



Hearing Transcript

Project:	Green Hill Solar Farm
Hearing:	Issue Specific Hearing 5 (ISH5) - Part 3
Date:	11 March 2026

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

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

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1

00:00:00.000 --> 00:00:31.320

Right.

2

00:00:31.340 --> 00:00:34.800

Well, thank you all for being back, promptly.

3

00:00:34.840 --> 00:00:38.720

The time is now, one twenty, and it is

4

00:00:38.780 --> 00:00:41.680

time for this, hearing to

5

00:00:41.880 --> 00:00:45.720

resume. Um, in a minute, I'll hand over to my colleague, Ms.

6

00:00:45.760 --> 00:00:49.720

Beebe, who's leading this next agenda item,

7

00:00:50.060 --> 00:00:53.030

three point four on effects for traffic and

8

00:00:53.140 --> 00:00:56.820

transport. Um, but perhaps before I do,

9

00:00:56.940 --> 00:01:00.560

I will just, ask the applicant's team to

10

00:01:00.620 --> 00:01:04.310

introduce who is going to be, talking to

11

00:01:04.360 --> 00:01:07.560

this item.

12

00:01:10.760 --> 00:01:13.930

Uh, hi, I'm Stuart Morse. I work for KMC for the

13

00:01:13.980 --> 00:01:16.120

applicant.

14

00:01:20.920 --> 00:01:21.740

Great. Thank you.

15

00:01:23.140 --> 00:01:27.100

Um, and Mr. Grant, was there anybody from, North Northamptonshire

16

00:01:27.180 --> 00:01:30.420

Council that you wanted to introduce for this item?

17

00:01:30.480 --> 00:01:33.480

Uh, Gary Grant, North-Northants Council.

18

00:01:33.540 --> 00:01:37.380

Um, sir, I have Mr. Martin Draper available

19

00:01:37.560 --> 00:01:41.400

for you, sir, but I think due to the way in which this will be outlined, I

20

00:01:41.460 --> 00:01:43.300

rather doubt that you'll need to hear from him.

21

00:01:43.340 --> 00:01:46.340

But if you do, he's available.

22

00:01:46.520 --> 00:01:49.940

Great. Thank you very much. Okay,

23

00:01:50.520 --> 00:01:54.370

I will hand over to... Oh, sorry, I can s- I can see there's a, a

24

00:01:54.460 --> 00:01:56.300

hand up online.

25

00:01:57.860 --> 00:01:59.920

Apologies. Um, my name's Steven Flynn.

26

00:02:00.200 --> 00:02:03.660

I am here on behalf of the applicant on matters of

27

00:02:03.700 --> 00:02:05.900
socioeconomics, tourism, and recreation.

28

00:02:06.000 --> 00:02:09.640
Um, I work for Landpro Services. Um, sorry, I just missed the opportunity to

29

00:02:09.660 --> 00:02:12.700
introduce myself before we passed over.

30

00:02:13.520 --> 00:02:17.120
No problem, and thank you for jumping in there. Okay.

31

00:02:17.260 --> 00:02:20.160
I, I will hand over to Mrs. Beebe to lead this

32

00:02:20.260 --> 00:02:24.240
item.

33

00:02:25.840 --> 00:02:29.660
Thank you. So if we could ask firstly for an update from the applicants on transp-

34

00:02:30.020 --> 00:02:32.040
transport and traffic matters, please. Thank you.

35

00:02:35.760 --> 00:02:37.720
Uh, Stuart Morse for the applicant.

36

00:02:37.820 --> 00:02:41.470
Um, since ISH two, discussions with the higher authorities have

37

00:02:41.540 --> 00:02:44.940
continued. The discussions have centered around providing further

38

00:02:44.960 --> 00:02:48.200
information on distinct elements, such as expected worker travel

39

00:02:48.300 --> 00:02:52.000
patterns, clarification on access points, including the detailed

40

00:02:52.010 --> 00:02:55.910
design process of those access points, and expected use in

41
00:02:55.920 --> 00:02:59.140
terms of vehicle movements and duration.

42
00:02:59.160 --> 00:03:03.040
Queries were raised regarding the use of shuttle buses to move
workers to

43
00:03:03.060 --> 00:03:06.970
and from sites. Comfort was requested from the authorities that

44
00:03:07.020 --> 00:03:10.410
the use of shuttles would be effective in reducing travel by
individual

45
00:03:10.480 --> 00:03:13.799
vehicles. A technical note on shuttle bus

46
00:03:14.260 --> 00:03:18.200
services was submitted, Rep three slash

47
00:03:18.920 --> 00:03:20.230
zero eight zero.

48
00:03:21.440 --> 00:03:24.820
The document sets out further detail around the expected use of
those shuttle

49
00:03:24.920 --> 00:03:28.890
services, why these are necessary, highlighting matters such as
providing

50
00:03:28.920 --> 00:03:32.660
a means for workers who do not own vehicles and the need to minimize
compound

51
00:03:32.720 --> 00:03:36.710
areas. It also signposted to other large-scale solar

52
00:03:36.740 --> 00:03:40.260

projects who similarly include shuttle buses within their overall strategies.

53

00:03:41.580 --> 00:03:45.120

Confirmation of aspects such as desi- access design and

54

00:03:45.220 --> 00:03:49.160

expected uses have been confirmed and are documented in the ES chapter

55

00:03:49.820 --> 00:03:52.180

thirteen in the transport assessment

56

00:03:53.840 --> 00:03:57.800

and a transport and access technical note, Rep

57

00:03:58.180 --> 00:04:02.109

two dash zero five five. This provided further information

58

00:04:02.140 --> 00:04:05.980

around movements as-associated with cable route corridor

59

00:04:06.040 --> 00:04:09.980

access points. Further clarification was also sought

60

00:04:10.020 --> 00:04:13.710

regarding the mechanism for establishing suitable traffic management at the time of

61

00:04:13.760 --> 00:04:17.700

construction and ensuring the higher authorities have opportunity

62

00:04:17.740 --> 00:04:20.740

to review and approve proposed detailed access

63

00:04:20.800 --> 00:04:24.740

arrangements. The detailed design of each access point will be produced

64

00:04:24.760 --> 00:04:28.400

and agreed with the higher authority prior to the implementation.

65

00:04:28.460 --> 00:04:32.060

The review will include the provision of necessary road safety audits to inform

66

00:04:32.100 --> 00:04:36.080

that design. The technical approval of the detailed design

67

00:04:36.120 --> 00:04:39.980

of each access will be required by each relevant higher authority

68

00:04:40.020 --> 00:04:43.680

prior to construction, and this can be secured either through the

69

00:04:43.720 --> 00:04:47.680

detailed CTMPs for each site or an agreement entered into

70

00:04:47.760 --> 00:04:51.020

Article fifteen of the development consent order.

71

00:04:52.560 --> 00:04:56.120

Based on these reviews undertaken by the higher authorities, they are

72

00:04:56.160 --> 00:04:59.830

content with the assessment and consider that the resulting impacts are not

73

00:04:59.880 --> 00:05:03.190

significant and that suitable access provision can be made.

74

00:05:03.220 --> 00:05:06.040

Accordingly, all transport matters are now agreed with the four higher

75

00:05:06.100 --> 00:05:10.000

authorities. This is reflected in the associated statements of common ground with

76

00:05:10.020 --> 00:05:12.479

the relevant authorities.

77

00:05:13.340 --> 00:05:13.500
Thank

78
00:05:13.540 --> 00:05:18.900
you.

79
00:05:18.910 --> 00:05:22.890
Thank you, Mr. Morse. Um, I, I believe... Oh, I'm sorry, Mr. Flynn.

80
00:05:22.890 --> 00:05:24.860
Sorry. Uh, Claire Bridget, yes. Um, if we could hand over to Mr.

81
00:05:24.980 --> 00:05:25.160
Flynn-

82
00:05:25.180 --> 00:05:25.190
Yeah.

83
00:05:25.190 --> 00:05:27.260
-to give an update on public rights of way. Thank you.

84
00:05:27.280 --> 00:05:29.280
Certainly. Thank you.

85
00:05:29.320 --> 00:05:31.560
Thank you. Uh, Mr. Flynn for the applicant.

86
00:05:31.640 --> 00:05:35.520
Um, since issue-specific hearing two, as requested by the

87
00:05:35.540 --> 00:05:39.450
examining authority, the updated outline public rights of way and

88
00:05:39.520 --> 00:05:43.300
permissive paths management plan revision B, which is

89
00:05:43.340 --> 00:05:46.820
Rep three zero six six, now includes provision for

90
00:05:47.040 --> 00:05:50.780
physical notices of public rights of way closures and diversions

with

91

00:05:50.820 --> 00:05:54.560

contact details for any site managers and community liaison

92

00:05:54.620 --> 00:05:57.560

managers to be included on those notices.

93

00:05:57.680 --> 00:06:01.300

Um, the updated plan also now includes for the provision of the

94

00:06:01.310 --> 00:06:04.680

management of private rights of way, should any need to be

95

00:06:04.720 --> 00:06:08.660

temp-temporarily diverted or closed to be done in the same

96

00:06:08.700 --> 00:06:10.480

manner as public rights of way

97

00:06:10.550 --> 00:06:14.500

are.Uh, as of deadline five,

98

00:06:14.520 --> 00:06:18.060

the status of discussions with the host authorities in statements of common

99

00:06:18.140 --> 00:06:22.070

ground over mitigation measures to public rights of way and the

100

00:06:22.080 --> 00:06:25.840

assessment of impacts on public rights of way and long-distance recreational routes

101

00:06:25.940 --> 00:06:29.440

are as follows. Um, all of the

102

00:06:29.520 --> 00:06:33.200

councils or the host authorities are currently in agreement with the

103

00:06:33.240 --> 00:06:37.080

applicant on the assessment methodology and assessment outcomes for

104

00:06:37.120 --> 00:06:40.650

public rights of way and for motioned routes as set out in ES chapter

105

00:06:40.720 --> 00:06:43.880

seventeen, which is socioeconomics, tourism, recreation,

106

00:06:44.620 --> 00:06:48.440

reference APP zero five four, and its supporting appendix

107

00:06:48.600 --> 00:06:52.540

seventeen point one, tourism and recreation receptor tables, which is document

108

00:06:52.760 --> 00:06:56.080

REP one zero seven nine.

109

00:06:56.400 --> 00:07:00.190

Um, currently, all mitigation

110

00:07:00.200 --> 00:07:03.880

measures are deemed acceptable by the host authorities.

111

00:07:03.940 --> 00:07:07.810

There are a couple of outstanding points, of which are still under

112

00:07:07.880 --> 00:07:11.620

con-consideration and discussion, and these will be picked

113

00:07:11.660 --> 00:07:15.520

up in any sort of ongoing meetings that are being had with councils.

114

00:07:15.620 --> 00:07:19.540

Um, with respect to West Northamptonshire Council, there is an outstanding comment

115

00:07:19.860 --> 00:07:23.840

on the alignment of footpath CW one, which

116

00:07:23.880 --> 00:07:27.530
crosses Green Hill B. Um, the applicant has corrected this in

117
00:07:27.540 --> 00:07:31.500
the public rights of way plan vision C, which is document REP

118
00:07:31.580 --> 00:07:35.170
three zero one two. Uh, and so we will just carry on with

119
00:07:35.220 --> 00:07:38.340
discussions with the council to make sure that they are happy that
correction has

120
00:07:38.360 --> 00:07:39.750
been made suitably.

121
00:07:40.780 --> 00:07:44.220
Uh, furthermore, there is an outstanding matter with Milton Keynes
City

122
00:07:44.300 --> 00:07:48.040
Council, and that is in relation to the

123
00:07:48.100 --> 00:07:51.840
assessment of views from public rights of way, but that

124
00:07:51.940 --> 00:07:55.500
is more in keeping... or that is more in consideration

125
00:07:55.600 --> 00:07:59.020
of discussions around landscape and visual impacts than

126
00:07:59.160 --> 00:08:01.260
specifically on users to the public rights of way

127
00:08:01.300 --> 00:08:03.260
itself.

128
00:08:05.100 --> 00:08:06.000
Thank you very much.

129

00:08:09.780 --> 00:08:13.320

And now please I've got Mr. Grant for North Northampton-
Northamptonshire Council.

130

00:08:13.340 --> 00:08:14.560

Thank you.

131

00:08:14.640 --> 00:08:14.730

Um,

132

00:08:15.600 --> 00:08:15.920

madam,

133

00:08:18.020 --> 00:08:21.579

I, I don't think it's necessary for, North Northants

134

00:08:21.620 --> 00:08:24.300

to, make any contribution at this stage.

135

00:08:24.320 --> 00:08:27.820

As, as has been indicated, those matters are agreed.

136

00:08:27.840 --> 00:08:31.800

But if you requi-require any clarification, we're very happy to deal
with that

137

00:08:31.820 --> 00:08:34.600

through any questions that you may have.

138

00:08:36.461 --> 00:08:39.520

Thank you. That's fine. Would any of the other councils like to
comment, please, at

139

00:08:39.560 --> 00:08:40.140

this stage?

140

00:08:45.960 --> 00:08:49.880

Um, we've, we've got, two shakings of the head in the room, Mrs.

141

00:08:49.920 --> 00:08:51.220

Beebe.

142

00:08:51.260 --> 00:08:52.020

Thank you.

143

00:08:54.240 --> 00:08:57.760

Um, so turning now to, Kaye Brown, please, for Stop Green Hill

144

00:08:57.880 --> 00:09:00.260

Solar.

145

00:09:00.300 --> 00:09:03.640

Thank you. Um, Kaye Brown, resident of Mease Ashby.

146

00:09:03.649 --> 00:09:06.960

I'm presenting this on behalf of Stop Green Hill Solar.

147

00:09:07.060 --> 00:09:10.340

Uh, we've got queries regarding the transport and traffic following updated

148

00:09:10.400 --> 00:09:13.120

documents and statements by the applicant during the course of the

149

00:09:13.160 --> 00:09:17.040

examination. Stop Green So-Solar maintains

150

00:09:17.800 --> 00:09:21.000

continued and additional concerns over the impact of transport

151

00:09:21.060 --> 00:09:24.340

traffic, site accesses and workers.

152

00:09:24.360 --> 00:09:27.580

It's understood that final transport and traffic plans will only be confirmed

153

00:09:27.960 --> 00:09:31.760

should a DCO be granted. However, it remains evident that the impact of

154

00:09:31.800 --> 00:09:35.120

traffic, HGVs, machinery movements, and the implication of

155

00:09:35.140 --> 00:09:38.640

construction will be highly significant, potentially

156

00:09:38.680 --> 00:09:42.440

devastating to communities over two years.

157

00:09:42.450 --> 00:09:46.020

It's essential that data should be as accurate as possible now, so that it may be

158

00:09:46.060 --> 00:09:49.600

materially considered during the, during the examination, with important

159

00:09:49.680 --> 00:09:52.320

aspects written into any DC0 if

160

00:09:52.360 --> 00:09:55.880

granted. We've continued to track Green Hill Solar's

161

00:09:55.920 --> 00:09:59.680

rev-revisions of transport plans and figures, route plans, construction

162

00:09:59.780 --> 00:10:03.600

compound locations, site accesses, worker numbers,

163

00:10:03.660 --> 00:10:06.900

and dispute all the important accuracy of HGV and traffic

164

00:10:06.940 --> 00:10:10.440

forecasts. Comparisons, of

165

00:10:10.480 --> 00:10:14.130

Cotham versus Green Hill Solar. The applicant

166

00:10:14.200 --> 00:10:17.980

states that transport figures are estimated using figures drawn

167

00:10:18.020 --> 00:10:21.840

from other solar utilities' transport management plans, such as its

168

00:10:21.860 --> 00:10:25.760

own Cotham site, as it's already been granted a DC0 and does not have

169

00:10:25.820 --> 00:10:28.890

any discernible design differences to Green Hill Solar.

170

00:10:29.860 --> 00:10:33.620

Stop Green Hill Solar asserts that Green Hill Solar transport traffic

171

00:10:33.660 --> 00:10:36.980

forecast should be based on the specific scheme, not another solar

172

00:10:37.060 --> 00:10:40.980

utility. However, even if we look at the comparisons to

173

00:10:41.000 --> 00:10:44.440

Cotham, it does raise significant concerns.

174

00:10:44.480 --> 00:10:48.440

The size of Cotham is similar, twelve hundred hectare size to Green

175

00:10:48.500 --> 00:10:51.930

Hill over four sites, but it's producing a greater six hundred

176

00:10:52.000 --> 00:10:54.940

megawatt with a similar length cable length route.

177

00:10:55.820 --> 00:10:59.730

Total HGVs for Cotham, thirteen thousand and ten.

178

00:10:59.760 --> 00:11:02.460

Green Hill Solar, eight one four

179

00:11:02.500 --> 00:11:06.320

six. That's quite a big difference.

180

00:11:06.340 --> 00:11:10.220

Total working days at Cotham, one nine seven seven, when we

181

00:11:10.260 --> 00:11:12.160

don't know if the BES is included in that.

182

00:11:12.180 --> 00:11:16.140

Green Hill Solar, excluding the BES, is substantially more at two six

183

00:11:16.160 --> 00:11:19.920

six three, and including the BES, rises to three oh two three working

184

00:11:19.960 --> 00:11:23.240

days. It's not clear why less working days at

185

00:11:23.300 --> 00:11:26.920

Cotham generate more HGV movements overall.

186

00:11:29.120 --> 00:11:32.980

Total HGV two-way movements, Cotham twenty-six

187

00:11:33.060 --> 00:11:36.940

thousand, Green Hill sixteen two nine two.

188

00:11:37.100 --> 00:11:39.260

And also reference Heck-Heckington Fern

189

00:11:40.380 --> 00:11:43.900

estimates twenty-two thousand one six four, so again, significant

190

00:11:43.940 --> 00:11:47.720

differences. This suggests ten

191

00:11:47.840 --> 00:11:51.040

thousand two-way movements less at Green Hill Solar compared to

192

00:11:51.080 --> 00:11:54.560

Cotham. These figures are only referenced in HGV

193

00:11:54.660 --> 00:11:57.420

movements, do not include LGV or workers'

194

00:11:57.480 --> 00:12:01.290

vehicles. We will submit this in, in written

195

00:12:01.360 --> 00:12:04.980

document, and we will pull out the relevant tables as necessary so both the

196

00:12:05.020 --> 00:12:07.320

councils can look at this, and the examining

197

00:12:07.360 --> 00:12:10.290

team. Calculations of

198

00:12:10.360 --> 00:12:14.300

aggregates. In relation to ten-meter tipper deliveries on

199

00:12:14.380 --> 00:12:18.180

access track aggregates, Cotham eighteen hundred, Green Hill thirteen

200

00:12:18.240 --> 00:12:21.648

hundred and eleven. Cotham's deliveries of aggregates is

201

00:12:21.688 --> 00:12:24.168

significantly more than estimated for Greenhill.

202

00:12:24.208 --> 00:12:28.108

It's not clear why this is. Even assuming

203

00:12:28.118 --> 00:12:31.188

that general landscaping and fencing may include materials that could be termed

204

00:12:31.308 --> 00:12:35.068

aggregates, Greenhill Solar has estimated combined ten-meter tipper and

205

00:12:35.108 --> 00:12:38.868

ten-meter rigid vehicles delivering aggregate, general landscaping,

206

00:12:38.908 --> 00:12:42.878

fencing at a total of four one eight three, whereas Cotham is five thousand six

207

00:12:42.948 --> 00:12:46.208

hundred. Again, a big difference.

208

00:12:46.268 --> 00:12:49.408

Internal haul routes, access tracks.

209

00:12:50.028 --> 00:12:53.488

Greenhill Solar requires three substantial

210

00:12:53.528 --> 00:12:57.508

construct- construction compounds to be laid, internal haul routes

211

00:12:57.528 --> 00:13:01.068

between construction compounds, PV fields, substations, et

212

00:13:01.128 --> 00:13:04.608

cetera, and access tracks. Greenhill Solar should confirm the

213

00:13:04.668 --> 00:13:08.248

length, areas of internal haul routes, access tracks,

214

00:13:08.288 --> 00:13:12.008

construction compounds, BESS and substation groundworks,

215

00:13:12.108 --> 00:13:16.048

access plays, and their associate aggregate re- requirement

216

00:13:16.308 --> 00:13:19.498

in order that the HGV forecast can be made.

217

00:13:19.508 --> 00:13:22.968

This is currently quite vague. For example, just one

218

00:13:23.028 --> 00:13:26.648

kilomet- kilometer of internal track haul route at five meters

219

00:13:26.688 --> 00:13:30.068
wide with a thirty centimeter depth of crushed aggregate

220
00:13:30.788 --> 00:13:34.328
requires a hundred average ten-meter trucks,

221
00:13:34.368 --> 00:13:34.928
truckloads

222
00:13:35.768 --> 00:13:38.088
holding around fifteen cubic met- cubic square

223
00:13:38.108 --> 00:13:42.038
meters. Greenhill BESS at Grendon Substation and

224
00:13:42.128 --> 00:13:45.308
Greenhill C have no provision made for

225
00:13:45.508 --> 00:13:49.308
HGG- HGV deliveries of aggregate and concrete,

226
00:13:49.348 --> 00:13:53.318
concrete outside of the thirty-nine aggregate tipper deliveries for

227
00:13:53.368 --> 00:13:57.008
Greenhill BESS access tracks. Zero aggregate

228
00:13:57.068 --> 00:14:00.768
deliveries for site C BESS access tracks are project- projected,

229
00:14:00.788 --> 00:14:04.608
presumably because the access track already is exists and is
significant

230
00:14:04.668 --> 00:14:08.428
enough for heavy vehicles. There's no

231
00:14:08.468 --> 00:14:12.208
forecast for HGV movements relating to aggregates materials to the
BESS

232

00:14:12.248 --> 00:14:15.348
sites beyond the t- access track aggregates.

233
00:14:15.408 --> 00:14:18.748
As a valid comparison, the transport plan for

234
00:14:19.308 --> 00:14:22.188
the Statera site, forty-nine point nine megawatts at

235
00:14:22.228 --> 00:14:25.528
Grendon, it's already built

236
00:14:26.308 --> 00:14:30.198
there, includes five hundred and twenty-one HG movements of which
two

237
00:14:30.288 --> 00:14:33.168
hundred and eighty are concrete and aggregate.

238
00:14:33.188 --> 00:14:35.868
Again, we will provide tables.

239
00:14:36.548 --> 00:14:40.148
Construction compounds. There's no forecast for HG

240
00:14:40.188 --> 00:14:43.908
movements relating to the aggregates required to create the very
sizable three

241
00:14:43.988 --> 00:14:47.588
compounds. If these will be surfaced using temporary construction

242
00:14:47.648 --> 00:14:51.228
matting, the HGVs should be estimated to

243
00:14:51.268 --> 00:14:53.728
include this to both deliver and presumably take

244
00:14:53.788 --> 00:14:57.678
away. Will the construction compounds or

245

00:14:57.788 --> 00:15:01.368

other surfaced areas of the sites provide for all the necessary

246

00:15:01.448 --> 00:15:05.027

parking for workers' vehicles? The applicant claims, based on other

247

00:15:05.128 --> 00:15:08.668

NSIP solar t- farms, applications of similar size, an

248

00:15:08.688 --> 00:15:11.608

assumption of the number of workers will be brought in by shuttle bus each

249

00:15:11.628 --> 00:15:15.608

day. On the basis that even the applicant uses assumed

250

00:15:15.668 --> 00:15:18.488

percentage of workers, these figures are not

251

00:15:18.528 --> 00:15:22.348

validated. None of the other solar utilities have yet

252

00:15:22.408 --> 00:15:24.428

started construction apart from Cleeve Hill.

253

00:15:25.628 --> 00:15:28.288

Cleeve Hill did not bring in a hundred percent of its workers by shuttle

254

00:15:28.328 --> 00:15:32.198

bus. Cleeve Hill states up to four

255

00:15:32.248 --> 00:15:36.088

hundred work- workers would be on site every day, and they would encourage

256

00:15:36.128 --> 00:15:39.138

multi-occ- occupancy vehicle sharing.

257

00:15:39.188 --> 00:15:43.048

A member of the Cleeve Hill monthly traffic management meeting confirms that only a

258

00:15:43.088 --> 00:15:46.428

few workers were brought into site by minibus.

259

00:15:46.437 --> 00:15:49.798

This is highly s- highly misleading and inaccurate claim by

260

00:15:49.798 --> 00:15:53.728

Greenhill. A vie- review of seven other solar farms shows

261

00:15:53.788 --> 00:15:57.398

an average estimation of fifty percent of workers being brought in by shuttle

262

00:15:57.408 --> 00:16:00.908

bus, whereas Greenhill are quoting a hundred percent will be sh- in shuttle

263

00:16:00.948 --> 00:16:02.788

buses.

264

00:16:04.368 --> 00:16:07.188

Can we have some clarification on that, please?

265

00:16:07.228 --> 00:16:10.908

If only fifty percent use the shuttle bus, at its peak,

266

00:16:10.928 --> 00:16:13.698

Greenhill will have a thousand and ninety-nine workers on

267

00:16:13.888 --> 00:16:17.848

site. That means we will need around

268

00:16:17.948 --> 00:16:19.788

five hundred worker vehicles

269

00:16:20.848 --> 00:16:24.588

coming into the s- compounds. Parking for workers'

270

00:16:24.628 --> 00:16:27.598

vehicles can be estimated at conservative three acres.

271

00:16:28.168 --> 00:16:30.068

Where would the worker parking be?

272

00:16:30.168 --> 00:16:33.588

Where would it be located and w- so it's not on public

273

00:16:33.668 --> 00:16:34.208

roads?

274

00:16:36.228 --> 00:16:39.948

Cable corridors. There's no calculations for HG

275

00:16:40.008 --> 00:16:43.328

movements relating to delivery of specialized thermally conductive

276

00:16:43.428 --> 00:16:47.408

backfill, often termed as cable or thermal sand to

277

00:16:47.428 --> 00:16:50.588

protect the cables and facilitate heat dissipation

278

00:16:51.408 --> 00:16:54.348

required across the thirty-one kilometers.

279

00:16:54.388 --> 00:16:57.878

Greenhill suggests that two-way HGV vehicles per day and

280

00:16:57.908 --> 00:17:01.568

fifty-four worker vehicle movements up to a maximum of a hundred and ten

281

00:17:02.168 --> 00:17:05.318

per day and ninety two-way relating to the cable corridor.

282

00:17:06.229 --> 00:17:09.939

Should all teams be working at once, these movements could peak at a hundred and

283

00:17:10.108 --> 00:17:13.729

ten two-way HGV movements and

284

00:17:13.748 --> 00:17:16.788
ninety two-way worker movements.

285

00:17:16.828 --> 00:17:20.488
These are significant figures. It's not clear whether these are

286

00:17:20.528 --> 00:17:23.508
included in the overall transport and traffic estimations or are

287

00:17:23.528 --> 00:17:24.868
additional.

288

00:17:26.568 --> 00:17:30.148
With regard to the delivery of cable reels, it's understood that
multiple

289

00:17:30.188 --> 00:17:33.068
deliveries will be offloaded on public roads

290

00:17:34.488 --> 00:17:37.948
at more than twenty access points, and then cable reels dragged into

291

00:17:37.988 --> 00:17:41.948
site. What traffic delays, road closures, damage to roadsides are

292

00:17:41.968 --> 00:17:44.108
expected during such offloads?

293

00:17:45.588 --> 00:17:49.328
Miscellaneous other vehicles. Greenhill has not

294

00:17:49.348 --> 00:17:52.908
provided calculations for certain vehicles, including concrete

295

00:17:52.948 --> 00:17:56.868
mixers, waste away, water, welfare cabins,

296

00:17:56.928 --> 00:17:59.948
site offices, storage units, toilet

297

00:18:00.008 --> 00:18:03.988

facilities, and provision for emptying, other

298

00:18:04.008 --> 00:18:04.288

than in

299

00:18:04.348 --> 00:18:08.068

APP-GH6240.

300

00:18:10.448 --> 00:18:13.868

Document four five four 0, page fifty-seven, also

301

00:18:13.908 --> 00:18:17.608

suggests an estimated nineteen million liters of

302

00:18:17.708 --> 00:18:21.388

water will be required during the construction to support

303

00:18:21.428 --> 00:18:25.374

welfare facilities and other uses.If Greenhill know that

304

00:18:25.404 --> 00:18:29.144

they will require ninety millions of litres of water,

305

00:18:29.204 --> 00:18:32.784

how come they don't know how many associated HGVs will be

306

00:18:32.804 --> 00:18:36.524

required? There does not appear to be a table with the

307

00:18:36.704 --> 00:18:38.944

HGV movements for all this

308

00:18:39.004 --> 00:18:42.944

water. Is this an attempt to keep

309

00:18:42.984 --> 00:18:46.264

the estimated HGV movements quoted as low or

310

00:18:46.324 --> 00:18:49.524

underestimated across the whole project?

311

00:18:49.904 --> 00:18:53.304

As pointed out by National Highways, if the DCO should grant the

312

00:18:53.344 --> 00:18:57.064

application, the right to use any watercourse,

313

00:18:57.144 --> 00:19:00.584

this risks significant flood contamination of watercourses,

314

00:19:00.684 --> 00:19:04.364

streams, and particularly watercourses connected to the NEN and the Ramsar

315

00:19:04.374 --> 00:19:06.184

sites.

316

00:19:07.684 --> 00:19:10.734

There's a, there's a quote that we can include in the thing that...

317

00:19:10.784 --> 00:19:14.244

around Article seven that relates to that.

318

00:19:14.264 --> 00:19:17.904

Replacement phases. In the environmental statement,

319

00:19:17.964 --> 00:19:21.584

GH six.two thirteen, ES chapter thirteen, Transport and

320

00:19:21.644 --> 00:19:23.884

Access, the applicant has provided the table

321

00:19:24.744 --> 00:19:27.984

as to calculation of movements for replacing equipment.

322

00:19:28.024 --> 00:19:32.004

It has been clarified in the response, GH

323

00:19:32.084 --> 00:19:35.764

eight.one fourteen, that the BESS inverters would need changing

324

00:19:35.844 --> 00:19:39.504

every ten years, while PV arrays, et cetera, would be every thirty

325

00:19:39.524 --> 00:19:43.444

years. Can the applicant clarify that for the replacement of

326

00:19:43.464 --> 00:19:47.144

BESS equipment every decade, how long would the replacement construction phase

327

00:19:47.204 --> 00:19:51.044

take, and why would more HGV movement, movements be

328

00:19:51.124 --> 00:19:52.104

required than at

329

00:19:52.144 --> 00:19:55.844

construction?

330

00:19:55.924 --> 00:19:57.284

Please can the applicant

331

00:19:58.604 --> 00:20:01.964

confirm whether this is our misinterpretation?

332

00:20:02.024 --> 00:20:04.064

Can they confirm or, or disprove our

333

00:20:04.304 --> 00:20:07.284

calculations? We think this is severely

334

00:20:07.294 --> 00:20:11.084

underestimated. Or is this an attempt to mislead

335

00:20:11.144 --> 00:20:14.444

examiners and the general public?

336

00:20:16.544 --> 00:20:18.734

Thank you. I'm sorry that was so long.

337

00:20:18.734 --> 00:20:22.604

Thank you very much, Ms. Brown. No, not at all. That's fine. Thank you.

338

00:20:22.624 --> 00:20:25.124

If the applicant would like to respond, please, to those points. Thank you.

339

00:20:31.084 --> 00:20:46.464

Uh,

340

00:20:46.484 --> 00:20:47.424

Claire Boschert for the applicant.

341

00:20:47.504 --> 00:20:47.704

Um,

342

00:20:48.944 --> 00:20:52.384

thank you for that. Obviously, there were a lot of both general and some quite

343

00:20:52.464 --> 00:20:56.204

specific points raised there. So I think a lot, some of them we will need to

344

00:20:56.244 --> 00:20:59.684

come back to in writing. Um, I think

345

00:20:59.904 --> 00:21:03.444

that, I will let, Mr. Smalls

346

00:21:03.504 --> 00:21:07.024

just, deal with some of the points he can deal with, particularly in

347

00:21:07.044 --> 00:21:10.944

relation to, adoption of usage of, shuttle buses,

348

00:21:10.984 --> 00:21:14.644

for example. And also perhaps the difference between the

349

00:21:14.684 --> 00:21:17.944

assessment of the peak and then how the peak then

350

00:21:18.444 --> 00:21:20.644

i-is used to assess the worst-case scenario.

351

00:21:20.704 --> 00:21:24.254

But that actually there is flexibility within that peak for different,

352

00:21:24.664 --> 00:21:28.384

levels of movements during the entirety of the construction,

353

00:21:28.413 --> 00:21:31.954

period. But, there-- It, it would be,

354

00:21:32.444 --> 00:21:35.744

in order for us to, respond in

355

00:21:35.784 --> 00:21:39.584

detail for, deadline six, we've been making some notes.

356

00:21:39.624 --> 00:21:43.434

But, as I think the submission was being read out, if it's

357

00:21:43.464 --> 00:21:47.144

possible to have that in, in advance or emailed to the

358

00:21:47.204 --> 00:21:50.404

applicant's team, then we would be able to make sure we can respond rather than

359

00:21:50.464 --> 00:21:51.864

waiting for deadline six to

360

00:21:52.764 --> 00:21:55.674

receive the written version of it. But I'll hand over to Mr.

361

00:21:55.764 --> 00:21:58.124

Smalls just to deal with some of those high-level points.

362

00:21:58.144 --> 00:21:59.824

Thank you.

363

00:22:00.804 --> 00:22:03.904

Yeah. Thank, thank you. Um, just, just picking up on

364

00:22:04.324 --> 00:22:08.124

overall HGV numbers, of course, the assessment that we've, we've looked

365

00:22:08.204 --> 00:22:12.164

at considers the peak HGV movements as opposed

366

00:22:12.224 --> 00:22:15.624

to overall numbers. So that's specific to

367

00:22:15.664 --> 00:22:18.913

Greenhill in terms of identifying an, a

368

00:22:19.184 --> 00:22:23.044

program and what the peak HGV movements might, might be, and

369

00:22:23.084 --> 00:22:27.054

that's, that's, that's a thread through all the assessments, just looking at those,

370

00:22:27.084 --> 00:22:29.774

those daily movements and then working within that.

371

00:22:29.784 --> 00:22:29.894

But

372

00:22:31.324 --> 00:22:34.174

a-a-as, as mentioned, we need to go back to you on, on the overall

373

00:22:34.244 --> 00:22:38.004

numbers. Um, just another thing that I, that I did manage to jot

374

00:22:38.064 --> 00:22:41.944

down is in terms of shuttle buses, we're, we're not proposing a hundred percent

375

00:22:42.464 --> 00:22:46.404
usage. It, it, it is fifty percent, and that's necessary be- simply

376

00:22:46.444 --> 00:22:49.364
because, not everybody owns, owns a vehicle.

377

00:22:49.444 --> 00:22:51.194
Not everybody is able to use a vehicle.

378

00:22:51.224 --> 00:22:54.114
We don't want to b- oversize compounds, and we want to manage things

379

00:22:54.144 --> 00:22:57.964
effec-effectively. So that's, that's, that's the approach that we

380

00:22:58.024 --> 00:23:01.994
need to take as necessary and, and will come th- forward as

381

00:23:02.004 --> 00:23:04.344
part of future CTMPs and travel

382

00:23:04.424 --> 00:23:11.524
plans.

383

00:23:11.584 --> 00:23:15.464
Thank you. Ms. Brown, do you have any response you'd like to make at
all, please?

384

00:23:16.364 --> 00:23:19.764
I just would have thought that at this stage of the project, and
with

385

00:23:19.804 --> 00:23:23.684
everyone looking at whether it's going to be granted or not, we
would have

386

00:23:23.744 --> 00:23:27.444
more information on overall and a bit more detail in

387

00:23:27.564 --> 00:23:31.524
there. It just seems to be quite disparate, and it doesn't give a, a

388

00:23:31.624 --> 00:23:35.264

really clear overall picture, so gener- certainly for our residents

389

00:23:36.044 --> 00:23:37.974

and probably the council's as

390

00:23:38.044 --> 00:23:41.744

well.

391

00:23:42.444 --> 00:23:44.534

Thank you. Moving on now to Dr. Tewey.

392

00:23:44.534 --> 00:23:44.534

Um, just-

393

00:23:44.544 --> 00:23:44.874

I'm sorry.

394

00:23:44.874 --> 00:23:45.884

Mrs. Bing, sorry. Could I just-

395

00:23:45.904 --> 00:23:46.254

Yes, of course

396

00:23:46.254 --> 00:23:49.464

... quickly, jump in? Just, just on the, the applicant's

397

00:23:49.584 --> 00:23:53.344

request there, of whether the, the Stop Greenhill

398

00:23:53.464 --> 00:23:56.884

Solar group might be able to provide the, the note that you

399

00:23:56.924 --> 00:24:00.264

referred to, or i-i-if it's

400

00:24:00.304 --> 00:24:02.814

available, sort of immediately.

401

00:24:02.824 --> 00:24:06.764

Because if they are going to be responding by deadline six, that's the

402

00:24:06.804 --> 00:24:10.324

twenty-fourth of March. Is, obviously I know you'll be

403

00:24:10.424 --> 00:24:14.244

submitting your notes to the examination at deadline six, but

404

00:24:14.284 --> 00:24:18.124

is, is there anything that you could give to the applicant, early enough to

405

00:24:18.184 --> 00:24:21.184

allow them to respond at deadline six?

406

00:24:21.224 --> 00:24:24.144

We'll submit that within the next two to three days.

407

00:24:25.324 --> 00:24:26.884

Great. Thank you.

408

00:24:26.924 --> 00:24:29.004

Claire Butcher, the applicant. Uh, thank you for that.

409

00:24:29.064 --> 00:24:29.424

I think

410

00:24:30.284 --> 00:24:34.044

the point that Mr. Morse is making in terms of the, the peak is that the purpose of

411

00:24:34.084 --> 00:24:37.944

the, of the, transport assessment is to establish

412

00:24:37.984 --> 00:24:41.304

whether the highway network can, absorb or cope with the

413

00:24:41.344 --> 00:24:45.124

maximum number of HGV movements. And so that's the basis

414

00:24:45.164 --> 00:24:48.664

of, of the assessment that's been carried out, and that's the appropriate way

415

00:24:48.804 --> 00:24:52.564

for approaching it for, the purposes of the, the Rochdale

416

00:24:52.664 --> 00:24:56.604

envelope. I, I do very much appreciate that it's frustrating

417

00:24:56.704 --> 00:25:00.633

that we're not able to provide, you know, specific

418

00:25:00.664 --> 00:25:04.564

numbers for specific roads at specific times within the

419

00:25:04.584 --> 00:25:08.184

construction period, but that is just a virtue of the fact that that level of the

420

00:25:08.244 --> 00:25:12.024

detail-- that level of detail isn't available at this stage in the

421

00:25:12.064 --> 00:25:15.814

process and will depend on a number of factors, both in terms of the final

422

00:25:15.884 --> 00:25:19.344

design of the scheme, but also the sequencing of construction

423

00:25:19.424 --> 00:25:23.204

activities and whether they take place sequentially or

424

00:25:23.304 --> 00:25:27.024

concurrently. Um, what the transport assessment has

425

00:25:27.084 --> 00:25:31.024

done, as I say, is assess the worst case, and agreement's been

426

00:25:31.064 --> 00:25:34.584

reached with the relevant highway authorities that that assessment is

427

00:25:34.624 --> 00:25:38.424

appropriate and the mitigation measures are appropriate.

428

00:25:38.504 --> 00:25:40.864

Um, in terms of,

429

00:25:42.724 --> 00:25:44.744

giving an indication of phasing, we'd

430

00:25:44.784 --> 00:25:48.624

agreed, at, you know, a previous hearing to

431

00:25:48.664 --> 00:25:52.414

provide a requirement whereby we would, provide details

432

00:25:52.484 --> 00:25:56.344

prior to commencement of the phasing of the, the scheme, and

433

00:25:56.384 --> 00:26:00.184

so that, information will be publicly available, and that will

434

00:26:00.224 --> 00:26:04.174

give, local residents, an indication of,

435

00:26:04.564 --> 00:26:07.764

when certain works are anticipated, to

436

00:26:07.824 --> 00:26:10.824

happen. Um, so hopefully when we actually come to

437

00:26:10.864 --> 00:26:14.184

construction, that level of detail will be more readily available.

438

00:26:14.204 --> 00:26:17.904

But it is correct to say we don't-- that those, that type of information that is

439

00:26:17.924 --> 00:26:21.334

being sought just isn't available at this stage in the process.

Thank you.

440

00:26:21.544 --> 00:26:22.284

Thank you.

441

00:26:28.244 --> 00:26:31.284

Turning now to Dr. Touhy, please. I believe you may have wanted to speak on this

442

00:26:31.364 --> 00:26:32.974

point. Thank you.

443

00:26:33.024 --> 00:26:36.984

Um, yes. Uh, Linda Touhy, Stock Green Hill Solar and Wargrave resident.

444

00:26:37.044 --> 00:26:40.824

Um, I'd just like to make some points about the practicalities and safeties of

445

00:26:40.944 --> 00:26:44.724

the, use of the proposed compound, construction

446

00:26:44.804 --> 00:26:48.344

compound number one, which is on the A43 between,

447

00:26:48.604 --> 00:26:51.744

turnoffs to, old... Sorry, sorry, sorry.

448

00:26:51.784 --> 00:26:55.044

To Holcot, which would be to access Green Hill

449

00:26:55.164 --> 00:26:58.784

B, and to the road to Wargrave, which would be

450

00:26:58.884 --> 00:27:02.464

accessing A2, and the road further along, which is the

451

00:27:02.504 --> 00:27:05.724

Moorsley turn, an old turn, to get access site

452

00:27:05.784 --> 00:27:09.204

A. Um, I'm speaking now from personal experience,

453

00:27:09.844 --> 00:27:13.084

having lived in Wargrave and tran-- and commuted to work in
Kettering for

454

00:27:13.124 --> 00:27:17.044

thirty-two years, and which required me to

455

00:27:17.084 --> 00:27:21.044

drive along Kettering Road out of Wargrave to the A43 and turn left
to go

456

00:27:21.084 --> 00:27:24.904

to work. Um, and I would have done this at, at various

457

00:27:25.024 --> 00:27:28.504

times between just after seven o'clock in the morning and up till
about half past

458

00:27:28.584 --> 00:27:32.544

eight or nine, for different jobs and different, at different

459

00:27:32.624 --> 00:27:35.704

times. And I can, state that it's

460

00:27:35.744 --> 00:27:39.704

actually, just to turn left onto the A43

461

00:27:39.804 --> 00:27:43.704

in the morning rush hour is very difficult, and I have been known to
sit there

462

00:27:43.744 --> 00:27:47.604

for at least five minutes to not-- to even find a

463

00:27:47.664 --> 00:27:51.004

gap to turn a car onto the A43

464

00:27:51.164 --> 00:27:55.024

left. Okay. So I think I w- I want t-t-to,

465

00:27:55.044 --> 00:27:59.004

whatever highways have said, I want to emphasize personal experience of this is

466

00:27:59.044 --> 00:28:02.664

an extremely busy, major trunk

467

00:28:02.724 --> 00:28:06.484

road which is only single, lane each way on this section.

468

00:28:06.564 --> 00:28:10.324

Um, and just to turn and join the

469

00:28:10.364 --> 00:28:13.944

traffic is very difficult. As far as turning across

470

00:28:14.244 --> 00:28:18.054

again, across one, lane of traffic into the other

471

00:28:18.144 --> 00:28:21.304

lane, turning right, is a well-nigh

472

00:28:21.314 --> 00:28:24.724

impossibility for during the rush hour.

473

00:28:24.784 --> 00:28:28.684

So if you've got your construction, traffic, you've got

474

00:28:28.744 --> 00:28:32.544

shuttle buses perhaps or whatever else, based at compound,

475

00:28:32.584 --> 00:28:34.564

construction compound one,

476

00:28:35.624 --> 00:28:39.444

if we look first at accessing the, the site to Green Hill

477

00:28:39.544 --> 00:28:43.083

B, vehicles coming out of that compound

478

00:28:43.524 --> 00:28:46.864
will need to, will be able to turn left onto the A43.

479
00:28:46.944 --> 00:28:49.964
So they may sit there for a minute or two or up to

480
00:28:50.024 --> 00:28:53.384
five. And then, then there is a roundabout,

481
00:28:54.104 --> 00:28:57.384
at the t-turning where they go down to, to

482
00:28:57.584 --> 00:29:01.384
site B. So that's fine. Uh, coming back from site

483
00:29:01.444 --> 00:29:05.224
B, they've got a roundabout to turn onto the

484
00:29:05.284 --> 00:29:09.204
A43 right, but when they get along to the compounds, they are going

485
00:29:09.284 --> 00:29:12.714
to have to turn r- sorry, turn left onto the A43.

486
00:29:12.744 --> 00:29:16.724
They're gonna turn right across the traffic, during

487
00:29:16.924 --> 00:29:20.684
presumably the, at any time of day, but they could

488
00:29:20.744 --> 00:29:24.644
be, therefore obstructing the lane there for quite a

489
00:29:24.684 --> 00:29:27.684
considerable length of time before they can actually turn into the

490
00:29:27.724 --> 00:29:28.924
compound.

491
00:29:29.844 --> 00:29:33.764
Um, if they aren't going to turn right into the compound, they

492

00:29:33.784 --> 00:29:37.124

will have to go a long way further along the A43.

493

00:29:37.204 --> 00:29:37.964

Um,

494

00:29:39.504 --> 00:29:42.904

u-unlike some of the early documentation from the applicant, there is not a

495

00:29:42.964 --> 00:29:46.644

roundabout at the Kettering Road, into

496

00:29:46.724 --> 00:29:50.364

Wargrave on the A43. They have to go down to the Moorsley roundabout by

497

00:29:50.384 --> 00:29:54.124

Broughton. Therefore, they would need to, travel a

498

00:29:54.164 --> 00:29:57.804

considerable extra distance to take a lot of time to be

499

00:29:57.924 --> 00:30:01.404

able to not have to turn right into that compound

500

00:30:02.064 --> 00:30:05.144

and cause, significant traffic problems.

501

00:30:05.184 --> 00:30:08.564

So if we now look at Green Hill, accessing A2 and

502

00:30:08.904 --> 00:30:12.644

si-- and A, when they leave the

503

00:30:12.704 --> 00:30:15.684

construction compound, their chances of turning right across the

504

00:30:15.724 --> 00:30:19.224

traffic, to turn, to travel right

505

00:30:19.344 --> 00:30:22.944

towards those sites I would say is well-nigh impossible, particularly in the rush

506

00:30:22.964 --> 00:30:26.864

hours either end of the day. They will have to drive down to the

507

00:30:26.884 --> 00:30:29.284

Sidwell roundabout and turn around there and come back

508

00:30:29.324 --> 00:30:32.736

again. Um, similarly, they can then

509

00:30:32.816 --> 00:30:36.776

turn, to access the two sites easily enough.

510

00:30:36.796 --> 00:30:40.696

But when they are leaving and needing to come back from A2,

511

00:30:40.796 --> 00:30:44.436

they will need to turn right onto the A43.

512

00:30:44.456 --> 00:30:48.116

And, there is an island there, and the,

513

00:30:48.516 --> 00:30:52.486

possibility for larger vehicles to turn right round that island,

514

00:30:52.576 --> 00:30:55.516

I would suggest, is quite difficult anyway.

515

00:30:55.556 --> 00:30:59.236

Their alternative is then to turn left down the A43, down to the

516

00:30:59.276 --> 00:31:02.116

Mawdsley roundabout, go round the roundabout and come back again.

517

00:31:02.976 --> 00:31:06.816

Um, this, that, those things that I've suggested would be the safe

518

00:31:06.876 --> 00:31:09.796

things to do but will add considerable time and, and actually

519

00:31:09.836 --> 00:31:13.446

effectively enormously increases the heavy

520

00:31:13.556 --> 00:31:17.316

vehicle tr-traffic on an already extremely busy road,

521

00:31:17.336 --> 00:31:21.236

because they will be traveling more portions of that road in

522

00:31:21.296 --> 00:31:23.656

order to a-safely be able to access their

523

00:31:23.716 --> 00:31:27.565

compound. Um, and I just wish that, the,

524

00:31:27.616 --> 00:31:31.036

that, that, that the examiners are aware that

525

00:31:31.256 --> 00:31:34.876

personal experience shows how difficult this would be and will

526

00:31:34.956 --> 00:31:38.156

cause enormous further disruption to the,

527

00:31:38.956 --> 00:31:41.636

the Trunk Road network in Northamptonshire.

528

00:31:41.676 --> 00:31:44.276

Thank you.

529

00:31:46.876 --> 00:31:49.456

Thank you very much. And any response from the applicant,

530

00:31:49.476 --> 00:31:51.176

please?

531

00:31:51.236 --> 00:31:53.256

Yeah. Uh, Stuart Morse for the applicant.

532

00:31:53.316 --> 00:31:57.016

I think the, the, the, the points that you've raised were, are

533

00:31:57.056 --> 00:31:59.616

recognized around the access, absolutely.

534

00:31:59.696 --> 00:32:02.866

Um, I think there's, there's two main considerations to that.

535

00:32:02.896 --> 00:32:06.676

One, one being you mentioned how busy it is, especially during peak

536

00:32:06.716 --> 00:32:10.696

times and of course that commitment's absolute that, that movements should not

537

00:32:10.736 --> 00:32:13.596

occur during the busiest periods, of the network.

538

00:32:13.656 --> 00:32:17.336

So that, that addresses to some degree that

539

00:32:17.396 --> 00:32:20.756

confluence of busy network and busy constructions,

540

00:32:21.176 --> 00:32:24.936

to, to a point. Um, again, recognizing the left-in,

541

00:32:24.976 --> 00:32:28.296

left-out arrangements which would be more suitable for the access,

542

00:32:29.356 --> 00:32:32.426

we've actually put that into the assessment, so the use of the

543

00:32:32.456 --> 00:32:36.376

roundabouts and the counting of traffic both having to turn

544

00:32:36.416 --> 00:32:39.836

left and then do a U-turn at the roundabout's included in those

545

00:32:39.856 --> 00:32:43.676

assessments. So we, we've assessed that to allow the flexibility for later

546

00:32:43.736 --> 00:32:46.546

on to determine the best course of action for the other, for that

547

00:32:46.616 --> 00:32:48.336

access.

548

00:32:53.056 --> 00:32:54.976

Thank you. And any final response from Dr.

549

00:32:55.016 --> 00:32:58.776

Toby, please?

550

00:32:58.936 --> 00:33:02.876

Um, I, I'm not, I'm not clear whether you're intending to use those compounds for

551

00:33:02.936 --> 00:33:06.896

workers' cars to gather them to put them in shuttle buses, but of course the

552

00:33:06.956 --> 00:33:10.376

workers have got to get there at, in the, in the

553

00:33:10.476 --> 00:33:14.156

period, in the morning and in the evening, otherwise they're not gonna be there

554

00:33:14.176 --> 00:33:18.166

all day to work. Um, also, I would question the Sibell

555

00:33:18.196 --> 00:33:21.516

roundabout is, is, it's, it's a very small roundabout

556

00:33:21.816 --> 00:33:25.796

really, and I'm unclear whether larger vehicles would

557

00:33:25.896 --> 00:33:29.726
easily be able to, to, to go,

558
00:33:29.776 --> 00:33:33.736
to, to negotiate it. Um, the Mawdsley one

559
00:33:33.816 --> 00:33:37.706
is, is a, a bigger diameter, so perhaps is,

560
00:33:37.756 --> 00:33:41.666
is easier. But, I, I, I still think that there's,

561
00:33:41.946 --> 00:33:45.516
significant difficulties for these, these plans

562
00:33:45.556 --> 00:33:48.856
of, for construction access to these sites.

563
00:33:51.436 --> 00:33:55.336
Thank you. Mr. Morse, would you like to respond at all?

564
00:33:56.056 --> 00:33:58.416
Uh, yeah. Uh, S-Stuart Morse for the applicant.

565
00:33:58.496 --> 00:34:02.276
Um, obviously the, as you mentioned, this is, is, it's former

566
00:34:02.356 --> 00:34:05.496
Trunk Road, the A-A43, obviously under the control of the local

567
00:34:05.536 --> 00:34:09.156
authority. It's, it's, the, the

568
00:34:09.256 --> 00:34:12.917
roundabout is sized for those larger vehicles and, and it, and will
be able to

569
00:34:12.926 --> 00:34:16.207
accommodate those, those movements.

570
00:34:18.316 --> 00:34:19.256

Uh, Claire Burchett for the applicant.

571

00:34:19.276 --> 00:34:20.667

And it was just to say that those,

572

00:34:22.496 --> 00:34:26.196

points regarding, whether it's a left turn only

573

00:34:26.236 --> 00:34:29.716

permitted, are set out in tables thirteen point

574

00:34:29.816 --> 00:34:33.776

eleven and thirteen point twelve of Rep two

575

00:34:34.437 --> 00:34:38.316

dash zero zero three. And then the commitments to traveling outside

576

00:34:38.437 --> 00:34:42.377

of, peak, morning and evening, so between 8:00 and

577

00:34:42.696 --> 00:34:46.596

9:00 and between 5:00 and 6:00, both for HGVs

578

00:34:46.776 --> 00:34:50.756

and workers, those are set out in the, outlying

579

00:34:50.816 --> 00:34:54.736

construction traf-- traffic management plan, which was

580

00:34:54.776 --> 00:34:57.806

last submitted at deadline three.

581

00:34:57.896 --> 00:35:01.816

Um, HGVs is, in s-section or paragraph five

582

00:35:01.936 --> 00:35:03.076

point, five point one.

583

00:35:04.016 --> 00:35:07.856

That is Rep, three dash zero six

584

00:35:07.916 --> 00:35:11.546

four. Um, I don't know. There seems to be...

585

00:35:11.556 --> 00:35:14.696

and perhaps I've misinterpreted, but there seems to be a little bit of confusion on

586

00:35:14.776 --> 00:35:18.216

how the shuttle buses will work in terms of,

587

00:35:19.016 --> 00:35:21.836

the use of shuttle buses to get workers to the construction

588

00:35:21.856 --> 00:35:25.476

compounds and then the use of shuttle buses to take workers

589

00:35:25.556 --> 00:35:29.406

from the construction compounds to then the satellite sites.

590

00:35:29.436 --> 00:35:32.986

I don't know, Mr. Morse, if you've got, if you can add a bit more clarity on that,

591

00:35:33.016 --> 00:35:36.556

because I think there was potentially some confusion over the role of the shuttle

592

00:35:36.596 --> 00:35:38.416

buses.

593

00:35:38.596 --> 00:35:40.066

Uh, Stuart Morse for the applicant.

594

00:35:40.136 --> 00:35:43.896

Um, the, the, the general purpose is, is to make sure that those

595

00:35:43.956 --> 00:35:47.636

compounds do not need to accommodate worker traf-- worker

596

00:35:47.696 --> 00:35:51.396

movements in terms of vehicles. So those shuttles buses will

actually

597

00:35:51.516 --> 00:35:54.926

collect workers from key nodes, whether that's,

598

00:35:55.536 --> 00:35:59.116

local hotels for people that are traveling from distances, or whether that's sort

599

00:35:59.136 --> 00:36:02.986

of central hubs, m- you know, i-if there is a, a concentration of people that

600

00:36:03.036 --> 00:36:06.316

may be arriving by bus, train into a, into a certain location.

601

00:36:06.336 --> 00:36:08.416

So that's the principal use of those, of those shuttle

602

00:36:08.436 --> 00:36:10.516

buses.

603

00:36:13.544 --> 00:36:17.234

Thank you, everyone. Any further response, please, Dr.

604

00:36:17.264 --> 00:36:17.894

Turner?

605

00:36:17.924 --> 00:36:19.944

W-we have a hand up in the room.

606

00:36:20.244 --> 00:36:21.564

Oh, thank you. Yes, please.

607

00:36:21.604 --> 00:36:24.374

Oh, Linda Turner. Jus-just one quick thing. The...

608

00:36:24.384 --> 00:36:28.344

Well, n- I know you say that rush hour's between eight and nine and, five

609

00:36:28.404 --> 00:36:30.484
and six. Uh, it's a lot longer than that.

610
00:36:30.504 --> 00:36:34.444
In both, both ends of the day, the traffic is rarely quiet on

611
00:36:34.484 --> 00:36:38.304
the A43 during the, during the week, and the traffic is

612
00:36:38.364 --> 00:36:42.134
already queued up down to the roundabout before, up to the Sidewell

613
00:36:42.204 --> 00:36:44.604
Roundabout, by about four o'clock in the afternoon.

614
00:36:44.644 --> 00:36:48.444
So the, the traffic is very heavy both ways for

615
00:36:48.504 --> 00:36:52.354
most of the day, so I would not suggest that it is sig- that...

616
00:36:52.364 --> 00:36:56.164
Oh, yes, of course, it is lighter at periods during the day, but you can't

617
00:36:56.224 --> 00:36:59.964
assume that it is, the, the du- the, the traffic

618
00:37:00.644 --> 00:37:03.924
i-is enormously different. It's still a lot of traffic.

619
00:37:03.944 --> 00:37:07.824
Thank you.

620
00:37:07.844 --> 00:37:08.684
Thank you.

621
00:37:08.784 --> 00:37:11.344
And, Ms. Peeby, we've, got, Ms.

622
00:37:11.384 --> 00:37:13.944

Brown from Stop Green Hill Solar with a hand up.

623

00:37:13.984 --> 00:37:16.324

Sounds to me. Thank you. Yes, please.

624

00:37:16.344 --> 00:37:19.974

I appreciate I've mentioned it in the quite lengthy document, I apologize, but,

625

00:37:20.424 --> 00:37:23.444

just for clarity as you're talking about shuttle buses, where are you proposing for

626

00:37:23.504 --> 00:37:23.824

the other

627

00:37:24.744 --> 00:37:26.204

fifty percent of the workers to park

628

00:37:27.304 --> 00:37:29.544

that do come by car?

629

00:37:30.484 --> 00:37:32.184

Uh, Stuart Moors for the applicant.

630

00:37:32.274 --> 00:37:32.274

Yes.

631

00:37:32.344 --> 00:37:36.024

So if the, the remaining fifty percent,

632

00:37:36.544 --> 00:37:39.594

there would be an element of vehicle sharing. Obviously, that does...

633

00:37:39.624 --> 00:37:43.564

that, that occurs with, with workers sharing lifts, so it's not, not as though if

634

00:37:43.584 --> 00:37:46.344

there's, there's a need for a hundred workers, it's not as though there's fifty

635

00:37:46.404 --> 00:37:50.304

extra vehicles. But those would be, the remaining vehicles

636

00:37:50.344 --> 00:37:53.564

would be accommodated in the, in the compound.

637

00:37:55.144 --> 00:37:56.364

Uh, and Clare Bridget for the applicant.

638

00:37:56.404 --> 00:37:59.334

There is a commitment, I'll just try and find it, in the outline construction

639

00:37:59.884 --> 00:38:03.484

traffic management plan to ensure that workers park within the

640

00:38:03.524 --> 00:38:06.864

compound and not, in surrounding

641

00:38:06.964 --> 00:38:10.844

roads. Um, we'll add the paragraph reference to the,

642

00:38:11.484 --> 00:38:11.724

written

643

00:38:11.744 --> 00:38:16.003

summary.

644

00:38:17.924 --> 00:38:21.884

Thank you. So could I just check whether there's anyone further in the room

645

00:38:21.904 --> 00:38:25.453

who wishes to speak or make any, any comments or questions at all,

646

00:38:25.704 --> 00:38:28.334

please?

647

00:38:28.424 --> 00:38:30.964

Um, we've got, someone,

648

00:38:33.244 --> 00:38:34.844

we've, we've got

649

00:38:35.224 --> 00:38:38.824

Dr., Dr. Midgley for, Stop Green Hill Solar, but I think we had a, a slight

650

00:38:38.924 --> 00:38:41.224

accident with the, microphone.

651

00:38:41.684 --> 00:38:42.114

Oh, gosh.

652

00:38:42.164 --> 00:38:44.184

Yeah. So very quick point-

653

00:38:44.364 --> 00:38:44.414

Thank you

654

00:38:44.414 --> 00:38:47.284

... very minute point. I do apologize if it's too minute.

655

00:38:47.304 --> 00:38:51.104

But the Sidewell Roundabout is small,

656

00:38:51.164 --> 00:38:55.104

and therefore, although a heavy lorry can turn, it will

657

00:38:55.184 --> 00:38:57.784

be slow and it will be awkward on that turn.

658

00:38:57.804 --> 00:39:01.504

It will therefore slow the, the, traffic, the heavy

659

00:39:01.764 --> 00:39:05.354

traffic on that road already. Have you made calculations on the

660

00:39:05.424 --> 00:39:08.984

impact that will have? If you, if you're saying to all lorries that they need to go

661

00:39:09.004 --> 00:39:12.504

around that roundabout, they will have to maneuver quite awkwardly around that

662

00:39:12.544 --> 00:39:14.694

roundabout. It's possible. Of course it is.

663

00:39:14.724 --> 00:39:18.073

Lorry drivers are very skilled, but it will be, it will...

664

00:39:18.084 --> 00:39:22.004

it's not a smooth movement. So, and also the sheer damage to the

665

00:39:22.044 --> 00:39:25.944

roads, all this heavy traffic, that bothers me, the damage

666

00:39:25.984 --> 00:39:29.184

that will be done to the roads and the need for repairs.

667

00:39:29.204 --> 00:39:31.084

But that's another question.

668

00:39:34.024 --> 00:39:36.164

Uh, Stuart Moors for the applicant.

669

00:39:36.204 --> 00:39:39.684

So in, in terms of, again, this goes back to the assessing the, the peak

670

00:39:39.804 --> 00:39:43.524

traffic. Obviously, it will, it will vary, but we've assessed the peak.

671

00:39:43.534 --> 00:39:46.624

And in terms of cable route access

672

00:39:46.724 --> 00:39:50.084

points, it's eleven HGV movements a day, so

673

00:39:50.424 --> 00:39:54.314

it's... When you, when you take into account all of the, the hours that

674

00:39:54.344 --> 00:39:57.424

they may operate in, it's, it's approximately a vehicle movement every thirty

675

00:39:57.444 --> 00:40:01.264

minutes. So in terms of disruption, recognizing that they may go

676

00:40:01.304 --> 00:40:05.114

slow around the roundabout, you, you can obviously equate that to a, a

677

00:40:05.144 --> 00:40:08.654

vehicle every thirty minutes doing it outside of the busiest periods, acknowledging

678

00:40:08.724 --> 00:40:12.104

that it's the busiest periods, not, not necessarily

679

00:40:12.504 --> 00:40:16.384

completely quiet in other times. Um, in terms of,

680

00:40:17.244 --> 00:40:18.364

recognizing,

681

00:40:20.224 --> 00:40:24.104

vehicle movements on the network and, and any consideration of damage that may be

682

00:40:24.144 --> 00:40:27.924

caused as a consequence of the scheme, that's set out in the outline construction

683

00:40:27.984 --> 00:40:31.844

traffic management plan in section five point three, where road condition

684

00:40:31.944 --> 00:40:35.314

surveys need to be agreed with the highway authority, and any

685

00:40:35.344 --> 00:40:38.474
damage that's recognized after those can...

686
00:40:38.504 --> 00:40:39.873
surveys actually

687
00:40:39.904 --> 00:40:43.864
rectified.

688
00:40:45.924 --> 00:40:46.264
Thank you.

689
00:40:46.624 --> 00:40:50.184
Um, and we've got Mr. Anthony with a hand up as well.

690
00:40:50.224 --> 00:40:50.824
Thanks.

691
00:40:51.144 --> 00:40:54.944
Um, I've a request just to make a point about a permissive footpath,
and I'm not

692
00:40:54.984 --> 00:40:58.644
sure whether I'm being premature, so please stop me if I

693
00:40:58.724 --> 00:41:00.344
am.

694
00:41:00.404 --> 00:41:02.164
No, that's okay. Please go ahead.

695
00:41:02.204 --> 00:41:04.944
Thank you. I just wanted to,

696
00:41:05.744 --> 00:41:06.704
reiterate

697
00:41:07.664 --> 00:41:09.904
the point about access

698
00:41:10.764 --> 00:41:14.374

across the footpath from Grendon to Castle

699

00:41:14.404 --> 00:41:17.844

Ashby, which for a period of two

700

00:41:17.944 --> 00:41:21.824

years will be blocked. Now,

701

00:41:21.884 --> 00:41:24.864

Mr. Flynn has acknowledged in earlier

702

00:41:24.944 --> 00:41:26.184

documentation

703

00:41:27.124 --> 00:41:27.424

that

704

00:41:28.744 --> 00:41:32.644

there is an impact through the alteration

705

00:41:32.684 --> 00:41:36.264

or closure of footpaths. I've made the point

706

00:41:36.344 --> 00:41:39.364

before that he's significantly underestimated

707

00:41:39.464 --> 00:41:43.144

that, and we're more and more

708

00:41:43.224 --> 00:41:47.084

aware and concerned about the fact that

709

00:41:47.784 --> 00:41:50.864

that footpath is used

710

00:41:51.044 --> 00:41:54.504

frequently, not just by dog

711

00:41:54.604 --> 00:41:58.324

walkers, or as if they don't matter, but

712

00:41:58.444 --> 00:42:01.744

by, people actually using,

713

00:42:02.124 --> 00:42:05.884

access to Castle Ashby, by groups of walkers,

714

00:42:06.144 --> 00:42:10.044

and by, one resident who has a

715

00:42:10.084 --> 00:42:14.004

very significant disability, and for

716

00:42:14.124 --> 00:42:17.704

whom that's an important access as well.

717

00:42:17.764 --> 00:42:21.104

Now, without a permissive footpath

718

00:42:21.384 --> 00:42:25.324

there, we're obliged to walk on the

719

00:42:25.464 --> 00:42:29.168

road to Castle Ashby. And

720

00:42:29.448 --> 00:42:33.068

that's really dangerous. So

721

00:42:34.208 --> 00:42:37.888

one route would be past the compound on Yardley Road,

722

00:42:37.948 --> 00:42:41.368

which would cause further problems.

723

00:42:41.528 --> 00:42:45.428

Um, so we want to, request, at the

724

00:42:45.488 --> 00:42:49.088

very least, that serious consideration is

725

00:42:49.128 --> 00:42:53.088

given to the creation of a footpath that can

726

00:42:53.208 --> 00:42:56.548

be used. Thank you.

727

00:42:58.728 --> 00:43:00.308

Thank you. Could the applicant respond, please?

728

00:43:04.868 --> 00:43:07.448

Uh, Clare Brodrick with the applicant. Um, I'll just hand over to Mr.

729

00:43:07.488 --> 00:43:11.128

Flynn to see if he wants to respond on the

730

00:43:11.548 --> 00:43:15.108

particular point, in, in particular the, the, the route that is being

731

00:43:15.208 --> 00:43:18.588

specifically referred to here. Thank you.

732

00:43:19.848 --> 00:43:23.408

Uh, thank you. Steven Flynn, Mr. Flynn, sorry, for the applicant.

733

00:43:23.508 --> 00:43:25.988

Um, thank you very much for your comment.

734

00:43:26.048 --> 00:43:29.948

Um, one thing that I think is worthwhile picking out, and I

735

00:43:30.068 --> 00:43:33.108

think this is where I've made sort of, sort of

736

00:43:34.007 --> 00:43:37.408

representations at hearings in the past and then also in writing, is

737

00:43:38.088 --> 00:43:41.778

to confirm that the outline public rights-of-way and permissive

738

00:43:41.848 --> 00:43:45.508

paths management plan sets out the requirement for any

739

00:43:45.548 --> 00:43:49.368

closures to public rights-of-way, as this one is, to be

740

00:43:49.448 --> 00:43:53.348

minimized as much as possible, and the closure length to be minimized as

741

00:43:53.368 --> 00:43:57.288

possible. I suppose it's just, it's just a case of trying to reiterate that we

742

00:43:57.488 --> 00:44:01.148

don't intend for that to be for the entirety of the construction

743

00:44:01.408 --> 00:44:05.128

length. Um, from a practical point of view, it would be those

744

00:44:05.148 --> 00:44:08.968

closures may be necessary at the point of pushing the

745

00:44:09.088 --> 00:44:12.848

haul road through along that route, and then when the cable is actually being

746

00:44:12.888 --> 00:44:16.608

buried, so it would be distinct points at which those closures would

747

00:44:16.648 --> 00:44:20.168

happen. Um, with respect to the

748

00:44:20.248 --> 00:44:24.068

possibility for diversion, on that route,

749

00:44:25.128 --> 00:44:28.048

we would have to look to see if there is space within the order limits

750

00:44:28.088 --> 00:44:30.268

to make a diversion like that possible.

751

00:44:30.288 --> 00:44:34.268

But I'm not able to commit to that in, sort of in this hearing at the moment.

752

00:44:34.308 --> 00:44:37.768

I'd have to take that away and look at it in full detail, and then come back to you

753

00:44:37.827 --> 00:44:41.608

in writing. Um, but it is acknowledged that,

754

00:44:41.668 --> 00:44:45.128

yes, the alternative routes, sort of if that were a full closure, would be along

755

00:44:45.188 --> 00:44:48.548

sort of public roads. Um, and they would need to be sort of

756

00:44:48.768 --> 00:44:52.188

signed and properly n- and notice would have to be properly

757

00:44:52.268 --> 00:44:56.028

given for users of that public right-of-way so that they can follow

758

00:44:56.068 --> 00:44:59.778

those.

759

00:44:59.788 --> 00:45:01.948

Thank you. Mr. Hunter, do you have any response, please?

760

00:45:01.957 --> 00:45:04.308

Oh, yeah. Uh, I'd just like to thank Mr.

761

00:45:04.348 --> 00:45:07.908

Flynn for the tacit acknowledgment that that is a significant

762

00:45:08.008 --> 00:45:11.568

problem and look forward to hearing from the

763

00:45:11.628 --> 00:45:13.728

applicant's proposals on the matter.

764

00:45:14.328 --> 00:45:20.648

Thank

765

00:45:20.708 --> 00:45:24.388

you. Would anyone else in the room like to speak, speak on

766

00:45:24.428 --> 00:45:27.448

transport and traffic at all, please?

767

00:45:30.128 --> 00:45:33.708

Um, w-we, we have a hand up right at the back of the room.

768

00:45:33.788 --> 00:45:34.428

So, um-

769

00:45:34.438 --> 00:45:34.457

Yes, please

770

00:45:34.457 --> 00:45:36.808

... the, the case team's just getting a, a microphone

771

00:45:36.868 --> 00:45:38.808

across.

772

00:45:40.748 --> 00:45:44.688

Again, if, if you could just say your name for the, before making

773

00:45:44.728 --> 00:45:45.948

your point. Thank you.

774

00:45:46.008 --> 00:45:49.028

Sheila English. Um, in, back in

775

00:45:49.068 --> 00:45:52.828

December, I asked the question how

776

00:45:52.848 --> 00:45:55.978

many abnormal loads were going through

777

00:45:56.068 --> 00:45:58.488
Olney, and Clare said that

778
00:45:59.508 --> 00:46:03.428
there would be four altogether. And

779
00:46:03.508 --> 00:46:07.048
Catherine Beeby gave me, a

780
00:46:07.108 --> 00:46:09.508
document which I've got here.

781
00:46:10.608 --> 00:46:14.448
It's this one here. Um, and it's got a list, a

782
00:46:14.528 --> 00:46:18.368
summary of abnormal load movements, but Olney isn't

783
00:46:18.428 --> 00:46:22.208
mentioned, and I'm just rather confused as to

784
00:46:22.248 --> 00:46:25.518
why it had been omitted in the, this

785
00:46:25.628 --> 00:46:29.548
document. So, that, that's my

786
00:46:29.608 --> 00:46:33.368
question. Why, why isn't it on the document?

787
00:46:33.378 --> 00:46:35.788
Thank you.

788
00:46:35.808 --> 00:46:38.708
Thank you, Ms. English. Uh, I don't believe the document would have
come from me.

789
00:46:38.728 --> 00:46:40.328
It sounds like it may have come from the applicant.

790
00:46:40.348 --> 00:46:43.628

But hopefully, hopefully we can get some clarification from that, please.

791

00:46:43.648 --> 00:46:44.108

Thank you.

792

00:46:48.988 --> 00:46:49.948

Uh, Clare Brodrick with the applicant.

793

00:46:49.968 --> 00:46:53.788

Yes, just to confirm that it was, myself that handed over a copy of, a hard

794

00:46:53.848 --> 00:46:57.738

copy of one of the, submission documents, which was the,

795

00:46:58.748 --> 00:47:01.668

we had as a result of, some of the confusion at the

796

00:47:01.688 --> 00:47:04.788

very first hearing. We had resubmitted,

797

00:47:05.738 --> 00:47:08.668

the, the, the, the plans that were across a suite of different documents

798

00:47:08.708 --> 00:47:12.648

into a, into a combined document. We're just trying to find the reference

799

00:47:12.728 --> 00:47:16.528

number for it now, but it was those plans. But I don't know if Mr.

800

00:47:16.628 --> 00:47:19.878

Morse can just confirm the position in relation to...

801

00:47:19.888 --> 00:47:23.548

I think the question we were being asked was whether there were any HGV movements

802

00:47:23.608 --> 00:47:27.588

through, Olney, which we'd confirmed that there, weren't

803

00:47:27.648 --> 00:47:30.888

any, and that it was on the AIL route, if I recall.

804

00:47:30.908 --> 00:47:34.528

But we'll just double-check the point, so bear with us just for a moment.

805

00:47:36.968 --> 00:47:37.648

Thank

806

00:47:37.868 --> 00:47:43.658

you.

807

00:47:44.068 --> 00:47:45.928

Uh, Clare Brodrick for the applicant.

808

00:47:45.948 --> 00:47:49.528

So the document that, I believe that she has in her

809

00:47:49.568 --> 00:47:53.348

possession is Rep 1-167, which was the

810

00:47:53.388 --> 00:47:57.188

transport and access routes supporting document.

811

00:48:00.728 --> 00:48:01.628

I don't know if Mr. Morse-

812

00:48:01.638 --> 00:48:01.658

Thank you. Ms. English, do you-

813

00:48:01.658 --> 00:48:02.828

... is able just to confirm.

814

00:48:02.838 --> 00:48:02.868

Oh.

815

00:48:02.878 --> 00:48:05.988

He's just, searching for the, relevant numbers.

816

00:48:06.168 --> 00:48:08.348

So, one moment and we'll be able to respond.

817

00:48:08.368 --> 00:48:10.348

Thank you.

818

00:48:10.408 --> 00:48:12.238

Uh, Stuart Morse for the applicant.

819

00:48:12.248 --> 00:48:15.748

Yeah, so the, the routes are within the document that Ms.

820

00:48:15.768 --> 00:48:18.768

Brodrick's just referenced. But in terms of

821

00:48:19.388 --> 00:48:23.228

movements of abnormal loads, those are listed in table

822

00:48:23.508 --> 00:48:27.468

7.1 of the outline construction traffic management plan,

823

00:48:27.948 --> 00:48:31.748

which is Rep 3-065, and that shows

824

00:48:31.808 --> 00:48:35.188

that for the, for the route that would go through Olney, there's, there's four

825

00:48:36.008 --> 00:48:37.588

abnormal load movements.

826

00:48:41.278 --> 00:48:42.438

Uh, clerkbridge of the applicant.

827

00:48:42.518 --> 00:48:46.388

Um, when the hearing closes or perhaps in, in a later break, then,

828

00:48:46.678 --> 00:48:49.598

the applicant is happy to, show,

829

00:48:51.158 --> 00:48:53.158
Ms. English where, where that information can be

830
00:48:53.198 --> 00:48:55.998
found. Thank you.

831
00:48:56.058 --> 00:48:58.358
Thank you. Ms. English, does that answer your query,

832
00:48:58.378 --> 00:49:01.908
please?

833
00:49:01.958 --> 00:49:05.918
Oh, so-sorry. C-could you just wait for the, microphone again,

834
00:49:05.938 --> 00:49:08.978
please? Thank you.

835
00:49:08.988 --> 00:49:08.988
Thank you.

836
00:49:09.858 --> 00:49:13.738
Um, yeah, the document has got on the front Rep

837
00:49:13.938 --> 00:49:17.818
one dash one six seven, which is the one I think

838
00:49:17.878 --> 00:49:19.878
was just mentioned.

839
00:49:22.978 --> 00:49:25.708
Okay. That sounds like that's all sorted then in that case,

840
00:49:25.738 --> 00:49:29.618
hopefully. Um, is there anyone else in the room at all, please?

841
00:49:29.628 --> 00:49:32.698
If you could let me know if there's anyone who wishes to speak at
all.

842
00:49:34.938 --> 00:49:37.538

No, I think, I think, everyone has spoken.

843

00:49:37.598 --> 00:49:39.598

Okay, thank you. And anyone online at

844

00:49:39.678 --> 00:49:43.658

all? Can't see any hands up,

845

00:49:43.717 --> 00:49:46.538

so we'll now move on to my own questions, please.

846

00:49:46.558 --> 00:49:50.078

These are all for the applicants in respect of transport and traffic matters.

847

00:49:50.818 --> 00:49:54.758

Um, so firstly, as you're aware, we recently visited sites F

848

00:49:54.818 --> 00:49:58.438

and G. Um, we noted some quite boggy areas of

849

00:49:58.758 --> 00:50:02.438

the Three Shires Way and another public bridal way, which is number four

850

00:50:02.638 --> 00:50:06.317

adjacent to Three Shire Wood in site G.

851

00:50:06.418 --> 00:50:10.338

Um, these paths are currently partially enclosed by hedgerow, particularly

852

00:50:10.358 --> 00:50:14.028

at the boggy sections. I wanted to know whether you thought

853

00:50:14.058 --> 00:50:17.928

that the further enclosure of these and other paths by hedgerow as

854

00:50:17.938 --> 00:50:21.798

proposed could exacerbate-- exacerbate any such poor surface

855

00:50:21.898 --> 00:50:23.778
conditions, please?

856
00:50:23.798 --> 00:50:30.518
Thanks.

857
00:50:32.098 --> 00:50:35.878
Uh, Mr. Flynn for the applicant. Um, may I just confirm,

858
00:50:35.938 --> 00:50:39.198
has that question been made in writing in the third written

859
00:50:39.238 --> 00:50:43.218
questions? Just because I, I believe I have started providing a

860
00:50:43.258 --> 00:50:45.818
response to that in some location.

861
00:50:45.898 --> 00:50:49.698
Um, so it may be best to refer to that, write-- in writing

862
00:50:49.798 --> 00:50:50.578
rather than sort of-

863
00:50:51.338 --> 00:50:51.518
Yes.

864
00:50:51.527 --> 00:50:52.938
-go into any further detail here.

865
00:50:53.018 --> 00:50:56.998
No, I think there is probably a, a similar question here in the, the

866
00:50:57.008 --> 00:50:58.858
written questions. That's, that's quite right.

867
00:50:58.898 --> 00:51:02.718
Um, it was really just because it feeds into my next question, which
perhaps is

868
00:51:02.758 --> 00:51:06.448

better to ask here, which is, I want to bring...

869

00:51:06.458 --> 00:51:10.338

Can we bring the field numbering plan, which is APP dash one

870

00:51:10.438 --> 00:51:13.978

nine one up on the screen for this question, please?

871

00:51:14.798 --> 00:51:17.878

I'll just wait a second while we get that sorted. Thank you.

872

00:51:17.918 --> 00:51:20.518

Uh, clerkbridge of the applicant. Yes, we're just downloading that document.

873

00:51:20.578 --> 00:51:21.958

So bear with us a moment.

874

00:51:23.838 --> 00:51:40.158

Thank

875

00:51:40.168 --> 00:51:43.998

you. So when we have that document, it will be the, the final page, so

876

00:51:44.098 --> 00:51:46.228

page five that we need to look at, please.

877

00:51:46.278 --> 00:51:48.258

Um, and that, that shows site G.

878

00:51:56.978 --> 00:52:09.618

Thank

879

00:52:09.638 --> 00:52:13.038

you very much. So looking,

880

00:52:13.298 --> 00:52:16.978

particularly at the, the Three Shires way where it passes

881

00:52:17.138 --> 00:52:20.038

alongside the woodland. Um, I don't think we can see

882

00:52:20.058 --> 00:52:23.938

the... I can't see the document online anymore. Is it still there?

883

00:52:23.978 --> 00:52:25.747

Oh, yes. Yeah, that's, that's lovely. Thank you.

884

00:52:26.718 --> 00:52:30.258

Um, so we saw at the site visit, we saw partial

885

00:52:30.298 --> 00:52:34.038

existing low hedgerow vegetation with some trees along the western

886

00:52:34.078 --> 00:52:37.998

boundary of the Three Shires way. Um, and this is where, if we can just go

887

00:52:38.178 --> 00:52:41.898

up the screen a little bit, where it would pass field GF two in site

888

00:52:41.958 --> 00:52:42.238

G.

889

00:52:43.138 --> 00:52:47.078

Um, but apart from these limited areas, the path currently

890

00:52:47.118 --> 00:52:50.738

passes through significant open areas, giving views of the surrounding

891

00:52:50.778 --> 00:52:54.718

landscape. Um, these would be reduced by the enclosure of large

892

00:52:54.778 --> 00:52:58.658

sections of the Three Shires way through the site by areas of

893

00:52:58.678 --> 00:53:02.638

hedgerow fencing and panels. Um, we considered that the sense

894

00:53:02.678 --> 00:53:06.398

of enclosure and the resulting visual and perceived or actual

895

00:53:06.498 --> 00:53:10.458

personal safety effects could be particularly acute alongside Three

896

00:53:10.538 --> 00:53:11.178

Shire Wood

897

00:53:11.978 --> 00:53:15.678

due to its existing tall trees and mature vegetation immediately

898

00:53:15.838 --> 00:53:18.658

adjacent, adjacent to the other side of the path.

899

00:53:18.718 --> 00:53:22.108

Um, and we do understand the intention to screen the development from

900

00:53:22.178 --> 00:53:25.898

views, from the path. But on the other hand,

901

00:53:26.198 --> 00:53:29.528

many representations place a, a high value on the Three Shires

902

00:53:29.638 --> 00:53:33.128

way, and they raise concerns regarding the effects of the proposed

903

00:53:33.218 --> 00:53:35.938

structures and hedgerow adjacent to it.

904

00:53:35.978 --> 00:53:39.858

Um, I wanted to ask whether the removal of panels from field GF

905

00:53:40.038 --> 00:53:43.958

two, so this is the roughly L-shaped field alongside

906

00:53:44.098 --> 00:53:47.958

Three Shire Wood, together with moving the fencing and hedgerow

907

00:53:48.058 --> 00:53:51.678

west to lie alongside GF six, would be

908

00:53:51.738 --> 00:53:55.388

considered in order, in order to address these concerns and

909

00:53:55.498 --> 00:53:59.338

also to prevent the exacerbation of any existing potentially seasonally

910

00:53:59.418 --> 00:54:02.978

boggy areas affecting use of the bridal way, please.

911

00:54:09.078 --> 00:54:12.538

I think the, the XA appreciates that's a, a sort of part

912

00:54:13.098 --> 00:54:16.358

public rights of way and part landscape type question.

913

00:54:16.398 --> 00:54:20.268

So, I, you know, it may be that partially you want to respond in

914

00:54:20.278 --> 00:54:21.298

writing.

915

00:54:21.318 --> 00:54:22.478

Uh, clerkbridge of the applicant.

916

00:54:22.498 --> 00:54:26.318

Yes, it's unfortunate it wasn't asked this morning because, Mr.

917

00:54:26.378 --> 00:54:30.078

Jackson could probably have given a bit more information about the,

918

00:54:31.938 --> 00:54:33.718

the placement of the hedgerows in that

919

00:54:33.738 --> 00:54:37.638

location and their purpose in terms of, from a sort of

920

00:54:37.678 --> 00:54:40.198

design and from a screening perspective.

921

00:54:40.238 --> 00:54:43.958

Um, I will just check with the applicant's team as to whether we've got anything

922

00:54:43.998 --> 00:54:47.218

that we can say now. Obviously, from our

923

00:54:47.238 --> 00:54:48.118

perspective,

924

00:54:49.598 --> 00:54:53.538

the retention-- we wouldn't be proposing to remove any further panels, from

925

00:54:53.578 --> 00:54:56.538

the scheme. Um, but bear with me one moment, I'm just gonna check with the rest of

926

00:54:56.578 --> 00:54:57.978

the applicants team.

927

00:55:06.498 --> 00:55:40.738

Uh,

928

00:55:49.458 --> 00:55:52.138

Claire Brodrick for the applicant. Um, yeah, I think we... 'cause we need Mr.

929

00:55:52.178 --> 00:55:56.118

Jackson to assist with the answer of this question. We'll, take this one away.

930

00:55:56.158 --> 00:55:58.878

Thank you.

931

00:55:58.918 --> 00:56:00.648

Thank you. That's fine. Thanks very much.

932

00:56:00.978 --> 00:56:04.938

Um, so my next question is that a public right of way may have a,

933

00:56:04.948 --> 00:56:08.678

a legally recorded width. Um, would the offset of fifteen

934

00:56:08.718 --> 00:56:11.638

meters from the public right of way centerline take this into

935

00:56:11.698 --> 00:56:15.418

account? Um, and how would the centerline be ascertained if

936

00:56:15.478 --> 00:56:17.858

no legal width is recorded, please?

937

00:56:17.878 --> 00:56:18.278

Thank

938

00:56:18.298 --> 00:56:22.958

you.

939

00:56:23.098 --> 00:56:26.598

Um, I, I may have, uh... Sorry. Mr. Flynn for the applicant.

940

00:56:26.678 --> 00:56:29.818

Um, the centerline of the public right of way would have

941

00:56:29.898 --> 00:56:33.458

been taken from the, available

942

00:56:33.818 --> 00:56:37.678

sort of, GIS data from the local councils as to where the

943

00:56:37.738 --> 00:56:41.258

definitive line of that is. In respect of the

944

00:56:41.398 --> 00:56:44.018

legal width of that public right of way,

945

00:56:45.418 --> 00:56:48.718

I don't have that information to hand, so again, I may have to go away and come

946

00:56:48.758 --> 00:56:52.138

back to you in writing on that. But it would be assumed that it would fall

947

00:56:52.178 --> 00:56:55.838

within that space, and we are relying on the centerline of

948

00:56:56.398 --> 00:56:59.558

the public right of way for those offsets rather than the full legal width, given

949

00:56:59.578 --> 00:57:03.418

that that may be subject to change or alterations or along the length

950

00:57:03.518 --> 00:57:07.158

of a route. Um, generally, though, what

951

00:57:07.298 --> 00:57:07.858

has been,

952

00:57:09.518 --> 00:57:13.398

tried to maintain is that the clear width of the public right of way is

953

00:57:14.098 --> 00:57:17.878

in, in accordance with sort of current conditions as they are,

954

00:57:17.958 --> 00:57:20.998

and then any minimum recommendations by either

955

00:57:21.338 --> 00:57:25.298

the, the council and highway authority or for any other sort

956

00:57:25.338 --> 00:57:29.198

of special interest groups, such as British Horse Society and their recommendations

957

00:57:29.258 --> 00:57:33.038

for bridleways, have all been taken into consideration as to

958

00:57:33.118 --> 00:57:35.778

how wide we consider a public right of way is for its

959

00:57:35.878 --> 00:57:39.228
users.

960

00:57:39.238 --> 00:57:43.038
Thank you. Yes. I think my question was more general in that, a

961

00:57:43.098 --> 00:57:46.998
right of way in the definitive statement, it may have a

962

00:57:47.038 --> 00:57:50.818
recorded width, usually not, but it may sometimes, have a recorded

963

00:57:50.838 --> 00:57:54.358
width which, you know, could, for instance, be as wide as ten

964

00:57:54.398 --> 00:57:57.278
meters, you know, fifteen meters, sometimes.

965

00:57:57.338 --> 00:58:00.958
Um, so would, would the development capture

966

00:58:01.038 --> 00:58:04.908
that? Um, would reference to the definitive statement and those
checks have

967

00:58:04.938 --> 00:58:08.898
been made in order that the legal width of the right

968

00:58:08.938 --> 00:58:12.878
of way weren't obstructed by the subsequent development of

969

00:58:12.918 --> 00:58:16.738
the scheme? Because it is possible, although granted, you know, less

970

00:58:16.838 --> 00:58:20.638
likely, that a right of way might, might have a quite significantly
wider width

971

00:58:21.198 --> 00:58:24.218
legally than what is found on the ground, please.

972

00:58:26.478 --> 00:58:27.898

Uh, Claire Brodrick for the applicant.

973

00:58:27.978 --> 00:58:31.938

Um, we will confirm in the written summary that there aren't any public

974

00:58:32.018 --> 00:58:35.298

rights of way that have a, a wider,

975

00:58:36.258 --> 00:58:39.478

recorded width than, than the minimum.

976

00:58:39.558 --> 00:58:43.198

Um, I haven't got confirmation that

977

00:58:43.838 --> 00:58:45.398

that check was definitely carried out.

978

00:58:45.478 --> 00:58:49.398

I, assume that it was, and that there won't be any wider widths for,

979

00:58:49.438 --> 00:58:52.058

for these particular public rights of way, but we will double-check the position

980

00:58:52.078 --> 00:58:55.118

and confirm. Thank you.

981

00:58:55.158 --> 00:58:55.818

Thank you very much.

982

00:58:57.498 --> 00:58:59.358

Um, so moving to my next question, please.

983

00:58:59.398 --> 00:59:03.298

Um, submitted British Horse Society guidance, refers

984

00:59:03.337 --> 00:59:07.118

to the need to maintain hedges and ve-vegetation so that

985

00:59:07.158 --> 00:59:09.698

public rights of way don't become narrower.

986

00:59:09.758 --> 00:59:13.698

Um, considering that the fifty-meter distance between the centerline of any

987

00:59:13.718 --> 00:59:17.588

public right of way and the solar panels would include fencing and

988

00:59:17.618 --> 00:59:21.318

sometimes hedgerow, would there be sufficient space for vehicular

989

00:59:21.378 --> 00:59:25.078

access for vegetation maintenance along public rights of way if

990

00:59:25.118 --> 00:59:25.838

necessary?

991

00:59:31.658 --> 00:59:35.518

Uh, Mr. Flynn for the applicant. Um, that is a

992

00:59:35.558 --> 00:59:39.438

matter I would have to take away and come back, come back on r- in

993

00:59:39.498 --> 00:59:43.478

writing. Um, my understanding would be, the answer is

994

00:59:43.658 --> 00:59:47.318

yes, in as many locations as possible, but I would have to check in

995

00:59:47.358 --> 00:59:50.768

writing before I sort of confirm that in full for every public right of way on the

996

00:59:50.818 --> 00:59:52.218

scheme.

997

00:59:54.538 --> 00:59:56.138

Okay. Great. Thank you.

998

00:59:57.338 --> 01:00:01.118

Uh, the British Horse Society guidance also recommends that tracker panels are

999

01:00:01.158 --> 01:00:04.858

not currently used next to bridleways or byways until their noise and

1000

01:00:04.918 --> 01:00:08.727

movement can be assessed for impact in mature developments.

1001

01:00:08.778 --> 01:00:12.478

Is there potential for tracker panels to be used at such locations

1002

01:00:13.338 --> 01:00:17.298

next to a bridleway or a byway which could be used by questions within

1003

01:00:17.338 --> 01:00:20.818

the proposed development? Um, and if so, could the applicant comment on whether

1004

01:00:20.858 --> 01:00:24.518

this could be revisited in light of the BHS guidance, please?

1005

01:00:24.538 --> 01:00:24.938

Thank you.

1006

01:00:30.178 --> 01:00:31.878

Mr. Flynn for the applicant. Um,

1007

01:00:32.898 --> 01:00:36.808

currently, the, the, the, the

1008

01:00:36.878 --> 01:00:40.848

scheme design includes for the optionality for fixed or tracked

1009

01:00:40.918 --> 01:00:44.058

panels in any location where, where panels are available.

1010

01:00:44.098 --> 01:00:48.008

So that, yes, may include alongside public bridleways, at

1011

01:00:48.058 --> 01:00:51.931

this point. Um-What I would have to do is refer back to the

1012

01:00:52.002 --> 01:00:55.842

noise assessments that have been carried out, and have been submitted to the

1013

01:00:56.082 --> 01:00:59.542

examination that show the a-anticipated level of

1014

01:00:59.602 --> 01:01:03.172

noise on public rights of way, that which would, which would show how we've

1015

01:01:03.202 --> 01:01:07.122

assessed that. In terms of how that applies to the public or the

1016

01:01:07.142 --> 01:01:11.062

British Horse Society guidance, we're, we are

1017

01:01:11.122 --> 01:01:14.492

content that because their position is precautionary at this

1018

01:01:14.542 --> 01:01:18.472

point, as long as we are able to provide sort of the, the evidence as part

1019

01:01:18.582 --> 01:01:22.422

of this examination, that that shouldn't be a reason not to go ahead with

1020

01:01:22.582 --> 01:01:23.991

tracker panels in those areas.

1021

01:01:27.942 --> 01:01:29.502

Claire Porter for the applicant. We'll also-

1022

01:01:29.512 --> 01:01:29.722

Yes.

1023

01:01:29.732 --> 01:01:33.282

I think it's been confirmed at the previous hearings, but a-again, it's

1024

01:01:33.442 --> 01:01:35.042

unfortunately a question for Mr Jackson.

1025

01:01:35.062 --> 01:01:38.622

But we'll reiterate the, the distance between

1026

01:01:39.122 --> 01:01:43.002

the bridleway and the actual first tracker panel, because obviously

1027

01:01:43.012 --> 01:01:45.682

you've got both the, the buffer,

1028

01:01:47.182 --> 01:01:49.742

either side of the bridleway or public right of way, and then you have

1029

01:01:50.142 --> 01:01:53.921

further buffers before you then, have the actual tracker panels

1030

01:01:53.942 --> 01:01:57.242

themselves. So there, there aren't any tracker panels

1031

01:01:57.342 --> 01:02:01.162

immediately adjacent to a bridleway because of those, those buffer

1032

01:02:01.202 --> 01:02:05.182

distances, but we can provide a bit more information, regarding that.

1033

01:02:05.202 --> 01:02:08.702

There are also, measures set out in the

1034

01:02:08.762 --> 01:02:12.482

outline operation environmental management plan, in relation

1035

01:02:12.562 --> 01:02:16.242

to, noise. So I think my understanding is that the British

1036

01:02:16.282 --> 01:02:19.572

Horse, Society's guidance is, is checking...

1037

01:02:19.582 --> 01:02:23.122

You said obviously there's the assessment work that we've done to

1038

01:02:23.182 --> 01:02:26.702

anticipate noise levels, which, as Mr Flynn said, we believe to be

1039

01:02:26.762 --> 01:02:30.022

acceptable. Um, but then the management plan

1040

01:02:30.582 --> 01:02:34.442

contains provisions regarding sort of ongoing monitoring of noise levels,

1041

01:02:34.982 --> 01:02:36.162

during the operational period.

1042

01:02:36.202 --> 01:02:39.902

So in the event that the, anticipated noise levels

1043

01:02:40.262 --> 01:02:44.202

i, in reality turn out to be, greater.

1044

01:02:44.222 --> 01:02:46.742

Thank you.

1045

01:02:48.542 --> 01:02:52.402

Okay, thank you. Um, so turning now to any effects

1046

01:02:52.462 --> 01:02:54.702

on the Village Hopper bus service.

1047

01:02:54.802 --> 01:02:57.591

Um, I think that's... Let me just...

1048

01:02:57.602 --> 01:03:00.382

Yeah, I believe that's all my questions for you now, thank you, Mr

Flynn.

1049

01:03:00.442 --> 01:03:00.662

Um,

1050

01:03:03.402 --> 01:03:05.792

so the applicant states that the...

1051

01:03:05.802 --> 01:03:09.022

Yes, the Village Hopper bus service has been raised, as you know, by Cugno and

1052

01:03:09.072 --> 01:03:13.042

Whiston Parish Council. The applicant states that the Hopper may interact with

1053

01:03:13.082 --> 01:03:16.602

the scheme at Greenhill, F, and the BEZ site.

1054

01:03:16.642 --> 01:03:20.562

Um, they set out that any traffic management would, would be in place only when

1055

01:03:20.602 --> 01:03:24.482

the site was being actively used, so that delays to existing

1056

01:03:24.622 --> 01:03:28.302

users will be kept to a minimum. Could you expand on what

1057

01:03:28.542 --> 01:03:30.482

actively being used means, please?

1058

01:03:30.542 --> 01:03:34.202

As the indicative construction period for sites F is twenty-three

1059

01:03:34.282 --> 01:03:36.742

months and seventeen months for the BEZ.

1060

01:03:37.342 --> 01:03:41.242

Um, I appreciate that phasing details will be provided prior to commencement,

1061

01:03:41.302 --> 01:03:45.102

but can you indicate whether any necessary traffic management for site

1062

01:03:45.282 --> 01:03:49.082

F and the BEZ would last for the entirety of these construction periods,

1063

01:03:49.202 --> 01:03:53.022

or would it be for shorter periods, please?

1064

01:03:54.102 --> 01:03:56.102

Um, Stuart Morse for the applicant.

1065

01:03:56.142 --> 01:04:00.002

I think, yes, any, any traffic management would, would obviously need to be

1066

01:04:00.082 --> 01:04:00.682

determined

1067

01:04:01.542 --> 01:04:03.542

in relation to the program at, at the time.

1068

01:04:03.562 --> 01:04:07.412

But obviously the, the, the full two-year period is allowed for at the moment.

1069

01:04:07.422 --> 01:04:11.262

But I think the expectation is that it would, that it wouldn't be continuous

1070

01:04:11.322 --> 01:04:15.292

across that whole time. Um, certainly as well, traffic management doesn't

1071

01:04:15.322 --> 01:04:19.202

necessarily mean restrictions to movement such as signals and

1072

01:04:19.242 --> 01:04:23.192

what have you. It, it can mean temporary reductions in speed limits and the,

1073

01:04:23.222 --> 01:04:26.892

and the like. So I think it, it definitely will come forward as part of the

1074

01:04:26.892 --> 01:04:30.782

program, and it would be very s-site specific.

1075

01:04:33.042 --> 01:04:36.052

Thank you. Um, so

1076

01:04:36.942 --> 01:04:40.022

my next question, please, is whether to ask whether any consideration has been

1077

01:04:40.042 --> 01:04:43.942

given to maximizing the use of haul routes within sites D and

1078

01:04:44.042 --> 01:04:48.022

E in order to minimize the use of Highfield Road by construction

1079

01:04:48.302 --> 01:04:50.502

traffic, please?

1080

01:04:51.422 --> 01:04:55.402

Uh, Stuart Morse for the applicant. Um, y-yes, ab-absolutely.

1081

01:04:55.442 --> 01:04:58.062

One, one of the s-um, options on the table for,

1082

01:04:59.102 --> 01:05:02.622

access along Highfield Road is the construction of a haul road,

1083

01:05:02.902 --> 01:05:06.522

through site D so that vehicles can actually

1084

01:05:06.621 --> 01:05:10.441

access site E via site D in order to reduce the

1085

01:05:10.482 --> 01:05:11.482

movements on Highfield

1086

01:05:11.561 --> 01:05:16.522

Road.

1087

01:05:18.782 --> 01:05:22.692

Thank you. So that's all my questions for the applicant, please,

1088

01:05:22.722 --> 01:05:24.282

on traffic and transport matters.

1089

01:05:24.362 --> 01:05:27.872

Um, I just wanted to check whether any of the councils wish to comment on any

1090

01:05:27.902 --> 01:05:30.862

transport or access aspects of the change requests at all,

1091

01:05:30.902 --> 01:05:32.042

please?

1092

01:05:33.042 --> 01:05:35.542

Uh, Gary Grant, North, Northants Council.

1093

01:05:35.602 --> 01:05:38.422

Uh, n-nothing to add. Thank

1094

01:05:38.462 --> 01:05:40.022

you.

1095

01:05:40.982 --> 01:05:42.862

Nikki Skey from West Northants Council.

1096

01:05:42.902 --> 01:05:45.022

Nothing to add, thank you.

1097

01:05:46.282 --> 01:05:49.762

Nothing to add from Milton Keynes City Council either.

1098

01:05:51.902 --> 01:05:54.792

Thank you very much. That being the case, that concludes my section on,

1099
01:05:55.002 --> 01:05:56.902
trans-transport and access. And we turn-

1100
01:05:56.912 --> 01:05:57.302
Ms Beebee-

1101
01:05:57.742 --> 01:05:57.872
Sorry.

1102
01:05:57.872 --> 01:05:58.142
Sorry to-

1103
01:05:58.222 --> 01:05:58.642
Yes

1104
01:05:58.662 --> 01:05:59.372
...um, interrupt.

1105
01:05:59.702 --> 01:05:59.712
It's okay.

1106
01:05:59.712 --> 01:06:03.652
Um, I think, I think we've got at least one, possibly two hands up
from,

1107
01:06:03.922 --> 01:06:05.662
Stop Greenhill Solar.

1108
01:06:05.682 --> 01:06:07.442
Okay. Yes, please.

1109
01:06:07.622 --> 01:06:09.902
Sheena Howell, Stop Greenhill Solar. Just a quick one.

1110
01:06:10.042 --> 01:06:13.902
Um, it re- it's with regards to compound four,

1111
01:06:14.662 --> 01:06:17.502
on the Yardley Road, just outside Grendon.

1112

01:06:17.542 --> 01:06:19.922

As you know, it's a particular bete noire of ours.

1113

01:06:20.502 --> 01:06:24.222

Um, just to, to

1114

01:06:24.362 --> 01:06:27.962

ask if there can be any spec- If that compound do-it does go ahead as part of the

1115

01:06:28.022 --> 01:06:31.722

DCO, just to draw the attention to the fact that it is literally

1116

01:06:31.762 --> 01:06:34.842

adjacent to the Sapphires, rugby, football

1117

01:06:35.102 --> 01:06:38.902

ground. The Sapphires Rugby, sorry, beg my pardon, the football ground, not

1118

01:06:38.942 --> 01:06:41.842

rugby. I, I like rugby. It just happens to be football.

1119

01:06:41.922 --> 01:06:45.902

Um, it's a, it's a youth football ground.

1120

01:06:45.942 --> 01:06:49.602

That means it's attended regularly, particularly on weekends, by

1121

01:06:49.682 --> 01:06:50.242

youth

1122

01:06:50.554 --> 01:06:54.094

Children, parents, visiting parents,

1123

01:06:54.494 --> 01:06:58.294

and the idea of having it next to a construction, compound

1124

01:06:58.894 --> 01:07:02.274

full of workers' vehicles, some HGVs, some

1125

01:07:02.354 --> 01:07:06.254

diggers, et cetera, et cetera, on a, on a lane that we've already said has got a

1126

01:07:06.294 --> 01:07:09.354

dangerous bend on it, no white lines and no pavements,

1127

01:07:10.094 --> 01:07:13.734

needs some form of protection in the DCU, if not,

1128

01:07:14.314 --> 01:07:15.394

obliteration. Thank

1129

01:07:15.434 --> 01:07:20.054

you.

1130

01:07:20.134 --> 01:07:22.054

Thank you. If the applicant would like to respond, please.

1131

01:07:26.694 --> 01:07:28.454

Uh, Stuart Morse for the applicant.

1132

01:07:28.514 --> 01:07:32.254

Um, c-certainly in terms of weekend working, th-that, that commitment's

1133

01:07:32.334 --> 01:07:35.974

there in terms of s- Saturdays, only being

1134

01:07:36.014 --> 01:07:37.954

restricted, but then Sundays being out.

1135

01:07:37.994 --> 01:07:41.854

So I think the commitment in the con-construction traffic management plan is

1136

01:07:41.914 --> 01:07:45.394

that individual construction traffic management plans will come forward that are

1137

01:07:45.414 --> 01:07:49.134

site-specific again. So I think it-- there is opportunity for it to be reviewed at

1138

01:07:49.174 --> 01:07:52.974

that time. Certainly in the way that schools are treated, I-I

1139

01:07:53.014 --> 01:07:56.434

get those sort of specific uses can be treated in the same

1140

01:07:56.474 --> 01:07:58.354

way.

1141

01:08:03.454 --> 01:08:04.674

Uh, Claire Broderick for the applicant.

1142

01:08:04.734 --> 01:08:05.624

Would you like to respond, Nicole?

1143

01:08:05.624 --> 01:08:08.204

We'll, we'll take... Yes. Uh, we'll just take that point away to see whether

1144

01:08:08.254 --> 01:08:11.504

anything further can be added to the outline construction management plan or,

1145

01:08:11.714 --> 01:08:15.654

construction traffic management plan on that point. Thank you.

1146

01:08:19.574 --> 01:08:22.574

Thank you. And I believe we had a further hand up in the room. Is that right?

1147

01:08:22.634 --> 01:08:25.994

Yeah. We've got, two, two more. So, Mrs.

1148

01:08:26.034 --> 01:08:27.454

Brown first, perhaps.

1149

01:08:27.494 --> 01:08:27.695

Yeah.

1150

01:08:28.514 --> 01:08:31.254

Uh, Kay Brown, Stock Green Hill Solar. Following on from Mrs.

1151

01:08:31.294 --> 01:08:34.094

Beeby's question on the, Highfield road

1152

01:08:34.195 --> 01:08:37.874

movements, does that mean that you anticipate reducing, one of the

1153

01:08:37.884 --> 01:08:41.094

access points?

1154

01:08:43.534 --> 01:08:46.874

Stuart Morse for the applicant. I think we're, we're showing a number of access

1155

01:08:46.914 --> 01:08:50.884

points along Highfield Road simply to provide that flexibility so that

1156

01:08:50.934 --> 01:08:54.384

the best solution can either be brought forward at the time where a contractor's

1157

01:08:54.434 --> 01:08:57.374

involved and they decide which is the more appropriate

1158

01:08:57.494 --> 01:09:01.315

access. There's also accesses along there that are, that are set out for

1159

01:09:01.333 --> 01:09:04.954

operational uses only as well. They're not all construction uses.

1160

01:09:04.974 --> 01:09:08.775

And certainly at a point in time throughout the program, there may be a need to

1161

01:09:08.834 --> 01:09:12.744

use one access over the other. So, all, all the accesses might not

1162

01:09:12.754 --> 01:09:16.744
be in place at one time. It is that flexibility across both
construction

1163
01:09:16.815 --> 01:09:19.914
program and operational programs.

1164
01:09:19.954 --> 01:09:20.485
And-

1165
01:09:20.514 --> 01:09:24.174
So you're still comfortable that there's four access points along a
very small

1166
01:09:24.214 --> 01:09:28.174
road that's not very long?

1167
01:09:28.235 --> 01:09:29.683
Um, Stuart Morse for the applicant.

1168
01:09:29.735 --> 01:09:33.204
I think, well, the point I was trying to make is that the, that the,
there are

1169
01:09:33.275 --> 01:09:37.235
options are there, not that all f- all accesses would be in place

1170
01:09:37.294 --> 01:09:38.315
at any one time.

1171
01:09:38.355 --> 01:09:42.254
Mm-hmm. Okay. Thank you.

1172
01:09:42.394 --> 01:09:44.275
Um, and we've got, Dr. Toohey as well.

1173
01:09:45.834 --> 01:09:48.235
Linda Toohey, Green Hill St- Stock Green Hill Solar.

1174
01:09:48.315 --> 01:09:50.074
Um, I just want to come back on what Ms.

1175

01:09:50.114 --> 01:09:53.275

Beeby said about, the British Horse Society recommendations.

1176

01:09:53.284 --> 01:09:57.054

I want to point out in site A2, the applicant has

1177

01:09:57.094 --> 01:10:00.334

proposed a permissive path all the way around the edge of it,

1178

01:10:00.774 --> 01:10:04.434

linking up with the bridleway. And that was actually to,

1179

01:10:04.834 --> 01:10:08.134

address the problem of, the equestrian site, which is

1180

01:10:08.394 --> 01:10:12.234

almost next door to it. Um, plus the residents of Rectory

1181

01:10:12.334 --> 01:10:16.054

Farm next door are used to using the, the sides of the

1182

01:10:16.154 --> 01:10:20.034

fields to, ride horses. Um, so

1183

01:10:20.114 --> 01:10:23.274

in view of the fact that the British Horse Society has concerns about,

1184

01:10:24.154 --> 01:10:26.734

the use, equestrian use within,

1185

01:10:27.374 --> 01:10:29.754

next to tracker panels and that,

1186

01:10:31.394 --> 01:10:35.294

until there's more evidence about whether that's safe, it rather,

1187

01:10:35.444 --> 01:10:39.134

devalues the whole point of the permissive path that is being offered

1188

01:10:39.174 --> 01:10:42.474

around site A2 because the whole thing would become,

1189

01:10:43.154 --> 01:10:47.074

pointless because at the moment, the, the, the path all the way around would

1190

01:10:47.114 --> 01:10:51.034

presumably be, not screened off actually because presumably

1191

01:10:51.054 --> 01:10:54.994

it's just the deer fence around the panels, whereas the screening is

1192

01:10:55.054 --> 01:10:57.854

on the outer edge of the field. Thank

1193

01:10:57.894 --> 01:11:00.634

you.

1194

01:11:00.694 --> 01:11:02.614

Thank you. Any response from the applicant, please?

1195

01:11:04.414 --> 01:11:17.594

Uh,

1196

01:11:17.654 --> 01:11:18.614

Claire Broderick for the applicant.

1197

01:11:18.634 --> 01:11:22.494

Um, we're just checking to see whether we've got the, information,

1198

01:11:22.894 --> 01:11:26.294

to hand, in terms of the distances

1199

01:11:26.374 --> 01:11:30.074

between, the permissive path and the,

1200

01:11:31.894 --> 01:11:34.814

and the tracker panels. Just bear with us one moment as we're just searching.

1201

01:11:45.394 --> 01:11:46.124

Uh, Claire Broderick for the applicant.

1202

01:11:46.134 --> 01:11:49.374

We can't immediately find it, but we will respond in writing.

1203

01:11:49.394 --> 01:11:52.074

But the applicant's position is that the permissive paths that have been put

1204

01:11:52.134 --> 01:11:55.644

forward for use of brid- as bridleways are suitable for

1205

01:11:55.694 --> 01:11:59.674

that, for that function, whether fixed or tracker panels

1206

01:11:59.754 --> 01:12:02.274

are, are being used. Thank you.

1207

01:12:06.194 --> 01:12:09.614

Thank you very

1208

01:12:09.654 --> 01:12:10.234

much.

1209

01:12:12.414 --> 01:12:15.494

Right. I'm not aware of any further hands up in the room at all.

1210

01:12:15.534 --> 01:12:17.814

Um, would anyone online like to speak at all now,

1211

01:12:17.834 --> 01:12:20.694

please?

1212

01:12:21.934 --> 01:12:25.914

Thank you. That being the case, we will move on to the next agenda item led by Mr.

1213

01:12:25.954 --> 01:12:28.214

Harrison, which is the second change request.

1214

01:12:28.234 --> 01:12:30.214

Thank you.

1215

01:12:32.194 --> 01:12:35.684

Um, now I know we've, we've sort of previously said that, the

1216

01:12:35.954 --> 01:12:39.764

applicant sort of may want to change who's sitting at the

1217

01:12:39.854 --> 01:12:43.694

table between items. Um, but if, if it sort of helps you

1218

01:12:43.974 --> 01:12:47.934

decide, we've, we've only got a, a couple of, quick

1219

01:12:48.154 --> 01:12:51.994

questions on, on this item. Um, and obviously I'm conscious

1220

01:12:52.054 --> 01:12:55.494

that, Ms. Broderick, you kind of already gave us the,

1221

01:12:55.894 --> 01:12:59.874

the, the brief summary, of the changes, set out

1222

01:12:59.914 --> 01:13:02.954

in change request two at the outset of, of the meeting, which

1223

01:13:03.054 --> 01:13:06.414

was, very helpful. So,

1224

01:13:06.434 --> 01:13:10.250

uh-If you, if you don't need to sort

1225

01:13:10.290 --> 01:13:11.130

of change

1226

01:13:11.950 --> 01:13:13.440

people over. And,

1227

01:13:15.290 --> 01:13:16.940

we're happy that the, the summary, Ms.

1228

01:13:16.990 --> 01:13:20.700

Project, that you gave at the outset kind of, covers everything

1229

01:13:20.730 --> 01:13:24.430

and, you don't need to say anything else, at this stage.

1230

01:13:24.530 --> 01:13:25.500

Uh, Claire Project for the applicant.

1231

01:13:25.530 --> 01:13:29.030

In terms of describing the elements of, change application

1232

01:13:29.110 --> 01:13:32.600

to and content with my summary at the beginning, we did have...

1233

01:13:32.630 --> 01:13:36.400

If you had any s- questions that were specifically related to,

1234

01:13:37.850 --> 01:13:41.510

archaeology matters in relation to the change application, then,

1235

01:13:42.550 --> 01:13:44.870

Ms. James was potentially able to join,

1236

01:13:45.370 --> 01:13:49.010

virtually. But we would just need to let her know that we're dealing with

1237

01:13:49.050 --> 01:13:52.990

it now if it-- but, but only if you did have a, a question that related to

1238

01:13:53.050 --> 01:13:55.920

archaeological matters particularly.

1239

01:13:56.010 --> 01:13:59.690

Um, I, I do, but it's, it's one question, and it's quite high level, so I

1240

01:13:59.710 --> 01:14:02.920
suspect you, you guys might be able to deal with it,

1241
01:14:03.510 --> 01:14:07.110
anyway. But, I mean-

1242
01:14:07.790 --> 01:14:09.130
We can... Claire Project for the applicant.

1243
01:14:09.290 --> 01:14:10.170
We'll listen to the question-

1244
01:14:10.190 --> 01:14:10.200
Yeah.

1245
01:14:10.210 --> 01:14:14.010
And if we need- If we need Ms. James to join, then I, I will g- we
can get her to

1246
01:14:14.050 --> 01:14:14.990
do so. Thank you.

1247
01:14:15.000 --> 01:14:17.330
Yeah. I, I think that's, that's probably the best, the best

1248
01:14:17.390 --> 01:14:19.390
approach. Um,

1249
01:14:21.070 --> 01:14:24.810
so, just in terms of the, the second

1250
01:14:24.890 --> 01:14:27.470
change request, could you please

1251
01:14:28.290 --> 01:14:32.050
e- explain, as, as far as possible in

1252
01:14:32.190 --> 01:14:35.950
layman's terms, the, the reason for

1253
01:14:35.960 --> 01:14:39.300

needing the design flexibility that's set out in

1254

01:14:39.310 --> 01:14:43.010

this change? Um, if, for example, are the

1255

01:14:43.030 --> 01:14:46.870

potential changes to substation design at site

1256

01:14:46.970 --> 01:14:50.920

G and cabling between the best site and

1257

01:14:51.050 --> 01:14:54.910

G, and F and G needed due to

1258

01:14:54.970 --> 01:14:58.730

uncertainties that have previously been spoken about around what future

1259

01:14:58.790 --> 01:15:02.410

technologies there might be or precise layout,

1260

01:15:02.770 --> 01:15:06.330

potentially the distances involved,

1261

01:15:06.730 --> 01:15:10.490

the potential, you know, scale of, energy

1262

01:15:10.550 --> 01:15:14.330

generation at, at site G, or some other reason,

1263

01:15:14.450 --> 01:15:17.910

or is there a sort of combination of a, a range of

1264

01:15:18.510 --> 01:15:22.990

factors?

1265

01:15:24.290 --> 01:15:27.130

Uh, Alison Devlin for the applicant.

1266

01:15:27.190 --> 01:15:31.010

So it essentially comes down to the, need

1267

01:15:31.230 --> 01:15:35.180

that was identified, following a view that, for

1268

01:15:35.250 --> 01:15:38.950

additional optionality. This, essentially it

1269

01:15:39.210 --> 01:15:42.900

comes about as, the, National

1270

01:15:42.990 --> 01:15:46.810

Grid are going to provide the necessary harmonic data and

1271

01:15:46.850 --> 01:15:50.410

detailed substation information that is needed to finalize the

1272

01:15:50.430 --> 01:15:54.350

detailed electrical design only around eighteen months prior to the

1273

01:15:54.390 --> 01:15:58.130

connection date. So having, multiple design options

1274

01:15:58.170 --> 01:16:01.870

available enables, the applicant to carry out, accurate

1275

01:16:01.930 --> 01:16:05.130

modeling and determine what is the most efficient and grid compliant

1276

01:16:05.200 --> 01:16:08.830

solution for the final connection arrangement once the data has

1277

01:16:08.870 --> 01:16:12.810

been received. So it was identified that there

1278

01:16:12.890 --> 01:16:16.710

was an opportunity to provide, significantly

1279

01:16:17.130 --> 01:16:20.950

more design flexibility in terms of the electrical,

1280

01:16:22.550 --> 01:16:26.270
components and structure by, including the optionality

1281
01:16:26.430 --> 01:16:30.010
for a four hundred kilovolt substation at Green Hill G,

1282
01:16:30.110 --> 01:16:33.950
and doing so was, possible without introducing any new

1283
01:16:34.050 --> 01:16:35.490
significant environmental effects.

1284
01:16:35.530 --> 01:16:39.170
So it was considered that it would be, best and

1285
01:16:39.310 --> 01:16:42.630
appropriate to, include it. Thank you.

1286
01:16:55.690 --> 01:16:58.470
Thank you. That's, that is helpful.

1287
01:16:59.230 --> 01:17:02.790
Um, so my, my one heritage-related

1288
01:17:02.870 --> 01:17:05.890
question, to, to the applicant,

1289
01:17:06.710 --> 01:17:10.390
is, in document CR2,

1290
01:17:10.830 --> 01:17:14.730
zero two two, which is the technical addendum that's been

1291
01:17:14.750 --> 01:17:18.330
provided to chapter twelve of the environmental

1292
01:17:18.390 --> 01:17:21.970
statement. Um, it notes at paragraph one

1293
01:17:22.090 --> 01:17:25.710
point three point two, that the

1294

01:17:25.730 --> 01:17:29.630

proposed additional mitigation, is sufficient to

1295

01:17:29.670 --> 01:17:33.450

mitigate against impact to archaeological features and

1296

01:17:33.490 --> 01:17:36.210

has been agreed with Historic England.

1297

01:17:36.290 --> 01:17:40.230

Um, and it goes on to say, "This will be confirmed in an updated statement

1298

01:17:40.270 --> 01:17:43.270

of common ground to be submitted at deadline

1299

01:17:43.370 --> 01:17:46.870

five." Um, however, there wasn't then one

1300

01:17:47.030 --> 01:17:50.750

submitted at deadline five. Um, so does this

1301

01:17:50.810 --> 01:17:54.280

indicate that something hasn't yet been agreed between the two

1302

01:17:54.390 --> 01:17:58.290

parties? So you'll see now why I thought the question might be

1303

01:17:58.350 --> 01:17:59.210

able to be answered by

1304

01:17:59.290 --> 01:18:04.270

yourselves.

1305

01:18:05.050 --> 01:18:06.250

Uh, Claire Project for the applicant.

1306

01:18:06.270 --> 01:18:10.130

My understanding is that they just weren't able to sign it in

1307
01:18:10.190 --> 01:18:11.840
time for submission on deadline five.

1308
01:18:11.850 --> 01:18:15.650
But we will just check, the position and if there's a further update
on when it

1309
01:18:15.690 --> 01:18:18.070
will be provided.

1310
01:18:19.090 --> 01:18:20.350
Oh, Claire Project for the applicant.

1311
01:18:20.370 --> 01:18:23.890
I've just had it confirmed that it will be provided at deadline six,
so it was, it

1312
01:18:23.950 --> 01:18:27.830
was an, an administrative reason rather than, there being

1313
01:18:27.890 --> 01:18:30.930
any matters, left to resolve. Thank

1314
01:18:30.970 --> 01:18:32.290
you.

1315
01:18:37.190 --> 01:18:40.830
Um, and just, just turning to the councils,

1316
01:18:41.250 --> 01:18:44.950
now. Um, we noted that the updated

1317
01:18:45.070 --> 01:18:48.750
statements of common ground with the three councils that,

1318
01:18:49.010 --> 01:18:52.890
came in at deadline five, indicates,

1319
01:18:53.910 --> 01:18:56.810
to, to us that, you appear to be satisfied in relation

1320

01:18:56.890 --> 01:19:00.690

to archaeological matters now. Um, just while I've got you

1321

01:19:00.730 --> 01:19:04.590

here to, just to double-check that nothing relating to the

1322

01:19:04.810 --> 01:19:08.700

applicant's second change, alters that position in a-

1323

01:19:08.750 --> 01:19:12.350

in any way. Um, obviously, I'm not expecting it as deadline

1324

01:19:12.510 --> 01:19:15.970

five statements of common ground obviously post-date,

1325

01:19:16.310 --> 01:19:19.250

change request two. But, just thought I'd check.

1326

01:19:19.310 --> 01:19:21.930

So, North Northamptonshire Council.

1327

01:19:22.010 --> 01:19:24.770

Uh, Gary Grant, N- North Northants Council.

1328

01:19:24.830 --> 01:19:26.650

Um, so your understanding is correct.

1329

01:19:27.222 --> 01:19:30.742

Thank you. Uh, and for West Northamptonshire

1330

01:19:30.802 --> 01:19:33.382

Council?

1331

01:19:33.482 --> 01:19:35.522

Nikki Scaife, West Northants Council.

1332

01:19:35.622 --> 01:19:39.322

Um, I'm not aware of any issues that, that have been raised, but we'll, we'll

1333

01:19:39.402 --> 01:19:40.982
clarify that in the statement of common ground.

1334
01:19:41.022 --> 01:19:42.882
I don't think there's any outstanding matters.

1335
01:19:43.902 --> 01:19:47.192
Okay. Thank you. Uh, and for Milton Keynes City

1336
01:19:47.262 --> 01:19:48.082
Council?

1337
01:19:48.162 --> 01:19:50.192
Uh, Elizabeth Verdin from Milton Keynes City Council.

1338
01:19:50.242 --> 01:19:53.832
Uh, no, there's no changes to our statement of common ground for
archeological

1339
01:19:53.882 --> 01:19:54.232
matters.

1340
01:19:55.442 --> 01:19:57.422
Great. Thank you for confirming that.

1341
01:19:57.442 --> 01:19:59.701
That's helpful.

1342
01:20:00.562 --> 01:20:03.822
Um, so as I say, we, we only had those couple of, of brief

1343
01:20:03.902 --> 01:20:07.782
questions, on change request two.

1344
01:20:07.862 --> 01:20:11.362
Um, just to check, are there any, other

1345
01:20:11.422 --> 01:20:14.922
parties either in the room or online, that have

1346
01:20:15.002 --> 01:20:18.962

any other matters they wish to raise in relation to change request

1347

01:20:19.122 --> 01:20:22.851

two on, topics that haven't already been discussed in

1348

01:20:22.922 --> 01:20:26.822

detail today? Uh, Mr. Anthony, I can see you've got a hand up.

1349

01:20:26.842 --> 01:20:30.102

Uh, thank you. Philip Anthony, Stop Green Hill Solar.

1350

01:20:30.182 --> 01:20:33.742

Um, is it possible for the applicant to clarify

1351

01:20:33.802 --> 01:20:37.702

specifically what criteria will be

1352

01:20:37.942 --> 01:20:40.682

used to decide on the

1353

01:20:40.762 --> 01:20:43.682

inverter that's just been discussed

1354

01:20:43.762 --> 01:20:45.962

under, change request

1355

01:20:46.122 --> 01:20:50.702

two?

1356

01:20:51.882 --> 01:20:53.802

Uh, would the applicant like to respond on that?

1357

01:20:53.822 --> 01:20:57.762

Alison Dublin for the applicant. Sorry, could I just, clarify, were you

1358

01:20:57.822 --> 01:21:01.282

referring to when I gave the description of why it's needed?

1359

01:21:01.342 --> 01:21:03.482

So we're ... Essentially, your question is

1360

01:21:04.482 --> 01:21:08.262

w-what factors will be taken into consideration when determining if it's gonna be

1361

01:21:08.322 --> 01:21:11.402

a, a one three two or a four hundred KV?

1362

01:21:11.502 --> 01:21:11.742

Um,

1363

01:21:13.162 --> 01:21:16.602

essentially, it's going to come down to the information that

1364

01:21:16.942 --> 01:21:20.842

is provided to the applicant from National Grid that

1365

01:21:20.902 --> 01:21:23.542

reflects the state of

1366

01:21:24.542 --> 01:21:28.302

the National Grid at Grendon in electrical terms at that

1367

01:21:28.422 --> 01:21:30.062

point, and then

1368

01:21:30.982 --> 01:21:34.782

how the scheme can best be electrically designed to provide

1369

01:21:34.882 --> 01:21:38.542

the most efficient solution that will connect within

1370

01:21:38.622 --> 01:21:41.802

the electric parameters that are provided to

1371

01:21:41.862 --> 01:21:42.952

us. Um,

1372

01:21:43.942 --> 01:21:47.922

apologies. I've had it explained to me, but I'm very much not, an electrical

1373
01:21:48.002 --> 01:21:48.742
expert.

1374
01:21:49.182 --> 01:21:51.282
Uh, y-you and I share that. Um,

1375
01:21:52.642 --> 01:21:53.152
but,

1376
01:21:54.482 --> 01:21:54.842
is it

1377
01:21:56.382 --> 01:21:59.942
presumably to some degree dependent

1378
01:22:00.442 --> 01:22:04.122
on what happens at the Grendon BESS or inverter

1379
01:22:04.202 --> 01:22:07.862
sites?

1380
01:22:08.902 --> 01:22:11.602
Uh, Alison Dublin for the applicant.

1381
01:22:11.682 --> 01:22:14.972
Um, as I understand it, not necessarily.

1382
01:22:15.062 --> 01:22:18.562
Uh, depending on the parameters that are given to

1383
01:22:18.662 --> 01:22:22.402
us, it may be more electrically efficient to

1384
01:22:22.482 --> 01:22:26.442
locate a four hundred kilovolt substation at, to

1385
01:22:26.662 --> 01:22:30.122
site G than to have it essentially directly

1386

01:22:30.162 --> 01:22:33.462
adjacent to the existing National Grid substation.

1387
01:22:33.562 --> 01:22:36.882
Um, and I, I think that relates

1388
01:22:37.062 --> 01:22:37.982
to the

1389
01:22:38.842 --> 01:22:42.642
better transmission of the higher voltage from site

1390
01:22:42.722 --> 01:22:46.642
G towards the s-sort of the more centralized location,

1391
01:22:47.242 --> 01:22:49.122
of the National Grid substation.

1392
01:22:49.202 --> 01:22:52.672
Uh, but beyond that, I would be, yeah,

1393
01:22:53.462 --> 01:22:54.962
very much on uncertain ground.

1394
01:22:59.122 --> 01:23:01.942
Great. Thank you. Did anybody else have any

1395
01:23:02.962 --> 01:23:06.262
questions on the second change request?

1396
01:23:06.882 --> 01:23:07.982
Um, Ms. Hal.

1397
01:23:08.002 --> 01:23:11.962
Sorry, one last point. So it's nothing to do with the proposal for,

1398
01:23:12.442 --> 01:23:15.842
the four hundred kilowatt substation to be built on

1399
01:23:16.362 --> 01:23:20.202
the grade three flood flame, floodplain, beg your pardon, floodplain

1400

01:23:20.342 --> 01:23:23.262
at, Grendon BESS then?

1401

01:23:23.342 --> 01:23:25.202
Uh, Claire Project for the applicant.

1402

01:23:25.222 --> 01:23:28.722
No, so what we're seeking is the optionality to either build a one
three two KV

1403

01:23:28.742 --> 01:23:32.422
substation or a four hundred KV substation on Green Hill

1404

01:23:33.022 --> 01:23:36.042
G site. Um, there, there, the

1405

01:23:36.222 --> 01:23:40.142
f--there is still the need, or the intention to also have

1406

01:23:40.162 --> 01:23:43.962
a sub- So there's four, potentially four, sorry, three, four hundred
KV

1407

01:23:43.981 --> 01:23:47.222
substations that could be, required as part of the scheme.

1408

01:23:47.262 --> 01:23:51.022
So it would be, there is an ... It is not instead of

1409

01:23:51.062 --> 01:23:55.042
the site at Green Hill BESS. The consent is being sought to put it

1410

01:23:55.122 --> 01:23:56.562
in both locations if that's

1411

01:23:56.582 --> 01:23:59.941
required.

1412

01:24:02.482 --> 01:24:04.262
Thank you for that clarification.

1413

01:24:05.442 --> 01:24:09.422

Right. I'm not seeing any other hands up either in the room

1414

01:24:09.542 --> 01:24:13.282

or online, so I think that takes

1415

01:24:13.362 --> 01:24:17.302

us to the end of agenda item three as a

1416

01:24:17.342 --> 01:24:21.282

whole. Uh, which takes us quickly onto agenda item

1417

01:24:21.442 --> 01:24:25.242

four, any other business. Um, do any

1418

01:24:25.302 --> 01:24:29.282

parties either in the room or online, want to raise any additional

1419

01:24:29.322 --> 01:24:33.192

matters relevant to topics covered during today's hearing that

1420

01:24:33.222 --> 01:24:34.182

they consider,

1421

01:24:35.702 --> 01:24:38.602

should be examined?

1422

01:24:40.022 --> 01:24:42.402

No. Okay. Thank you.

1423

01:24:43.482 --> 01:24:47.202

Uh, that takes us onto item five, which is, review of

1424

01:24:47.302 --> 01:24:51.262

matters and actions arising.

1425

01:24:51.362 --> 01:24:55.282

Um, so I th-I think I, I sort of noted a few

1426

01:24:55.342 --> 01:24:58.562
things that the, the applicant said they would sort of pick

1427
01:24:58.662 --> 01:25:02.442
up in their, written notes

1428
01:25:02.542 --> 01:25:06.302
of, following this meeting. Um, but I don't know

1429
01:25:06.322 --> 01:25:10.102
whether, whether any of them are sort of specifically action

1430
01:25:10.202 --> 01:25:13.722
points that we need to, pull out into an action point

1431
01:25:13.842 --> 01:25:14.912
list. But,

1432
01:25:17.282 --> 01:25:21.142
I'll just see if, if the, if the applicants a-agree with that, that
we

1433
01:25:21.182 --> 01:25:24.872
perhaps don't need a separate action point list this time

1434
01:25:24.872 --> 01:25:25.342
around.

1435
01:25:26.382 --> 01:25:28.542
Uh, Alison Dublin for the applicant.

1436
01:25:28.622 --> 01:25:32.282
Um, yes, no, happy to, go away without a formal action

1437
01:25:32.342 --> 01:25:35.202
list. We've, made a note of the various

1438
01:25:35.262 --> 01:25:38.002
requests. Um, and we will,

1439
01:25:39.682 --> 01:25:41.862

yeah, we will look to provide all the relevant

1440

01:25:41.922 --> 01:25:44.722

information at the, next deadline. Five. Thank you.

1441

01:25:47.432 --> 01:25:50.712

Yeah, that'll be deadline six. But, yeah.

1442

01:25:51.912 --> 01:25:55.852

Great. Well, thank, thank you very much for everyo-uh, everyone.

1443

01:25:55.872 --> 01:25:59.832

That, that brings us to, the close of today's

1444

01:25:59.912 --> 01:26:03.652

hear- Oh, sorry, Mr. Grant. I saw your hand up there.

1445

01:26:03.732 --> 01:26:07.332

S-s-sorry, sir. Um, there was no obvious place in the agenda to mention this, so

1446

01:26:07.412 --> 01:26:10.052

I'm gonna mention it now at the end of, any other business.

1447

01:26:10.132 --> 01:26:14.012

Um, obviously in preparation for tomorrow, not so much from my perspective

1448

01:26:14.092 --> 01:26:18.032

on the, compulsory purchase, more on the DCO drafting.

1449

01:26:18.132 --> 01:26:18.392

Um,

1450

01:26:19.492 --> 01:26:23.272

when I last used the website, which was at twel-uh,

1451

01:26:23.592 --> 01:26:27.322

fourteen thirty, I was fi- I was getting a repeated message, and

1452

01:26:27.322 --> 01:26:30.982

it's been happening for about an hour and a half, "Blob not found,"

1453

01:26:31.432 --> 01:26:33.442

and various other, messages.

1454

01:26:33.452 --> 01:26:36.922

An error message, you can't get onto the examination library is the short

1455

01:26:36.952 --> 01:26:40.932

point. Um, I've double-checked whether it's my machine, and it's happening

1456

01:26:40.972 --> 01:26:44.392

immediately to my left. Obviously, we're preparing overnight.

1457

01:26:44.472 --> 01:26:46.892

If the examination library's not available, that's not gonna be particularly

1458

01:26:46.952 --> 01:26:50.672

helpful. I think I can get, for my own purposes, any

1459

01:26:50.712 --> 01:26:54.292

documents that I need sent to me, but for the purposes of the

1460

01:26:54.332 --> 01:26:58.072

examination generally, it might be helpful if the examination library's

1461

01:26:58.132 --> 01:26:59.632

working.

1462

01:26:59.692 --> 01:27:02.812

Indeed. So thank you for making us aware of that.

1463

01:27:02.932 --> 01:27:04.992

Um, obviously the, the case team will have

1464

01:27:05.792 --> 01:27:09.332

heard that. In fact, I immediately saw a message just briefly pop up on

1465

01:27:09.372 --> 01:27:12.712
my screen. I don't know. Was...

1466

01:27:12.732 --> 01:27:13.732
Uh, Claire Project for the applicant.

1467

01:27:13.772 --> 01:27:17.552
Just to say, it may, may well be the Wi-Fi connection that you're on here

1468

01:27:17.612 --> 01:27:21.112
because it's working for both myself and my colleague throughout the hearing

1469

01:27:21.512 --> 01:27:25.212
today. So it, it, it, it may... We had some issues when we initially

1470

01:27:25.252 --> 01:27:28.952
arrived, and we moved on to a different Wi-Fi network, so it could possibly be the

1471

01:27:28.992 --> 01:27:31.072
Wi-Fi network that you're on here. Thank you.

1472

01:27:31.092 --> 01:27:33.972
Gary Grant, Northmore Vance. Well, I look forward to, when I return to my

1473

01:27:33.982 --> 01:27:36.532
accommodation, being able to get into the examination

1474

01:27:36.552 --> 01:27:38.372
library.

1475

01:27:39.652 --> 01:27:43.292
Right. Thank you. Um, so thank you everyone for

1476

01:27:43.332 --> 01:27:47.292
your helpful contributions. Oh, my, my colleague

1477

01:27:47.302 --> 01:27:50.772

has confirmed that they also can't make it work in this particular venue.

1478

01:27:50.792 --> 01:27:53.832

We're probably putting too much strain on the, on the internet

1479

01:27:53.892 --> 01:27:57.631

connection. Um, but a, a quick reminder that,

1480

01:27:58.532 --> 01:28:01.232

tomorrow we have a compulsory acquisition hearing in the

1481

01:28:01.272 --> 01:28:03.972

morning, and a hearing on the draft DC0 in the

1482

01:28:04.052 --> 01:28:05.902

afternoon. Um,

1483

01:28:07.352 --> 01:28:10.332

left... All that is left for me to say is the time is

1484

01:28:10.432 --> 01:28:14.312

now two forty-seven, and this hearing is

1485

01:28:14.352 --> 01:28:15.292

closed. Thank you.