

site E,

624

00:43:21.453 --> 00:43:24.973

let's avoid best and most versatile land where possible." So

625

00:43:25.754 --> 00:43:28.263

the majority of that is shown site...

626

00:43:28.314 --> 00:43:31.874

uh, as grade two, with some grade three.

627

00:43:31.993 --> 00:43:35.154

So where was the attempt? Why was it not possible to

628

00:43:35.194 --> 00:43:38.194

avoid, uh, site E, for

629

00:43:38.254 --> 00:43:41.734

example? Um, and

630

00:43:42.433 --> 00:43:46.154

then it goes beyond that, because even when the sites have been

631

00:43:46.174 --> 00:43:48.634

selected, the applicants

632

00:43:49.513 --> 00:43:53.433

have, um... there's no evidence they've sought to avoid best and

633

00:43:53.493 --> 00:43:56.553

most versatile land within the selected sites.

634

00:43:56.634 --> 00:44:00.453

I'm just gonna give you one example, just because it's proportionate to the

635

00:44:00.513 --> 00:44:04.314

time. If we took site A, take site A because it's

636

00:44:04.734 --> 00:44:08.134

first in the list, APP-067, page

637

00:44:08.354 --> 00:44:10.433

56 shows

638

00:44:11.374 --> 00:44:14.894

that the area around Walgrave is grade

639

00:44:15.374 --> 00:44:18.993

three on the agricultural land provisional classification maps.

640

00:44:20.154 --> 00:44:24.114

Indeed, the ALC map sh- suggests there's no grade two land

641

00:44:24.194 --> 00:44:28.174

around Walgrave either. But the

642

00:44:28.214 --> 00:44:32.154

results of the 2024 detailed survey,

643

00:44:32.394 --> 00:44:34.973

which are included in the farming report,

644

00:44:35.593 --> 00:44:39.174

APP-571, and I give the PDF

645

00:44:39.334 --> 00:44:43.274

reference page 108 of 155, shows that

646

00:44:43.334 --> 00:44:47.073

much of the Walgrave site A is in

647

00:44:47.134 --> 00:44:50.834
fact grade two and grade 3A.

648
00:44:52.394 --> 00:44:56.234
Now, we know what the field-- the field numbering for site A is shown
in

649
00:44:56.334 --> 00:45:00.234
APP-067. Uh, it's PDF page two

650
00:45:00.294 --> 00:45:04.022
of nine. Um, no, s-- sorry, it's PDF page 18 of

651
00:45:04.254 --> 00:45:06.993
93. That's the scoping report.

652
00:45:08.394 --> 00:45:12.354
Um, th-- as just one example,

653
00:45:12.413 --> 00:45:14.314
field AF29,

654
00:45:15.473 --> 00:45:19.413
it's on the northern approach to Walgrave, that is

655
00:45:19.453 --> 00:45:22.803
shown as h-- having, being a mixture of grades two and

656
00:45:23.094 --> 00:45:24.013
3A.

657
00:45:25.433 --> 00:45:29.134
Yet solar arrays are proposed for that field

658
00:45:29.274 --> 00:45:33.234
on an important entrance from the north to Walgrave, just before you

659
00:45:33.254 --> 00:45:36.703
get to Walgrave. Why? Why is it not

660
00:45:36.734 --> 00:45:37.254

possible

661

00:45:38.433 --> 00:45:41.613

to remove the solar arrays from that field, for

662

00:45:41.654 --> 00:45:45.433

example? If it's said, but it hasn't been

663

00:45:45.573 --> 00:45:47.953

said, "Oh, because site A wouldn't be

664

00:45:47.993 --> 00:45:51.493

viable," but if it were to be said that,

665

00:45:51.913 --> 00:45:53.174

where is the evidence

666

00:45:54.154 --> 00:45:57.314

to demonstrate that? It's wholly

667

00:45:57.334 --> 00:46:00.654

inappropriate... It would be wholly inappropriate because it's not actually being

668

00:46:00.714 --> 00:46:04.013

said it wouldn't be viable. It'd be wholly inappropriate to present this case

669

00:46:04.094 --> 00:46:07.913

without explanation and supporting evidence, if, of course,

670

00:46:07.933 --> 00:46:09.274

such exists at all.

671

00:46:10.613 --> 00:46:13.993

I won't make all these points in relation to the other sites, for they apply to all

672

00:46:14.013 --> 00:46:17.734

the other sites, so it's a fundamental flaw to

673

00:46:17.794 --> 00:46:21.754
this. And when you're... If you start saying, "Oh, it's e- ever such

674
00:46:21.794 --> 00:46:25.473
a large area," that is your responsibility.

675
00:46:25.484 --> 00:46:29.134
You are going... You're intending to take up

676
00:46:29.174 --> 00:46:30.354
12 miles,

677
00:46:31.274 --> 00:46:33.613
on and off, of Northamptonshire

678
00:46:33.694 --> 00:46:35.473
land.

679
00:46:36.413 --> 00:46:40.374
It's a very big project because that's your choice that it should be
a big

680
00:46:40.433 --> 00:46:41.154
project.

681
00:46:42.374 --> 00:46:44.584
You've gone, you've looked at the site select-...

682
00:46:44.594 --> 00:46:48.113
You've gone and looked in the first five kilometers and you said,
"We're looking

683
00:46:48.194 --> 00:46:51.993
for large landownerships of willing landowners." Nothing to

684
00:46:52.053 --> 00:46:55.654
do with, is it grade 3A or 3B or

685
00:46:55.734 --> 00:46:59.433
grade two? And then when you can't find them, you've gone

686

00:46:59.533 --> 00:47:02.874
out up to 20 kilometers or 12 miles.

687
00:47:03.033 --> 00:47:05.894
Those are the non-planning choices for

688
00:47:05.993 --> 00:47:09.854
convenience, for financial convenience as well, I

689
00:47:09.913 --> 00:47:13.794
accept that, but this is a planning matter.

690
00:47:13.854 --> 00:47:17.573
It's simply not on to say, "Oh, it'd be ever

691
00:47:17.634 --> 00:47:21.033
such a lot of work, we'd have to go and look at all these fields."
How can you

692
00:47:21.154 --> 00:47:25.073
possibly say, on the basis of your own witness saying that

693
00:47:25.134 --> 00:47:28.894
these provisional agricultural land classification studies are not
to be

694
00:47:28.933 --> 00:47:32.794
relied upon, "Oh, well, we've relied on that." And

695
00:47:32.854 --> 00:47:33.834
well, actually,

696
00:47:34.674 --> 00:47:38.254
um, in some cases we haven't avoided best and most

697
00:47:38.354 --> 00:47:41.533
versatile land, grade two, for example, site E,

698
00:47:42.594 --> 00:47:45.354
and we haven't given any explanation.

699

00:47:45.374 --> 00:47:49.113

But the only explanation really was where there were willing landowners.

700

00:47:49.154 --> 00:47:52.374

And that is not a proper basis on which

701

00:47:52.433 --> 00:47:55.944

planning, in its proper sense, should be carried out in this

702

00:47:55.973 --> 00:47:59.944

country. It's completely contrary to good principle and

703

00:47:59.953 --> 00:48:03.223

good planning. That's the first point I wanted to raise.

704

00:48:03.234 --> 00:48:04.754

The second discrete point

705

00:48:06.053 --> 00:48:09.913

is the heritage point, and it relates to discussion, the discussion

706

00:48:09.993 --> 00:48:13.953

at ISH1 of the heritage impacts on the conservation

707

00:48:14.013 --> 00:48:17.894

areas of Easton Waldege and Bures Ashby, and the two

708

00:48:17.933 --> 00:48:21.553

particular listed buildings in Easton Waldege, the grade one

709

00:48:21.654 --> 00:48:24.714

listed, um, church of St. Peter and St.

710

00:48:24.814 --> 00:48:26.953

Paul and the grade two*

711

00:48:28.214 --> 00:48:31.334

listed building, uh, I think it's, uh, 22 High

712

00:48:31.433 --> 00:48:34.394

Street. Um, Mr. Harrison, our lead

713

00:48:34.413 --> 00:48:37.174

inspector, raised... It was his first, very first

714

00:48:37.274 --> 00:48:40.453

question, uh, o- on this topic at

715

00:48:40.613 --> 00:48:44.194

ISH1, he queried with Mr. Potbury by

716

00:48:44.254 --> 00:48:47.754

reference to the environmental statement, uh, envi- uh,

717

00:48:48.113 --> 00:48:51.734

statement chapter 12 and table 12.28.

718

00:48:51.803 --> 00:48:55.533

Uh, the inspector rightly said, "Look, I can see that

719

00:48:55.594 --> 00:48:59.294

you've still, even after mitigation, you've still got madro-
moderate

720

00:48:59.413 --> 00:49:02.926

adverse impacts."... are there any additional

721

00:49:02.986 --> 00:49:06.826

measure, mitigations that could be imposed to reduce the moderate
adverse

722

00:49:06.866 --> 00:49:10.805

residual effects further? Now, when

723

00:49:10.946 --> 00:49:14.566

one looks at the written summary of the applicant's oral

724

00:49:14.685 --> 00:49:16.245

submissions, which is our

725

00:49:16.305 --> 00:49:20.026

REP1-162, and specifically

726

00:49:20.546 --> 00:49:24.106

it's, begins at page 30, PDF page 35 of

727

00:49:24.406 --> 00:49:28.185

61, one has to bear in mind that when you actually

728

00:49:28.285 --> 00:49:31.946

match up this, what is stated as being a summary of the

729

00:49:32.086 --> 00:49:33.285

oral submissions,

730

00:49:34.106 --> 00:49:37.986

it's not simply a summary. Other comments have

731

00:49:38.046 --> 00:49:39.906

been added in to this

732

00:49:40.225 --> 00:49:44.106

REP1-162. So, I would invite the inspectors

733

00:49:44.225 --> 00:49:47.765

just to look, listen to the relevant

734

00:49:47.846 --> 00:49:51.406

part of, it's the video four

735

00:49:51.725 --> 00:49:54.446

of that ISH1, and it's

736

00:49:54.506 --> 00:49:58.466

EV2-008. It's roughly,

737

00:49:59.305 --> 00:50:02.866

the topic begins, heritage at about minute

738

00:50:03.225 --> 00:50:06.205

49 on that video, and the, uh, the

739

00:50:06.966 --> 00:50:10.926

question one begins about minute 50, and it goes on till about 52,

740

00:50:11.066 --> 00:50:14.765

just to help identify that. And it

741

00:50:14.805 --> 00:50:17.765

records, in the written summary of the oral submissions, at

742

00:50:17.805 --> 00:50:21.546

REP1-162 at PDF page 35, "The applicant

743

00:50:21.645 --> 00:50:25.326

believes the mitigation has reduced the

744

00:50:25.346 --> 00:50:28.386

level of impact to the lowest practicable

745

00:50:28.506 --> 00:50:32.046

level, i.e., less than substantial harm

746

00:50:33.006 --> 00:50:36.546

in NPPF terms." Just pausing there, those

747

00:50:36.645 --> 00:50:40.386

words were not stated. I don't

748

00:50:40.426 --> 00:50:43.725

mind if one wants to add a comment, but it should be very

749

00:50:43.866 --> 00:50:46.926

clear, those words were not stated by Mr.

750

00:50:46.966 --> 00:50:50.546

Potbury. He then, at about minute

751

00:50:50.986 --> 00:50:54.446

51, 35 seconds, he

752

00:50:54.586 --> 00:50:58.546

also stated, after a pause,

753

00:50:58.625 --> 00:51:02.285

um, that the, uh, the applicants couldn't do any more without

754

00:51:02.506 --> 00:51:06.145

those areas being unviable. And th-

755

00:51:06.326 --> 00:51:08.645

I was watching this on screen, and

756

00:51:09.906 --> 00:51:12.625

the deafening silence (laughs) at that

757

00:51:12.725 --> 00:51:16.705

point, the, the, and the follow-up question I would have had,

758

00:51:16.745 --> 00:51:19.245

had I been here, is, where is the

759

00:51:19.326 --> 00:51:23.256

evidence? What is happening at

760

00:51:23.305 --> 00:51:26.705

a planning examination where, with great

761

00:51:26.986 --> 00:51:30.966

respect, Mr. Potbury, heritage is his

762

00:51:31.006 --> 00:51:33.725

discipline. What is his discipline?

763

00:51:33.765 --> 00:51:37.265

His discipline is not viability. What are the applicants

764

00:51:37.326 --> 00:51:41.236

doing, great respect to them, in asking through this

765

00:51:41.285 --> 00:51:44.386

witness for him to assert about viability?

766

00:51:44.426 --> 00:51:48.125

Where is the evidence about lack of viability, uh,

767

00:51:48.165 --> 00:51:49.846

before this inquiry? There's none.

768

00:51:49.866 --> 00:51:53.685

How can one possibly in an inquiry t-

769

00:51:53.725 --> 00:51:57.606

put weight on s-, uh, heritage witness saying, "Oh,

770

00:51:57.645 --> 00:52:01.386

um, well, we couldn't do any more without those areas being unviable." Where is the

771

00:52:01.446 --> 00:52:04.426

evidence that it wouldn't be un- that it wouldn't be viable?

772

00:52:05.305 --> 00:52:08.986

Now, I appreciate that, uh, th- uh, if I can address the,

773

00:52:09.026 --> 00:52:10.506

the, uh, inspectors just a moment.

774

00:52:10.645 --> 00:52:14.606

I appreciate that, um, you've, on your,

775

00:52:14.685 --> 00:52:17.035

uh, examination, uh, examiners', uh,

776

00:52:18.106 --> 00:52:21.986

inspector's questions number two, so to speak, you've left under

777

00:52:22.066 --> 00:52:26.026

item five, site search and, uh, uh, uh, that

778

00:52:26.125 --> 00:52:30.066

sort of issue, you've said, "Look, we may have some follow-up questions." So, I

779

00:52:30.125 --> 00:52:32.745

hope this will help, because it's terribly important.

780

00:52:32.765 --> 00:52:36.185

This is an inqu- maybe you've written, but it's an

781

00:52:36.225 --> 00:52:40.145

inquisitorial process where there has to be a

782

00:52:40.285 --> 00:52:42.946

strong element of curiosity.

783

00:52:43.866 --> 00:52:47.756

One cannot simply... I know it's very, you know, we know the pressure

784

00:52:48.765 --> 00:52:52.705

in this country for, uh, there to be solar farms and wind

785

00:52:52.785 --> 00:52:55.805

farms and so forth. But it does not mean...

786

00:52:55.895 --> 00:52:59.725

And, and I, I've, don't for one moment suggest it's other than that with, with our

787

00:53:00.145 --> 00:53:03.086

distinguished inspectors from the questions they've been asking today.

788

00:53:03.106 --> 00:53:06.856

But it does not mean that we simply, uh,

789

00:53:07.185 --> 00:53:09.265

l- let this go through without questions.

790

00:53:09.285 --> 00:53:12.866

And of course, that's not what the inspectors are wanting to do.

791

00:53:12.946 --> 00:53:16.466

Um, but when... Just to go back, I've said there

792

00:53:16.546 --> 00:53:20.024

about viability, and of course, we talk about

793

00:53:20.085 --> 00:53:23.125

viability for heritage, we talk about

794

00:53:23.225 --> 00:53:27.086

viability for agriculture. Why couldn't that land...

795

00:53:27.106 --> 00:53:30.466

Why does that field have to be in? Is it about viability?

796

00:53:30.486 --> 00:53:33.946

We think, uh, also back to this morning when we had Professor

797

00:53:34.046 --> 00:53:37.645

Dobson. If there aren't, uh,

798

00:53:37.745 --> 00:53:41.345

um, um... If there aren't... I- if the spacing

799

00:53:41.606 --> 00:53:45.046

required is too great, will there be enough BESS

800

00:53:45.205 --> 00:53:47.286

storage to make this project viable?

801

00:53:47.326 --> 00:53:50.506

Does this, does this case depend upon the

802

00:53:51.086 --> 00:53:54.886

availability of sufficient BESS, for example?

803

00:53:54.986 --> 00:53:58.546

We know, and this answers just one question that the inspectors

804

00:53:58.606 --> 00:54:02.366

ask through their XQ2 list, I think

805

00:54:02.426 --> 00:54:06.185
it's, uh, within, uh, question two,

806
00:54:06.205 --> 00:54:10.165
they said, "Well, look, how much of the time will you be

807
00:54:10.265 --> 00:54:14.216
exporting, uh, electricity to the

808
00:54:14.286 --> 00:54:17.886
grid?" A very fair question, if I may say so.

809
00:54:17.906 --> 00:54:20.946
But of course, the reality is that whilst inevitably,

810
00:54:22.026 --> 00:54:25.816
uh, uh, uh, BESS is important in principle for, um,

811
00:54:26.125 --> 00:54:29.486
taking, uh, peak flows when there's too much, uh, uh,

812
00:54:29.725 --> 00:54:33.185
storing that. But it also, from the commercial

813
00:54:33.286 --> 00:54:36.076
perspective, which is uh, entirely, uh,

814
00:54:36.145 --> 00:54:39.786
understandable, it's a very poten- uh, potentially a very

815
00:54:39.866 --> 00:54:43.736
lucrative source of income because one buys, one

816
00:54:43.765 --> 00:54:47.665
buys some grid at night from, uh, Octopus or whoever

817
00:54:47.705 --> 00:54:51.106
it might be, and one sells it back to the grid at

818
00:54:51.265 --> 00:54:55.185
daytime prices the following day, for example.

819

00:54:55.225 --> 00:54:59.026

So, so if those... And I'm not decrying any of that, but

820

00:54:59.125 --> 00:55:02.665

if, if, if we can't get all the BESS that

821

00:55:02.705 --> 00:55:06.498

they, they want, what does that do to viability? So, all

822

00:55:06.538 --> 00:55:09.678

these things, viability is just not mentioned.

823

00:55:09.688 --> 00:55:13.078

There's nothing before the inquiry as to how this all hangs

824

00:55:13.118 --> 00:55:16.968

together, why that site is needed and that- th- this f-

825

00:55:16.968 --> 00:55:20.958

field isn't, and whether there is in fact a lack of viability for this

826

00:55:21.038 --> 00:55:24.888

site or that site. But going back, the second p-

827

00:55:24.888 --> 00:55:28.798

point under this heading of heritage I want to come to, those words,

828

00:55:28.898 --> 00:55:29.058

um,

829

00:55:29.878 --> 00:55:33.538

the, uh... Which w- were quoted in the, um, written

830

00:55:33.638 --> 00:55:37.418

summary of the oral submissions, "Reduce the level of impact to the lowest

831

00:55:37.458 --> 00:55:41.058

practical level, i.e., less than substantial harm in NPPF

832

00:55:41.138 --> 00:55:44.678
terms." Now, as I've said, those words weren't

833

00:55:44.758 --> 00:55:48.558
said. First of all, the

834

00:55:48.658 --> 00:55:52.298
applicants themselves acknowledge in the chapter 12, ES chapter

835

00:55:52.398 --> 00:55:55.978
12, paragraph 12.4.21, that there's no

836

00:55:56.058 --> 00:55:59.958
direct correlation between moderate adverse harm and less

837

00:55:59.968 --> 00:56:03.608
than substantial harm. No direct correlation.

838

00:56:03.678 --> 00:56:06.758
Uh, just a- a sort of pernicky point, but just to put that in
context.

839

00:56:06.838 --> 00:56:10.738
Secondly, the findings of the heritage chapter

840

00:56:10.838 --> 00:56:14.138
regarding the- those two conservation areas, Mears Ashby and

841

00:56:14.218 --> 00:56:18.118
Sidewell, uh, and, um, uh, uh, uh Mears Ashby and East Malden,

842

00:56:18.158 --> 00:56:21.718
and the two listed buildings I mentioned, appear to- uh, the

843

00:56:22.058 --> 00:56:25.478
findings of the ch- chapter appear to place the harm to

844

00:56:25.518 --> 00:56:29.178
those d- designated heritage assets at the middle

845

00:56:30.198 --> 00:56:34.098

of the s- what we might call a spectrum or a scale or h- whatever we're allowed

846

00:56:34.138 --> 00:56:37.958

to call it now, of less than substantial harm.

847

00:56:38.018 --> 00:56:41.868

So th- and I'll come to make good that in a moment, but if that's right, that's

848

00:56:41.898 --> 00:56:45.328

plainly not the lowest practicable level.

849

00:56:46.138 --> 00:56:49.458

And when I said I'd make good the submission, if one looks at

850

00:56:49.538 --> 00:56:53.238

page 227... Uh, sorry, page 9 of

851

00:56:53.538 --> 00:56:57.198

227 of the heritage chapter, that's the

852

00:56:57.218 --> 00:57:00.058

non-technical summary, all the specific points at

853

00:57:00.898 --> 00:57:04.538

PDF page 85 of 227, paragraphs

854

00:57:04.818 --> 00:57:08.278

7.1.3 to 7.1.5, there are three

855

00:57:08.698 --> 00:57:12.518

summary paragraphs. The first paragraph reh-

856

00:57:12.538 --> 00:57:16.418

refers to harm at the upper end of the scale, and that's low
farmhouse, and I

857

00:57:16.437 --> 00:57:19.118

remember, sir, you mentioned that at the ISH1.

858

00:57:19.498 --> 00:57:20.718

The third paragraph

859

00:57:21.678 --> 00:57:25.438

expressly refers to harm at the lower end of the scale, for 18

860

00:57:25.478 --> 00:57:28.038

designated and non-designated heritage assets.

861

00:57:28.058 --> 00:57:31.418

But the second paragraph, the middle one, refers to

862

00:57:31.478 --> 00:57:34.498

17 designated and non-designated heritage

863

00:57:34.978 --> 00:57:38.438

assets, including the conservation areas, et cetera.

864

00:57:39.198 --> 00:57:42.938

Implicitly, we assume they are in the middle of the

865

00:57:43.018 --> 00:57:46.258

scale, although it's not expressly stated.

866

00:57:46.298 --> 00:57:49.158

And you then think, "Well, I wonder whether they state it somewhere else." So you

867

00:57:49.178 --> 00:57:53.098

look at APP 110, which is the appendix

868

00:57:53.698 --> 00:57:57.478

12.1 to the ES chapter, page 60 of

869

00:57:57.678 --> 00:57:58.418

227,

870

00:57:59.258 --> 00:58:03.218

Church of St. Peter and St. Paul, no indication at all,

871

00:58:03.298 --> 00:58:07.188

again, of where on the spectrum of less than substantial harm it's considered

872

00:58:07.198 --> 00:58:10.958

to fall. The same at page 65 for the East

873

00:58:11.018 --> 00:58:14.518

Malden conservation area, and 68 for the Mears Ashby

874

00:58:14.598 --> 00:58:17.388

conservation area. So I'm assuming, I'm

875

00:58:17.438 --> 00:58:21.138

inferring, that that middle category, that middle paragraph,

876

00:58:21.358 --> 00:58:25.258

7.1.4, is the middle rather than the upper or the

877

00:58:25.298 --> 00:58:29.128

lower, but it hasn't been said. That's a pretty, if I may respectfully say

878

00:58:29.178 --> 00:58:32.318

so, that's a pretty serious omission

879

00:58:33.938 --> 00:58:35.578

from a heritage statement

880

00:58:36.398 --> 00:58:40.058

when key... Uh, o- one bears in mind that

881

00:58:40.178 --> 00:58:43.678

great weight is to be given to less than substantial harm.

882

00:58:43.688 --> 00:58:47.338

And of course, me- members of the public are constantly baffled

883

00:58:47.398 --> 00:58:51.208

because less than substantial harm actually means...

884

00:58:51.238 --> 00:58:54.958

Doesn't mean it's less than significant w- weight, it

885

00:58:55.078 --> 00:58:58.778

actually means it's important. Great weight should be given to

886

00:58:59.178 --> 00:59:02.698

such harm, and grade one and two star are

887

00:59:02.778 --> 00:59:06.018

assets of the highest significance.

888

00:59:06.338 --> 00:59:10.048

See paragraph 213B of the NPPF.

889

00:59:10.558 --> 00:59:14.418

So it's really important. And we get all this environmental s-

890

00:59:14.578 --> 00:59:18.238

uh, all the cultural, uh, heritage, and not once do they

891

00:59:18.278 --> 00:59:21.298

actually (laughs) condescend to say what the impact is.

892

00:59:21.318 --> 00:59:24.778

They just omit reference. So again, it comes back

893

00:59:24.878 --> 00:59:28.478

to, it hasn't been reduced to the lowest practical

894

00:59:28.578 --> 00:59:31.708

level, unless I'm wrong and in fact there was...

895

00:59:31.718 --> 00:59:35.658

They've made a mistake of not... On three occasions, they've forgotten to put

896

00:59:35.718 --> 00:59:38.928

in "lower" rather than "no..." y- "lower end of the

897

00:59:38.978 --> 00:59:42.938
scale." So- so they don't appear to reduce

898
00:59:42.978 --> 00:59:46.258
it to the lowest practical level, and there's, uh,

899
00:59:46.338 --> 00:59:50.238
no evidence before the inquiry that they can't do more.

900
00:59:51.278 --> 00:59:54.758
So those are my two points, and I'm very grateful to you for

901
00:59:54.998 --> 00:59:57.188
allowing me to put them in. Thank you very much,

902
00:59:57.198 --> 00:59:59.678
sir.

903
00:59:59.718 --> 01:00:02.918
No, thank you, uh, Mr. Humphreys.

904
01:00:02.998 --> 01:00:06.878
Um, I- I don't know whether the applicant wants to respond to
anything now or

905
01:00:06.978 --> 01:00:09.298
perhaps, uh, obviously I can see you're making notes.

906
01:00:09.378 --> 01:00:12.958
Uh, it might be something you want to, um, respond to in, in writing

907
01:00:13.098 --> 01:00:14.438
afterwards.

908
01:00:14.538 --> 01:00:15.928
Uh, Claire Budgett for the applicant.

909
01:00:16.018 --> 01:00:19.918
Um, just from a sort of procedural perspective, obviously

910
01:00:19.928 --> 01:00:23.678

the agenda items are set by the examining authority, um,

911

01:00:23.778 --> 01:00:26.818

and any requests to add specific items

912

01:00:26.858 --> 01:00:29.128

were not passed on to the applicants.

913

01:00:29.198 --> 01:00:32.418

We don't have, um, anybody from cultural heritage here today

914

01:00:32.638 --> 01:00:36.478

or, um, who can speak to, um, agricultural land

915

01:00:36.918 --> 01:00:40.658

classification. Um, however, there are, uh, I guess a few

916

01:00:41.198 --> 01:00:42.558

points, um, that I'll

917

01:00:43.718 --> 01:00:45.958

respond to here, but obviously, um, Mr.

918

01:00:45.978 --> 01:00:49.658

Humphreys will prepare a written summary, um, of

919

01:00:49.678 --> 01:00:52.268

everything he's said, um, and then...

920

01:00:52.278 --> 01:00:55.978

At deadline three, and then we will respond to that at deadline, deadline

921

01:00:56.138 --> 01:00:57.188

four. Um,

922

01:00:58.178 --> 01:01:00.258

as is the case, the summaries are, as they

923

01:01:01.218 --> 01:01:04.918

are stated to be, just a summary of, um, the comments made

924

01:01:04.978 --> 01:01:08.558

rather than a verbatim, um, transcript.

925

01:01:08.638 --> 01:01:12.620

Um, in terms of..... site selection, uh,

926

01:01:12.750 --> 01:01:16.730

process, um, the, uh, chapter of the

927

01:01:16.770 --> 01:01:20.109

EAS dealing with alternatives and the separate appendix relating to site

928

01:01:20.170 --> 01:01:23.569

selection set out the process that has been, um,

929

01:01:23.580 --> 01:01:27.210

followed by the applicant in this, uh, particular

930

01:01:27.310 --> 01:01:30.730

scheme in terms of identifying, um, the land to be

931

01:01:30.750 --> 01:01:34.580

incorporated within the scheme. And that has been, um, a staged,

932

01:01:34.650 --> 01:01:38.080

uh, process and in carrying out that site selection

933

01:01:38.170 --> 01:01:41.420

process, the applicant was mindful both of the, um,

934

01:01:42.089 --> 01:01:46.049

policy requirements for consideration in, um, the

935

01:01:46.130 --> 01:01:49.450

MPS EN1 in relation to carrying out,

936

01:01:49.529 --> 01:01:53.470

um, an alternatives, um, consideration that

937

01:01:53.490 --> 01:01:56.940

is proportionate, um, and that only alternatives can meet...

938

01:01:56.950 --> 01:02:00.549

That meet the objectives of the proposed development need, um, be

939

01:02:00.670 --> 01:02:04.190

considered. There are various other requirements and those are in paragraphs

940

01:02:04.390 --> 01:02:06.410

4.3.18, um,

941

01:02:07.310 --> 01:02:10.630

uh, to the end of that section in EN1.

942

01:02:10.710 --> 01:02:14.089

Um, it was referred to EN3 in terms of

943

01:02:14.250 --> 01:02:15.210

the, um,

944

01:02:16.270 --> 01:02:19.270

consideration of best and most versatile land

945

01:02:20.190 --> 01:02:23.170

in terms of site selection for solar projects, in

946

01:02:23.250 --> 01:02:25.490

particular, um, and

947

01:02:26.650 --> 01:02:30.290

paragraph 2.10.29 does state

948

01:02:30.450 --> 01:02:33.970

that, um, obviously applicants should, where possible,

949

01:02:34.049 --> 01:02:37.990

utilize suitably previous development land and brownfield land, and where

950

01:02:38.049 --> 01:02:40.930

it's proposed to use agricultural land, um,

951

01:02:41.870 --> 01:02:45.540

then lower quality land should be preferred, um,

952

01:02:45.770 --> 01:02:49.350

over, uh, higher quality land. And it refers to the ALC

953

01:02:49.450 --> 01:02:52.600

classification and M... The MPS is very clear that

954

01:02:52.650 --> 01:02:56.589

the, um, agriculture land classification is the

955

01:02:56.630 --> 01:03:00.270

appropriate metric for determining, uh, best and most versatile

956

01:03:00.370 --> 01:03:04.250

land. The site selection assessment, which is a ES appendix

957

01:03:04.730 --> 01:03:08.310

5.1, um, which is, um,

958

01:03:09.049 --> 01:03:12.740

prep 1-037, um, sets out the

959

01:03:12.810 --> 01:03:16.750

process that was undertaken by the applicant, and that started off with

960

01:03:16.790 --> 01:03:18.160

considering, um,

961

01:03:19.470 --> 01:03:22.870

areas within proximity to the point of connection, um, and

962

01:03:22.990 --> 01:03:25.450

utilizing Natural England's maps.

963

01:03:25.509 --> 01:03:29.270

Um, as has been recognized, those maps don't distinguish between grade

964

01:03:29.490 --> 01:03:32.850

3A and 3B. So at that stage in the process, all

965

01:03:32.890 --> 01:03:36.720

land, um, within grade 3, um,

966

01:03:36.720 --> 01:03:40.699

was, um, assumed to be BMV land. So the first stage of

967

01:03:40.710 --> 01:03:44.490

the process was to look for any land that didn't fall within grades

968

01:03:44.529 --> 01:03:47.979

one, two, and three on the mapping, um, to see if there were any available

969

01:03:48.089 --> 01:03:51.990

sites. It was only after it was concluded that there weren't any available

970

01:03:52.089 --> 01:03:56.049

sites that the applicant then went on to look, um, at areas

971

01:03:56.109 --> 01:03:59.890

that would, uh, fall, um, within the categories of

972

01:03:59.930 --> 01:04:03.630

BMV land, uh, to identify sites. So that in terms of the sort of

973

01:04:03.690 --> 01:04:07.549

macro level of site selection, that exercise was done having

974

01:04:07.650 --> 01:04:11.069

already looked at whether there was previously developed land that could be

975

01:04:11.150 --> 01:04:14.380

utilized instead and concluding that there wasn't any, um,

976

01:04:14.569 --> 01:04:18.029

available. Once those sites had then been

977

01:04:18.089 --> 01:04:22.029

identified, there was then a, uh, another exercise undertaken to

978

01:04:22.069 --> 01:04:25.520

determine whether, um, areas of BMV land that were

979

01:04:25.549 --> 01:04:29.410

identified through further on-site surveys, um, could be

980

01:04:29.430 --> 01:04:31.529

excluded from, from the sites or not.

981

01:04:31.549 --> 01:04:34.690

And then the farming report that was referred to goes into more

982

01:04:34.770 --> 01:04:38.520

detail, um, about why areas of BMV land have

983

01:04:38.549 --> 01:04:41.600

continued to remain within the scheme.

984

01:04:41.670 --> 01:04:45.350

Um, the applicant's position is that the approach to site selection that's been

985

01:04:45.390 --> 01:04:48.670

undertaken is, um, compliant with the policy requirements.

986

01:04:48.690 --> 01:04:52.509

It's also consistent, um, with the site selection process

987

01:04:52.569 --> 01:04:56.109

that has been undertaken on a wide range of other solar DCOs,

988

01:04:56.150 --> 01:04:59.870

including Island Green Power's, um, other projects relating to

989

01:04:59.930 --> 01:05:03.589

Cottam and West Burton Solar, but also a number of other more

990

01:05:03.630 --> 01:05:07.210

recently granted DCOs which themselves include high

991

01:05:07.250 --> 01:05:11.069

proportions of BMV land and where the Secretary of State has

992

01:05:11.130 --> 01:05:15.069

concluded that both the site selection process, which is similar,
um, was

993

01:05:15.210 --> 01:05:19.109

compliant with the MPSs and that the great need for solar

994

01:05:19.509 --> 01:05:22.950

energy, um, uh, which is set out in

995

01:05:23.009 --> 01:05:26.390

EN1 as critical national priority infrastructure

996

01:05:26.450 --> 01:05:30.100

justified, um, the usage of BMV land, um, for those

997

01:05:30.130 --> 01:05:34.109

particular projects. So the applicant's position is, it recognizes
that BMV

998

01:05:34.130 --> 01:05:35.990

land is included within the scheme.

999

01:05:36.000 --> 01:05:39.830

It did look to see if there were a- any land that wasn't, it
couldn't find

1000

01:05:39.870 --> 01:05:43.600

any, and that the need for these projects, as is established, um,

1001

01:05:43.990 --> 01:05:47.750

in EN1, justifies the inclusion of BMV land within

1002

01:05:47.790 --> 01:05:51.330

it. Um, I don't have any comments to make on the

1003

01:05:51.450 --> 01:05:55.090

cultural heritage, um, particular points, um, we'll come back

1004

01:05:55.350 --> 01:05:57.529

in writing on those, um, specific points.

1005

01:05:57.549 --> 01:05:59.230

But again, um, I would

1006

01:06:00.069 --> 01:06:03.730

reiterate that it's the MPSs that set out the policies that should apply

1007

01:06:03.850 --> 01:06:07.590

to, um, impacts on, um, heritage assets and

1008

01:06:07.670 --> 01:06:11.509

the, um, provisions relating to critical national priority

1009

01:06:11.549 --> 01:06:15.339

infrastructure and the extent to which, um, heritage, um,

1010

01:06:15.410 --> 01:06:19.290

effects are considered in that context, um, are also relevant.

1011

01:06:19.310 --> 01:06:19.529

Thank

1012

01:06:19.609 --> 01:06:24.149

you.

1013

01:06:24.210 --> 01:06:26.290

Right. Thank, thank you very much.

1014

01:06:26.350 --> 01:06:30.009

And, uh, conscious of time,

1015
01:06:30.109 --> 01:06:33.850
um, I'll just quickly check if there's anybody else got

1016
01:06:33.930 --> 01:06:36.920
anything, um, that they want to raise under any other

1017
01:06:36.950 --> 01:06:40.009
business?

1018
01:06:42.190 --> 01:06:45.890
Oh, um, right. There's a... Okay, thank

1019
01:06:45.930 --> 01:06:53.370
you.

1020
01:06:55.649 --> 01:06:57.288
Do you want me to speak?

1021
01:07:00.930 --> 01:07:03.810
Uh, good afternoon again. Keith Burrell, interested

1022
01:07:03.890 --> 01:07:05.009
party.

1023
01:07:06.029 --> 01:07:09.609
Two subjects which have not been addressed,

1024
01:07:09.690 --> 01:07:13.069
um, fully. One of them in

1025
01:07:13.149 --> 01:07:15.290
regards the landscape

1026
01:07:16.509 --> 01:07:18.630
is the aspect of light

1027
01:07:18.690 --> 01:07:22.658
pollution-This is the countryside area

1028
01:07:22.738 --> 01:07:24.738

which they're planning to put all these developers on.

1029

01:07:25.538 --> 01:07:28.718

I have not seen or read any specific

1030

01:07:28.817 --> 01:07:32.278

commitment, but when these constructing-

1031

01:07:32.317 --> 01:07:35.858

construction sites are completed, that the

1032

01:07:35.918 --> 01:07:37.278

security lighting

1033

01:07:38.358 --> 01:07:41.838

will not be visible. And we're talking about

1034

01:07:42.358 --> 01:07:46.098

not visib- visible from, uh, someone that's

1035

01:07:46.998 --> 01:07:49.538

at ground level looking at, it's obscured by tree.

1036

01:07:49.558 --> 01:07:52.338

But I'm talking about light pollution at

1037

01:07:52.458 --> 01:07:56.058

nighttime, with a big glow in the sky from

1038

01:07:56.258 --> 01:07:58.398

daylight floodlights.

1039

01:07:59.398 --> 01:08:02.398

Obviously, with the, um, solar

1040

01:08:02.538 --> 01:08:06.448

panels, they will reflect light upwards with

1041

01:08:06.498 --> 01:08:09.438

respect to the position of the f- security

1042

01:08:09.538 --> 01:08:13.218

floodlights. Now, I have experience of a- a

1043

01:08:13.298 --> 01:08:17.138

nearby industrial site at Malton, called Malton Park,

1044

01:08:17.718 --> 01:08:21.678

where you can walk round there when I was walking my dog, and they

1045

01:08:21.738 --> 01:08:25.618

had installed these daylight floodlights, it's on

1046

01:08:25.798 --> 01:08:29.778

buildings, where you had birdsong that you could hear at 1:00 o'clock

1047

01:08:29.837 --> 01:08:33.138

in the morning. Because the birdlife

1048

01:08:33.577 --> 01:08:36.518

thought it was the dawn. Now, it may

1049

01:08:36.658 --> 01:08:40.398

sound, uh, not worth anything, but you've got the

1050

01:08:40.457 --> 01:08:44.077

countryside where these sites are being installed.

1051

01:08:44.138 --> 01:08:47.178

If the intention is for permanent

1052

01:08:47.398 --> 01:08:48.178

security

1053

01:08:49.058 --> 01:08:53.037

fencing with lighting, et cetera, what's- w-

1054

01:08:53.077 --> 01:08:56.678

how is the actual light pollution aspect at nighttime to

1055

01:08:56.738 --> 01:08:59.917
be addressed? It's not even referred

1056
01:08:59.997 --> 01:09:03.098
to. The other thing is, that is on site

1057
01:09:03.198 --> 01:09:06.798
completions. How long will the construction

1058
01:09:06.917 --> 01:09:09.337
sites be ongoing, where you have at

1059
01:09:09.457 --> 01:09:13.398
nighttime, these security lights and also

1060
01:09:13.438 --> 01:09:17.417
work lights on all the time? Light

1061
01:09:17.478 --> 01:09:20.718
pollution, that is a key point that...

1062
01:09:20.738 --> 01:09:24.218
I'm a amateur astronomer and to see so much

1063
01:09:24.417 --> 01:09:28.238
daylight being reflec- daylight floodlight being reflected

1064
01:09:28.318 --> 01:09:31.298
upwards into the atmosphere, it makes an enormous

1065
01:09:31.358 --> 01:09:35.198
difference. You basically can't look in that direction and expect

1066
01:09:35.258 --> 01:09:38.758
to see what you could see a few years ago.

1067
01:09:38.798 --> 01:09:42.638
Now, in relation to my last point, and that

1068
01:09:42.758 --> 01:09:46.598
is to do with glint and glare. I wasn't here when that

1069

01:09:46.678 --> 01:09:50.618

subject was being addressed, mentioned in the landscape thing.

1070

01:09:50.658 --> 01:09:54.518

However, there is no mention of the fact that

1071

01:09:55.218 --> 01:09:59.208

where the airports are, the airfields, the aerodromes, this

1072

01:09:59.278 --> 01:10:00.038

is part of

1073

01:10:01.077 --> 01:10:04.978

facilities that airspace users may or

1074

01:10:05.058 --> 01:10:07.577

may not want to land or take off from.

1075

01:10:09.077 --> 01:10:13.038

Glint and glare to a pilot using visual flight

1076

01:10:13.358 --> 01:10:17.198

rules, VFR, it's important that they have

1077

01:10:17.218 --> 01:10:19.518

basically full vision

1078

01:10:21.577 --> 01:10:24.858

sightlines from where the pilot is- is heading

1079

01:10:24.978 --> 01:10:28.958

towards. If you're heading towards an area where

1080

01:10:29.038 --> 01:10:29.478

there is

1081

01:10:30.278 --> 01:10:31.418

glint and glare,

1082

01:10:32.538 --> 01:10:35.958
the pilot has difficulty seeing any aircraft coming towards

1083
01:10:35.998 --> 01:10:39.918
them. If you're coming from a site where there's glint

1084
01:10:39.958 --> 01:10:43.938
and glare, you will assume that the pilot of the aircraft that

1085
01:10:43.978 --> 01:10:47.838
you're heading towards can see you.

1086
01:10:47.878 --> 01:10:51.298
Now, I have already submitted specific details

1087
01:10:51.438 --> 01:10:53.218
about the technology

1088
01:10:54.318 --> 01:10:57.048
and the physics involved in glint and

1089
01:10:57.058 --> 01:11:00.798
glare. There is no guarantee that the

1090
01:11:00.898 --> 01:11:04.878
quality of what's described as anti-reflection coatings

1091
01:11:05.298 --> 01:11:09.258
will be applied to all the solar panels and the

1092
01:11:09.318 --> 01:11:12.058
installations at the different sites.

1093
01:11:12.068 --> 01:11:16.018
Whether or not they are all going to be tracking, whether they're
going to be

1094
01:11:16.138 --> 01:11:19.818
fixed, or whether or not there's gonna be a mixture.

1095
01:11:19.838 --> 01:11:22.418

When you take into account the fact that you've got

1096

01:11:23.577 --> 01:11:27.138

different times of year, different times of day where the

1097

01:11:27.198 --> 01:11:31.098

sun is above the horizon, you get different

1098

01:11:31.238 --> 01:11:34.898

areas where the glint and glare will be visible to

1099

01:11:34.958 --> 01:11:37.597

that, what you call, visual reflector.

1100

01:11:37.607 --> 01:11:41.138

I mean, in other words, a- a pilot or an aircraft.

1101

01:11:41.157 --> 01:11:44.638

Now, what I am asking for is that the actual

1102

01:11:44.798 --> 01:11:47.077

applicant addresses this

1103

01:11:48.718 --> 01:11:52.658

and not gloss over it because, "Oh, we'll only address

1104

01:11:52.698 --> 01:11:56.218

things to do with the landing approach and towers at these

1105

01:11:56.318 --> 01:12:00.198

aerodromes." I'd like to draw your attention to

1106

01:12:00.218 --> 01:12:03.778

what happened over in- in Holland, the Netherlands, at

1107

01:12:03.858 --> 01:12:07.798

Schiphol Airport, Amsterdam, where they actually had

1108

01:12:07.858 --> 01:12:11.298

to close the runway and the approach path

1109

01:12:11.738 --> 01:12:12.518
this year

1110

01:12:14.018 --> 01:12:14.898
because of the

1111

01:12:16.138 --> 01:12:19.538
impact of what had been approved through planning

1112

01:12:20.678 --> 01:12:24.638
of so many solar panels providing glint and glare, that it was a

1113

01:12:24.738 --> 01:12:28.638
serious aviation safety hazard.

1114

01:12:28.658 --> 01:12:32.438
And you're talking about now 78,000 and

1115

01:12:32.478 --> 01:12:36.038
another 150,000 that's due to be taken

1116

01:12:36.098 --> 01:12:39.118
away to be modified to try and improve things.

1117

01:12:39.158 --> 01:12:42.158
But one of the big questions is, who pays for

1118

01:12:42.238 --> 01:12:44.258
this? Because they were given

1119

01:12:45.278 --> 01:12:49.178
the green light by the government and the planning authorities.

1120

01:12:49.218 --> 01:12:52.438
So now, there's taxpayer money that's being talked about to

1121

01:12:52.538 --> 01:12:56.128
actually help pay for all this. And it's not

1122

01:12:56.178 --> 01:12:59.878

mentioned at all in summary with regards if the planning

1123

01:12:59.918 --> 01:13:03.898

approval occurs, so something which

1124

01:13:03.958 --> 01:13:06.298

affects aviation safety.

1125

01:13:08.058 --> 01:13:09.808

Thank you. Oh, sorry. I've

1126

01:13:09.808 --> 01:13:13.478

got one more thing. Thank you, Mr. Burrell. And I think I saw there was someone else-

1127

01:13:13.488 --> 01:13:14.718

Engine failure after takeoff.

1128

01:13:14.728 --> 01:13:14.728

1129

01:13:14.758 --> 01:13:16.178

Can I just mention that?

1130

01:13:16.278 --> 01:13:16.728

Um-

1131

01:13:16.798 --> 01:13:20.518

These small aerodromes, the light aircraft and the pilot

1132

01:13:20.577 --> 01:13:24.458

training, they expect to be able to land if they've got engine failure

1133

01:13:24.838 --> 01:13:26.698

in the greenfields around the

1134

01:13:27.378 --> 01:13:31.034

aerodromes.... For years and years, it's been that

1135

01:13:31.094 --> 01:13:34.514

case. You're now talking about filling those green

1136

01:13:34.634 --> 01:13:37.934

fields with solar farm infrastructure.

1137

01:13:39.474 --> 01:13:42.714

How likely is it for the pilot to be able to avoid

1138

01:13:43.754 --> 01:13:45.134

those installations?

1139

01:13:46.754 --> 01:13:49.014

Yeah. Th- thank you very much, Mr. Burrell.

1140

01:13:49.034 --> 01:13:49.074

Thank you.

1141

01:13:49.084 --> 01:13:52.554

Uh, I think I saw there was just one more hand up, um, near,

1142

01:13:52.594 --> 01:13:54.614

nearby.

1143

01:13:56.714 --> 01:14:00.354

Robin Aitken, uh, supporting

1144

01:14:00.394 --> 01:14:03.474

the, uh, Stop Greenhill Solar

1145

01:14:04.414 --> 01:14:08.324

group. Um, just a corollary, corollary to,

1146

01:14:08.334 --> 01:14:11.394

uh, Richard Humphrey's very eloquent

1147

01:14:12.214 --> 01:14:13.974

disposition earlier on.

1148

01:14:14.854 --> 01:14:16.794

Uh, this is a very large

1149

01:14:17.854 --> 01:14:19.934
solar project. I think option A

1150
01:14:20.954 --> 01:14:24.874
will generate something like 650 megawatts

1151
01:14:25.114 --> 01:14:25.514
peak

1152
01:14:26.654 --> 01:14:30.574
of solar power, and the best,

1153
01:14:30.614 --> 01:14:34.513
the two best together, will probably store something over the order

1154
01:14:34.554 --> 01:14:38.014
of 3.5 megawatt hours. Sorry,

1155
01:14:38.474 --> 01:14:41.634
gigawatt hours, 3.5 gigawatt hours

1156
01:14:42.354 --> 01:14:45.974
of energy. Um, my question

1157
01:14:46.154 --> 01:14:49.994
is, what is the reactive

1158
01:14:51.154 --> 01:14:53.574
virtual grid forming

1159
01:14:54.454 --> 01:14:57.934
capability that is anticipated to go

1160
01:14:58.014 --> 01:15:01.034
alongside this project?

1161
01:15:02.014 --> 01:15:05.614
NES0 have been increasingly concerned

1162
01:15:06.534 --> 01:15:10.094
regarding the, uh, stability of the grid

1163

01:15:11.134 --> 01:15:14.954

with these projects, subsequent to the Iberian

1164

01:15:16.094 --> 01:15:17.654

failure in April

1165

01:15:18.474 --> 01:15:20.134

this year.

1166

01:15:21.454 --> 01:15:25.294

So, that's my question to the developers.

1167

01:15:25.334 --> 01:15:25.774

Thank you.

1168

01:15:27.634 --> 01:15:29.454

Right. Thank you. Thank you, Mr. Aitken.

1169

01:15:30.034 --> 01:15:33.954

Um, just, I'm conscious of, uh, of time, so I think perhaps

1170

01:15:34.014 --> 01:15:37.874

the applicant maybe if, if, if they, um, want to come back on those points,

1171

01:15:37.974 --> 01:15:38.303

um,

1172

01:15:39.214 --> 01:15:40.754

m- m- maybe in writing?

1173

01:15:40.854 --> 01:15:44.734

Uh, Clare Burch, the applicant. And I will just mention the, the points are in,

1174

01:15:44.994 --> 01:15:48.474

addressed in the documentation, so I'll just quickly provide the references,

1175

01:15:48.554 --> 01:15:50.514

um, for Mr. Burrell's information.

1176

01:15:50.554 --> 01:15:54.444

So, in terms of control of lighting that is covered both during construction and

1177

01:15:54.494 --> 01:15:58.354

operation, it's paragraph, uh, 2.6 of the outline

1178

01:15:58.394 --> 01:16:00.533

construction environmental management plan, which is rep

1179

01:16:00.754 --> 01:16:04.734

1-131 that relates to lighting being required

1180

01:16:04.743 --> 01:16:08.174

during the winter hours of, um, core working hours.

1181

01:16:08.194 --> 01:16:11.754

But there's l- not lighting at night unless there was, um, an

1182

01:16:11.814 --> 01:16:15.304

activity such as an HTD that needed to take place during, um,

1183

01:16:15.304 --> 01:16:19.204

uh, outside of the core construction, uh, working

1184

01:16:19.314 --> 01:16:22.874

hours. In terms of during operation, um, the outline

1185

01:16:22.934 --> 01:16:25.354

operation of our managemen- management plan, which is rep

1186

01:16:25.554 --> 01:16:28.894

1-133, sets out lighting in,

1187

01:16:28.994 --> 01:16:32.944

um, section 2.5 and confirms that no part of

1188

01:16:32.974 --> 01:16:35.024

the scheme will be continuously lit.

1189

01:16:35.034 --> 01:16:38.504

But there will be motion detector, detective, detection security

1190

01:16:38.574 --> 01:16:42.074

lighting, um, utilized instead in some elements of the scheme,

1191

01:16:42.094 --> 01:16:46.034

like the substations. Um, in terms of the points raised

1192

01:16:46.074 --> 01:16:49.714

about Glentyn Llaer and airports, we did cover that in the first issue-specific

1193

01:16:49.754 --> 01:16:53.214

hearing. And so I would refer to our written summary, which is rep

1194

01:16:53.494 --> 01:16:57.434

1-162, which actually deals with that specific point that was raised

1195

01:16:57.474 --> 01:17:00.274

about the incident, um, in Amsterdam.

1196

01:17:00.294 --> 01:17:04.154

And we had our airport export, expert give a response to the

1197

01:17:04.174 --> 01:17:08.014

particular points, um, raised. Uh, we will take away the

1198

01:17:08.054 --> 01:17:08.734

point about

1199

01:17:09.634 --> 01:17:11.834

reactive, uh, uh, grid

1200

01:17:12.854 --> 01:17:15.004

capability and respond in writing on that.

1201

01:17:15.014 --> 01:17:17.234

Thank you.

1202

01:17:17.294 --> 01:17:21.034

Great. Thank you very much. And, um, I don't think

1203

01:17:21.074 --> 01:17:25.014

we, we picked up a, a huge number of action points as we were

1204

01:17:25.094 --> 01:17:28.954

sort of, um, scribbling down. So, I wonder if, um,

1205

01:17:29.234 --> 01:17:32.754

perhaps would you be able to email the case team with, with the list and

1206

01:17:32.834 --> 01:17:36.754

we'll, um, check that against, uh, what we've, what we've got

1207

01:17:36.774 --> 01:17:40.314

and get the action points published? Right.

1208

01:17:40.334 --> 01:17:43.574

That is great. Thank, thank you all very much for your contributions

1209

01:17:43.594 --> 01:17:47.264

today, um, and thank you for, um, allowing us to overrun

1210

01:17:47.354 --> 01:17:49.824

by half an hour from what we had planned.

1211

01:17:50.554 --> 01:17:54.474

Uh, the time is now 3:32 and this

1212

01:17:54.534 --> 01:17:55.174

hearing is

1213

01:17:55.234 --> 01:18:00.714

closed.