Planning Inspectorate
Arolygiaeth Gynllunio

Hearing Transcript

Project:	Whitestone Solar Farm
Hearing:	Issue Specific Hearing 2 (ISH2) - Part 1
Date:	12 November 2026

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

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FULL TRANSCRIPT (with timecode)

00:00:02:15 - 00:00:36:06
Good morning. It is now ten o'clock and time for this hearing to begin. I would like to welcome you all to this issue specific hearing, ISH two, on environmental matters for the Whitestone Solar Farm project, which follows on from yesterday's issue specific hearing, I s h one. Can I just confirm that everybody can hear me? Thank you. Can I also confirm with the case manager that the live streaming and recording of this event is also commenced? Thank you.

00:00:39:05 - 00:00:43:27
Please, can I ask if there are any members of the press in attendance this morning?

00:00:49:09 - 00:00:52:01
I can't... Sorry. I couldn't see anybody.

00:00:53:23 - 00:00:54:10
Thank you.

00:00:57:26 - 00:01:16:04
My name is Helen Van Willigan, and I am a solicitor and chartered town planner and examining inspector. I have been appointed as a panel member of the examining authority. I am now going to ask the other panel member to introduce themselves. Good morning, everyone. My name

00:01:16:06 - 00:01:24:14
is Rebecca Norman. I'm a chartered town planner and examining inspector. I've been appointed by the Secretary of State to be the lead member of this panel to examine this application. Thank you.

00:01:26:08 - 00:02:00:05
Together, we constitute the examining authority for this application. Please note that the third panel, Mr. Craig Loughlin, is not attending this issue specific hearing two today, but he will take the opportunity to watch the recording. At this point, I would like to introduce the members of the planning inspectorates case team who were supporting us today. You may have already spoken with them. We have Louise Haraway, who is case manager for the project, supported by Cameron Ulford and Callan Hewing.

00:02:00:20 - 00:02:20:26
Case officers Rebecca Quinlan and Rachel Owen, case officers are providing online support. In addition, we have the technicians from the audiovisual company, CVS International, who were in attendance solely for the purposes of managing the recording and live streaming of this event.

00:02:22:21 - 00:03:00:03

I'll now deal with a few housekeeping matters for those attending in person. Can everyone please set all devices and phones to silent? Toilets are situated on the first and second floors. Ladies to the left near the stairs and gents to the right near the lift. There are disabled toilets at either end of both corridors. In the event of a fire evacuation, there will be a message announced over the PA system. All visitors should proceed through the fire exits, which are clearly marked and make their way down the staircases.

00:03:00:15 - 00:03:17:27
Do not use lifts. Making your way over the zebra crossing to the north car park and await further instructions. I have not been made aware that there are any proposed fire drills this morning or this afternoon. I will now pass to Mrs. Norman.

00:03:19:12 - 00:03:52:13
Thank you. So I'll just run briefly through the agenda and the logistics for today. The meeting will follow the agenda published on the National Infrastructure Planning website on November three, twenty twenty six, examination library reference EV5001. It would be helpful if you had copy of this in front of you, and I can see the applicant has already displayed it on the screen, so thank you for that. The agenda is for guidance only, and we may add other considerations or issues as we progress, and we will conclude the hearing as soon as all relevant contributions have been made and all questions asked and responded to.

00:03:52:20 - 00:04:27:15
But if the discussions can't be concluded, then it may be necessary for us to prioritize matters and defer other matters to written questions. Likewise, if you cannot answer the questions being asked or require time to get the information requested, then you can, by all means, respond in writing and just let us know that that's how you wish to proceed. So as with the previous days, today's hearing is being undertaken in a hybrid way, meaning some of you are present with us at the hearing venue and some are joining us virtually via Microsoft Teams. Will make sure, however, that however you've decided to attend today, you'll be given a fair opportunity to participate.

00:04:28:06 - 00:04:58:16
The meeting is being both live streamed and recorded. For those people participating or observing via Microsoft Teams, in order to minimize background noise and disturbance, please can you ensure that you stay on mute unless you are speaking. A recording of today's hearing will be made on the Whitestone Solar Farm section of the National Infrastructure Planning website as soon as possible after the hearing has finished. With this in mind, please ensure that you speak clearly into a microphone stating your name and who you are representing each time before you speak.

00:04:58:25 - 00:05:31:11
If you are at a table, please switch your microphone on before you speak and switch it back off again once you have finished. If you are not at a table with a microphone, there is a roving microphone, so please wait for one of those to be brought to you before you speak. A link to the planning inspector's privacy notice was provided in the notification for this hearing. We assume that everybody here today has familiarised themselves with this document, which establishes how the personal data of our customers is handled in accordance with the principles set out in data protection laws. Please speak to the case manager if you have any queries about this.

00:05:32:24 - 00:06:09:28
The examining authority will only ever ask for information to be placed on the public record that is important and relevant to the determination of the application. It will only be in the rarest of circumstances that we might ask you to provide personal information of the type that most of us would prefer to keep private or confidential. Therefore, to avoid the need to edit the digital recordings, I'd ask that you try your best not to add information to the public record that you would wish to be kept private or that is confidential. Timing wise, we will have a lunch break short breaks midmorning and midafternoon at convenient points.

00:06:10:00 - 00:06:48:29
And we aim to close the hearing no later than five o'clock. So turning briefly to the purpose of the hearing. The examination of this NSIP application will primarily be conducted in written form, as explained in detail by us at the preliminary meeting held on Tuesday. The purpose of today's hearing is for the examining authority to hear early evidence concerning a range of environmental matters in relation to the Whitestone Silopharm application. The matters for discussion during the course of ISH2 have been identified by the examining authority based on its consideration of the application documentation and the relevant representations made by other parties.

00:06:49:16 - 00:07:06:23
When you are answering the examining authority's questions, please ensure that you provide succinct answers. Where a question is deserving of a yes or no type answer, please respond accordingly, followed by any amplification where necessary. I will now pass back to Ms Van Willigan. Thank you.

00:07:10:03 - 00:07:40:17
I am now going to ask those of you who are participating in today's meetings to introduce yourselves. When I state your organization's name, could you introduce yourself, stating your name and who you represent and which agenda item you wish to speak on today? If you are not representing an organization, please confirm your name, summarize your interest in the application, and again, the agenda item upon which you wish to speak.

00:07:42:19 - 00:07:45:25
So if we could please start with the applicants.

00:07:46:05 - 00:08:06:09
Good morning, madam. My name is Angus Walker from TLT Solicitors representing the applicant Whitestone Net Zero Limited. We will be speaking on all of item three. I will introduce our witnesses at each sub item of item three, if that's okay. Thank you.

00:08:06:12 - 00:08:11:25
Thank you. So if we could now move to

00:08:13:10 - 00:08:15:08
Mr. Gully for the councils.

00:08:15:20 - 00:08:37:19

Thank you. Rob Gully for City of Doncaster Council and Rotherham Metropolitan. Borough Council will refer to as Doncaster and Rotherham councils going forward. I'm joined by Jane Beckett to my left, online, we have Brian Laird. So Brian Laird is a transport specialist and will speak to item three point one. Myself and Jane Peckett will speak to items three point two and three point three.

00:08:39:24 - 00:08:43:02
Thank you. Do we have Northeast Derbyshire today?

00:08:47:20 - 00:08:48:28
Thank you. National.

00:08:50:28 - 00:09:02:21
Sorry. Thank you, ma'am. Online. Angelina Lambert representing Northeast Derbyshire District Council. Here to observe but to answer any questions if required.

00:09:03:14 - 00:09:04:11
Thank you.

00:09:10:01 - 00:09:11:29
And National Highways?

00:09:14:03 - 00:09:30:01
Good morning, madam. My name is Ross Corsa, and I'm a solicitor at Pinson Masons acting on behalf of National National Highways. I appear alongside mister Glenn Stronger Farm, who is a transport planner and chartered civil engineer at WSP. We intend to speak to item three point one on the agenda.

00:09:31:12 - 00:09:31:27
Thank you.

00:09:33:29 - 00:09:36:09
And the environment agency?

00:09:51:26 - 00:09:54:08
Can't see anybody online at the moment.

00:09:57:10 - 00:10:05:16
Turning to the parish councils, mister Northcote. Good morning, madam. Mr. Anthony Northcote.

00:10:05:18 - 00:10:16:00
Northcote. I'm a charter town planner appearing on behalf of the three joint parishes. I intend to speak in detail on three point one, briefly on three point two and in detail on three point three. Thank you.

00:10:17:09 - 00:10:20:13
Thank you. Mrs. Henderson?

00:10:22:06 - 00:10:28:25
Hello, I'm Nicola Henderson from Aniston Parish Council, and I wish to speak on three point one and three point three.

00:10:31:03 - 00:10:32:09
Mr. Knight?

00:10:33:27 - 00:10:40:04
Morning, ma'am. Philip Knight, on behalf of Carneysbrook Parks Parish Council, I'd like to speak on all three points, please.

00:10:43:14 - 00:10:46:01
There any other parish councils?

00:10:48:20 - 00:10:51:14
Liam Herbert from Hooton Robertson, Fursby Parish.

00:10:52:29 - 00:10:56:20
Potentially intend to speak on item three point one and three point three.

00:10:58:20 - 00:11:04:13
Thank you. I'm turning now to the interested parties.

00:11:06:13 - 00:11:07:26
I have Ian Park.

00:11:10:00 - 00:11:17:23
Good morning, ma'am. It is not my... I'm a local resident. It is not my intention to speak today.

00:11:18:02 - 00:11:18:29
Thank you.

00:11:21:16 - 00:11:22:07
Greg Reynolds.

00:11:25:01 - 00:11:37:04
Thanks very much. Greg Reynolds, I'm brother and borough councilor for Bramley and Ravenfield. I wanna speak on three point one, three three point two, and three point three.

00:11:39:09 - 00:11:40:23
Janet Greenwood?

00:11:47:00 - 00:11:47:21
Okay.

00:11:51:17 - 00:11:54:06
Mark Corrigan, I think, online.

00:12:00:25 - 00:12:02:01
Jeanette Gran.

00:12:03:24 - 00:12:15:00
Good morning. Jeanette Gran, resident of Clifton, and I'd like to speak please on three point one and three point two. Thank you.

00:12:20:18 - 00:12:22:02
And

00:12:28:21 - 00:12:29:20
sorry. See

00:12:32:07 - 00:12:34:02
that. Lindsay Reid.

00:12:34:29 - 00:12:58:10
Good morning, Lindsay Reid. I am a solicitor at Shepherd and Wedderburn, appearing on behalf of ERG UK Holding Limited. And with me in the room are also Colin Innis, a partner at Shepherd and Wedderburn, and Alison Hetherington, in house, legal counsel at ERG, intending to speak in relation to agenda item three point two.

00:12:59:02 - 00:13:01:28
Thank you. Joan Jackson?

00:13:05:02 - 00:13:20:29
Good morning. I'm Joan Jackson. I live in con... I'm a resident of Connysboro and has been for fifty four years, and I live alongside the a six thirteen. I'd like to speak on agenda three point one, please. And William Collins?

00:13:22:17 - 00:13:33:11
William Collins, a resident of Cunniesborough Parks, retired farmer. I'd like to speak on three point one and three point three, but retain an option maybe to make a comment on three point two.

00:13:36:17 - 00:13:38:02
Nicholas Eastwood?

00:13:45:23 - 00:13:56:07
Hello. Hi. I'll be speaking on behalf of Fursby Residence Association. It's a local resident three point one and three point three. Thank you.

00:13:56:14 - 00:13:58:02

And Angela Eastwood?

00:13:59:26 - 00:14:11:11
Hello. It's Angela Eastwood. I will be speaking on behalf of Save Our Bridal Ways in relation to topic three point one. We'll submit written representations in relation to three point two and three point three.

00:14:14:09 - 00:14:15:25
Jonathan Holdsworth?

00:14:21:12 - 00:14:27:27
Hiya. Jonathan Holdsworth here speaking on behalf of clinical on three point one. Thank you.

00:14:30:19 - 00:14:33:08
And Paul Buckland online?

00:14:47:03 - 00:14:52:04
Can't see can't see anybody there. Have I missed anybody else in the room

00:14:54:00 - 00:14:55:23
or anybody online?

00:14:57:25 - 00:15:28:00
Yes. Holly morning, madam. I am Abigail Cohn. I'm speaking on behalf of Holly Beckett. I wish speak to on points three point one, three point two, and three point three. I speak as an equestrian professional who is a qualified riding and road safety trainer, and I also speak in the capacity with my environmental interest as someone who holds an environmental degree.

00:15:30:02 - 00:15:33:29
Thank you. And I also have Brett Beckett on the list.

00:15:34:23 - 00:15:48:13
Brett Beckett will be joining on this link also. He is currently out of the room on a work call, but he wishes to speak on three point one, three point two and three point three.

00:15:56:15 - 00:16:01:26
Could I just ask you to repeat your name again? The the lady speaking for Holly Beckett.

00:16:05:03 - 00:16:06:09
Yes, madam.

00:16:07:29 - 00:16:11:05
Could you just say your name again? I didn't catch it.

00:16:11:07 - 00:16:13:05

Oh, sorry. Abigail Cohn.

00:16:15:14 - 00:16:15:29
Thank

00:16:16:01 - 00:16:18:12
you. Thank you.

00:16:19:18 - 00:16:21:02
Is there anybody else?

00:16:22:00 - 00:16:32:15
Yes, ma'am. Good morning, ma'am. I'm Tessa Fletcher, senior planning manager at Harmony Energy Limited, and I will be speaking in regard to agenda item three point two.

00:16:39:21 - 00:16:51:22
Thank you. I think we now have the full list of people who wish to speak on the agenda items today. So I will now pass to Mrs. Norman for Item three of the agenda.

00:16:53:02 - 00:17:07:18
Thank you very much. So turning to items three of the agenda and three point one, we're moving on to traffic and transport. So I'll hand over to Mr. Walker if you'd like to introduce your colleagues and do your ten minute summary. Thank you very much.

00:17:07:25 - 00:17:08:24
Thank you, madam.

00:17:10:10 - 00:17:31:08
To Item three point one, traffic and transport. I will address the first item, the National Highways discussions. And then I'll be joined by two colleagues, Mark Romanovsky, who's at the right hand end of the table there, and Frank Okran, who is at the left hand end of the table.

00:17:33:04 - 00:17:35:20
So let me start with Part A,

00:17:37:07 - 00:18:15:13
National Highways discussions and protected provisions. We had some discussion yesterday in the context of Glinton Glare. And indeed, that is sort of a more general applies more generally that protective provisions have been included at Part eight of Schedule eleven of the draft DCO. We are preparing a statement of common ground. We expect it to go to National Highways this week so that we'll have time to respond to it, hopefully, by deadline one, but not necessarily.

00:18:17:08 - 00:18:28:24
So we are reasonably optimistic that we will reach agreement on protected provisions and deal with the items in the statement of common ground that have not yet been resolved.

00:18:30:29 - 00:18:46:04
Moving on, No doubt, Mr. Corso will respond afterwards. Moving on to Part B, HGV Routing. If I can ask Mr. Romanovsky to start on that item, please.

00:18:48:18 - 00:19:24:27
Yes. Good morning, madam, and good morning, everybody. My name is Mark Rebenovsky, acting on behalf of the applicant on traffic and transport matters. So the approach to constructing traffic routing is set out within Sections four, six and seven of the Transport Statement, that's document AS058. The starting point for development of the routing strategy was to maximize the use of the strategic road network, the SRN, with construction traffic routed from junctions on the A1M, the M1 and M18 before using the local highway network for the final stages of the journeys to site access points.

00:19:26:28 - 00:19:41:10
Section 4.5.3 of the TS sets out the basis of these principles. A key point to recognize is that construction access routes have been designed specifically in an attempt to minimize impacts as far as possible on the local road network.

00:19:42:26 - 00:19:57:03
The traffic and transport study area was defined by identifying the roads likely to experience increases in construction traffic associated with the proposed development, which is described in Sections 1.4.1 and 1.4.2 of the Transport Statement.

00:19:59:05 - 00:20:04:08
HCV routing assumptions are described in Section six point three of the Transport Statement.

00:20:06:16 - 00:20:16:27
As the specific origins of construction HCVs were not known at the point of assessment, a strategic approach has been adopted to forecast their distribution based on

00:20:19:19 - 00:20:39:23
access from the strategic road network. It was assumed HGVs will enter the local road network from key SRN corridors, reflecting typical freight movement patterns and regional connectivity. This method prioritized the use of major trunk roads and motorways that provide logical and efficient access to the solar PV sites and the grid connection corridor.

00:20:41:18 - 00:21:13:03
HEB movements have been proportionally distributed across all access points for the solar PV sites, ensuring that the total accounts for one hundred percent of the movements associated with the Whitestone one, two and three areas. For the grid connection corridor, the ACV movements associated with each access point are known, and this is based on a uniform construction duration, a five day working week and the number of HCVs needed per kilometer of cable corridor. These could therefore be distributed accordingly.

00:21:14:07 - 00:21:52:20

The trip distribution for construction workers has been established using a gravity model based approach that considered both the population size of their origin areas and their proximity to the proposed development because, obviously, at that stage, we didn't necessarily know where construction workers would necessarily be coming from. The routing strategy has been informed through engagement with national highways and the relevant local highway authorities, with consultation outcomes summarized in Section one point seven of the transport statement. I'll now pass to my colleague, Frank Cochrane, who's going to respond on the second element of this query outlining the likely construction effects on the highway network on behalf of the applicant.

00:21:55:08 - 00:22:16:15
Thank you, and good morning all. I'm Frank Okran on behalf of the applicant. Now turning to the second part of the question, I'll briefly outline the applicant's assessment of the likely construction effects on the highway network. As set out in Section thirteen point one zero of document AS025, the applicant's assessment concludes that the

00:22:18:27 - 00:22:51:08
likely effects of construction traffic on the highway network will not be significant in NIA terms. The assessment has been undertaken with reference to the ICEP twenty twenty three guidelines for the environmental assessment of traffic and movement alongside relevant national and local transport policy and guidance. The assessment also is based on the construction the assessment of construction is based on the construction traffic forecast presented within this supported transport statement, including the routing or HTB routing assumptions that has just been outlined by my colleague, Mark.

00:22:52:25 - 00:23:24:15
The assessment identified peak construction traffic associated with both the solar area areas and the grid connection corridor. At peak, this equates to two hundred and four two way HGB movements and six thirty web force vehicle movements associated with the solar areas, together with three seventy six two way HGB movements and five sixty four web force vehicle movements associated with a grid connection corridor. This gives a combined peak of eleven seventy four two way vehicle movements per day.

00:23:25:16 - 00:24:00:10
The assessment assumes peak construction traffic from both the solar arrays and the grid connection occurs simultaneously, representing a reasonable worst case scenario. In practice, construction activities are likely to be faced, meaning these peak travel levels will only occur for a limited period, and traffic volumes will be lower during majority of the construction program. The assessment considered the forecast effects of this traffic on the highway network, taking into account existing traffic conditions, road characteristics, collision history, and receptor sensitivity.

00:24:00:27 - 00:24:37:08
In accordance with the methodology outlined in section thirteen point four of document AS025, the assessment considered the potential effects including severance, non motorized user delay, fear fear and intimidation, road user and pedestrian safety, driver delay, and hazardous and large large abnormal loads. The assessment also took account embedded mitigation principally through the outline construction traffic management plan, document AS twelve, and the outline public right of way management plan, document APP forty seven, which my colleague Mark will discuss later.

00:24:38:11 - 00:25:10:13
Having considered the forecast construction traffic, the characteristics of the affected routes, and embedded mitigation, the assessment concludes that the residual effects on the highway network during construction will not be significant. In addition, Section thirteen point nine of document AS025 considers cumulative effects. Intracumulative effects associated with developing construction of the solar areas and the grid connection corridor are already captured through the assessment's reasonable worst case assumption of simultaneous peak traffic generation across all work areas.

00:25:10:29 - 00:25:51:17
The assessment also considered cumulative effects with other existing consented and proposed developments, and it concludes that any additional traffic associated with those developments will remain low in absolute terms and will not materially alter the assessment findings or significant completions. The applicant therefore concludes that significant cumulative traffic and transport effects are not anticipated. In summary, having considered the forecast construction traffic, the characteristics of the affected routes, the embedded mitigation measures and cumulative assessment, the applicant concludes that the residual traffic and transport effects during construction not be significant will in EIA terms.

00:25:51:29 - 00:25:56:06
I'll now pass back to Mark, who will respond to the next two queries. Yes.

00:26:00:04 - 00:26:31:23
Mark Romanowski on behalf of the applicant. Yes, thanks for that, Frank. So I'm just going to respond now on Item C, which is the approach to the baseline and technical data that's been taken. So the transport baseline is described within Section three of the transport statement. As previously mentioned, the traffic and transport study area was defined by identifying the roads likely to experience increases in construction traffic associated with the proposed development, with routes traced from the strategic road network to the proposed access locations using the available hierarchy of roads.

00:26:33:14 - 00:27:11:25
Automatic traffic counts, ATCs, were undertaken during June twenty twenty five over a duration of seven days for a twenty four hour period in order to assess the current traffic volumes of roads that will potentially be used by traffic associated with the construction, operation, and decommissioning periods. The counts are undertaken by a professional traffic survey company, and the resulting traffic flow is data reported in Table three point one of the transport statement. This was used to both establish existing traffic conditions and to inform the subsequent assessment of proposed development traffic effects.

00:27:13:11 - 00:27:33:13
From this data, the future traffic conditions were then forecast for the assessment year of twenty twenty eight using industry standard temporary growth factoring as reported in Section eight point three of the TS. Construction traffic was subsequently distributed and assigned across the road network using the methodologies as previously described.

00:27:35:13 - 00:28:11:26
Existing road safety conditions were established through a review of six years of Department for Transport personal injury collision data covering the period of twenty nineteen to twenty twenty four. This assessment presented in Section three point five of the transport statement considered both route based collision records and identified junction collision clusters within the study area. The assessment also considered the characteristics of the local transport network, including public transport services, public rights of way, pedestrian and cycling facilities and equestrian routing.

00:28:12:10 - 00:28:25:14
These are described within Sections three point six and three point seven of the transport statement and helped us to inform an understanding of the sensitive receptors along the route network that where we used within the ES assessment.

00:28:27:02 - 00:28:35:23
The overall methodology follows recognized transport assessment guidance and was informed again through engagement with national highways and the relevant local highway authorities.

00:28:39:14 - 00:28:48:08
I'll now continue and move on to Section D on the agenda, which is in relation to the proposed mitigation measures.

00:28:50:10 - 00:29:04:12
So just to start, the principal mitigation measures are set out within Section eight point six of the transport statement with further details provided in Section four of the outlined construction traffic management plan, which is document AS011.

00:29:05:27 - 00:29:54:01
With regard to peak construction traffic, this will only occur in any one location for a limited portion of the overall construction period as works will progress sequentially across the site. Principally, construction traffic will be managed through the use of agreed access routes and designated HGV routing. The timing of construction traffic movements has been designed to minimize impacts on the highway network. For example, Section 4.7.1 confirms that construction staff will arrive before the morning peak period and depart after the evening peak period, while a further section confirms that HEP movements will be towards heavy goods vehicles will be secluded sorry, scheduled throughout the working day whilst avoiding network peak periods.

00:29:54:20 - 00:29:58:27
These commitments reflect discussions held with national highways and the local highway authorities.

00:30:01:10 - 00:30:36:04
HGV movements will be managed through a delivery management system and route monitoring process. As set out in the transport statement, this will regulate delivery timings, monitor compliance with approved routes and provide mechanism to address any instances of noncompliance. Additional mitigation measures include the provision of appropriate signage and traffic controls where required, management of interaction with other road users, distribution of agreed routing information to drivers and specific management of arrangements for abnormal loads.

00:30:37:22 - 00:31:12:06
The Transport statement also demonstrates how consultation feedback has informed the mitigation strategy. For example, concerns regarding schools, congested locations and sensitive rural roads have been considered through the route selection and traffic management measures, with responses summarized within the transport statement. The assessment has considered baseline and future traffic scenarios, including peak construction activity and has demonstrated that the additional vehicle movements can be accommodated within the existing highway network without resulting in significant adverse environmental impacts.

00:31:12:29 - 00:31:28:14
Taking these measures into account, the proposed development is therefore considered acceptable in the transport and highway terms, and the findings of the TS will support the ES in demonstrating compliance with relevant planning and transport policy. Thank you.

00:31:31:15 - 00:31:34:07
Thank you very much. That was very useful. Thank you.

00:31:36:21 - 00:31:46:12
If we turn now then to Mr. Khorsa from National Highways and Mr. Strongy Tharm, I don't know whether you've got any points you wish to make at this stage.

00:31:50:05 - 00:32:04:17
Thank you, madam. Ross Corsoff from National Highways. Yes, please. I'd just like to say thank you to mister Walk for a summary of the position and for updating us on time scales for the SOCG.

00:32:06:24 - 00:32:41:07
We'd very much welcome sight of a copy of that in advance of deadline one, hopefully, this week if that is possible. Just... We we do have a number of colleagues that would need to see that and provide comments. So the earlier we can we can see that, the better, please. Just in respect of protective provisions at at this early stage in the examination, we're also reasonably optimistic that we can reach agreement. Although, I I would say that we are behind where I think we'd expect to be on negotiations at this point in the process.

00:32:42:13 - 00:33:14:10
We're we're waiting on a response from the applicant team on a key proposal that we've put to them to seek to narrow the issues in dispute to those which were left outstanding on the Tweenbridge sale of farm scheme. As I say, that would substantially narrow the issues between the parties, but we haven't heard back from the applicant in in nearly a month now. So we would we would welcome a response on that this week, please, just so that we can prepare our written representation accordingly.

00:33:15:28 - 00:33:45:14
I think at this stage in the process, I won't trouble the EXA on specific items dispute. in That feels like it would be better addressed at a later hearing. But in terms of other matters and perhaps to to bring to the examining authority's attention, you'll be aware from our relevant representation that we've also requested an approval right on requirement five, which is the construction traffic management plan.

00:33:47:00 - 00:34:22:01
We've only specifically requested to be an approving body in respective matters which are relevant to the SRN. And this is to ensure that we have an appropriate control over the elements of the CTMP as are relevant to our network for which we're, of course, licensed by the Office of Road and Rail. In our view, it isn't appropriate that those controls be delegated to the local planning authority who will already have enough to consider and review without having to worry about approving matters which other statutory bodies have been set up to manage.

00:34:23:09 - 00:34:55:18
I just concluded this request is an unusual, unprecedented. The applicant on the Great North Road Solar project, which was approved two weeks ago, agreed to that approach. And the applicant on the Twin Bridge Solar Farm also agreed this approach as well. That scheme is currently the recommendation stage. So that that concludes my submissions just on the first point, but I'll I'll hand over to my colleague, mister Strong Farm, just to talk traffic about and transport matters more generally.

00:34:55:20 - 00:34:56:07
Thank you.

00:34:58:02 - 00:35:37:29
Thank you, boss, and thank you, madam. Glenn Strongetharm representing National Highways. We have reviewed the transport documentation and the construction traffic management plan, as of course, has mentioned, should provide us with sort of protection for restricting or reducing vehicle movements during the peak hours. Having reviewed the documents, the one aspect that we found was missing was a series of network flow diagrams that showed the quantum of construction vehicles moving around the network in the peak periods and daily movements, and that's something we have requested and are awaiting from the applicant.

00:35:38:18 - 00:35:41:05
Apart from that, we have no further comments at this time.

00:35:45:11 - 00:35:51:15
You very much both. That was helpful. Mr. Walker, did yourself or any of your colleagues wish to come back on any of the points made?

00:35:52:00 - 00:35:55:20
Very briefly, Madam Angus Walker for the applicant.

00:35:57:11 - 00:36:28:17
As we discussed yesterday, we are open to this approval for CTMP elements relating to the SRN by National Highways and approval for other elements from the local planning authority. We are also likely to be able to agree on something similar to the Tween Bridge approach on protected provisions, and we hope to get back this week or early next week on that as well.

00:36:28:19 - 00:36:38:29

So we're hoping progress can be made. I don't know if either of my colleagues wish to respond to the more general transport. Yes, Mr. Romanovsky?

00:36:41:03 - 00:36:55:03
Yes. So Mark Romanovsky on behalf of the applicant. Yes, just to respond to the comments there. Yes, we can provide the traffic flow diagrams. They were produced as part of the trip distribution and trip assignment

00:36:56:21 - 00:37:00:14
process. So yes, those can be provided at the appropriate deadline.

00:37:09:25 - 00:37:17:13
Thank you very much. That's helpful. So turning to Mr. Gulley. Are there any comments you want to make on highways at this stage?

00:37:17:27 - 00:37:22:28
Rob Gulley, Ford, Doncaster and Rotherham Councils. I'll turn to my colleague, Brian Laird, who is online.

00:37:27:16 - 00:38:04:06
Thank you. Morning, madam. Acting my name is Brian Laird, acting on behalf of Doncaster and Rotterdam. Regarding the construction traffic, the management plan and the timings of deliveries, the councils don't have an objection to the timings because they're going to be outside of the peak hours. However, in the construction traffic management plan, paragraph 4.5.8, it states that the times are considered likely to be for core construction hours, seven AM to seven PM and six thirty...

00:38:04:08 - 00:38:47:09
Monday to Friday and six thirty am to one pm on Saturday and in construction traffic, nine am to four pm Monday to Friday and from eight am to one pm on Saturdays. Construction staff will arrive between six thirty am and seven thirty am and leave between seven pm and seven thirty pm. Now we agree that a delivery schedule for the construction vehicles can be monitored in traffic to ensure that they're outside of peak hours. However, the construction traffic management plan doesn't provide any details how construction staff will be monitored when arriving at site and departing site to demonstrate to ensure that the staff do not arrive and depart during the peak hours.

00:38:47:11 - 00:39:17:11
If that can be demonstrated in the construction traffic management plan, then to put measures in place to ensure that most construction traffic arriving between the highway network peak hours or the passenger and highway network peak hours, we can see that that can be resolved. So that's my point on the construction traffic hours. We have also looked at the construction traffic management plan in relation to the access points on the local highway network.

00:39:17:20 - 00:39:51:03
Now there are over the three authorities, we are acting on behalf of Rotherham and Doncaster. There's fifty three accesses in total, two in Doncaster and fifty in Rotherham. There's one access point in Derbyshire, which we will not appoint, but Derbyshire County Council to discuss. So it's the fifty two

accesses we're looking at. Now when it comes to Doncaster, there is two junction proposed. One is an access junction off Sheffield Road, A630, and one is a cable route crossing Point and Park Lane.

00:39:52:05 - 00:40:33:09
The A630 Sheffield Road is subject to a fifty mile per hour speed limit, and the proposed access draw ensures a two point four by one hundred and sixty meter visible display in both directions and across the projected current junction design standards and a deceleration lane for left turn into the same from the A630, which is acceptable in line with current design standards. The junction in isolation is therefore acceptable in the current junction design standards, but there is a new development that has been permitted, application reference twenty fourfourfourfulm, that's been permitted for a residential development on the north side of A630.

00:40:34:07 - 00:40:53:17
The junction approved junction for the residential development will have to be taken into account when the junction for the solar farm is also constructed to ensure the traffic management measures are coordinated between the two junctions. And then also

00:40:55:07 - 00:41:27:29
talking to Royal Air to Doncaster, I say it's done Royal Air Council, Our road safety audit is Stage one and a Stage two is required for this proposed site access at this stage. The second one in Doncaster is Park Lane. Park Lane is a bridal way not permitted for vehicle use. We acknowledge that no construction traffic will travel along Park Lane, but measures will require to be agreed when construction vehicles cross Park Lane, and a road safety audit stage one will be required for crossing point. In Rotterdam, there is fifty access points.

00:41:28:01 - 00:42:21:14
I'm not going to go into detail on every fifty access points. There's thirty six junctions, thirteen crossing points and one access crossing. One of the junctions one junction and five crossing points are located on private land and do not affect the public adopted highway, so we're not going to be commenting on these six points of access. We do, however, have an issue with eighteen access points, which is thirteen access junctions, one access crossing point and four crossing points. All the issues are in relation to the proposed visibility display either because the visibility display shown on the proposed access drawn cannot be achieved due to the vertical line of the road, which has been verified with site visits or implementing a thirty mile per hour speed limit on a rural road would not be acceptable without speed survey data identifying the recorded vehicle speeds are significantly below the speed limit of the road as it would not be enforceable.

00:42:21:26 - 00:42:55:00
Speed surveys are required to justify how low visibility would be acceptable. The council will accept visibility requirements can be derived pro rata based on DMRB standards, so that would be an acceptable way forward if the speed surveys show lower speeds. All proposed crossing point accesses and crossings proposing the public docked as highway will require a road safety audit Stage one and two of the eighteen junctions we have issues with and the road safety on the Stage one and the access points we accept as a blip that can be achieved.

00:42:56:03 - 00:43:28:00

For access locations, specifically LL01 Long Lane, applicant has not taken account of the planned permission reference RB2025, Fawless Laf fourteen sixty eight, for the National GRES approved substation access. The applicant will need to take account of that this proposed sorry, approved access. By taking account of this approved access, the applicant is likely to resolve issue raised in relation to this access point. And finally, passing places has not been considered within the Outlying Construction Traffic Management Plan.

00:43:28:10 - 00:43:41:11
Those sections of long lane and slack lane require spare passing losses to analysis consider if passing places are required along isle, long lane or a slack lane. That's my comments. Thank you.

00:43:44:05 - 00:43:47:26
Thank you very much. That's helpful. Thank you. Mr. Walker.

00:43:48:11 - 00:44:01:07
Thank you, Angus Walker for the applicant. If I can ask Mr. Romanowski to respond on the hours point and a new witness, Mr. James Hemingway, two to my right, to respond on the accesses points.

00:44:03:29 - 00:44:08:16
Mark Rebinoski for the applicant. Yes, thanks for that. Yes, so we can provide

00:44:10:01 - 00:44:37:14
more detail in the final construction traffic management plan, which includes details on the management and monitoring of worker arrival and departure periods. The document that's been provided as part of the application is the outlined construction traffic management plan. What normally happens is that further down the line, the full construction traffic management plan is detailed, so the information could be included within that.

00:44:42:05 - 00:44:54:14
James Hemingway on behalf of the applicant, noting the comments in relation to City of Doncaster Council on the A630 being acceptable and noting the alignment and coordination with the Northern Residential Development

00:44:56:03 - 00:45:39:22
Sorry. In terms of the positioning of the access, we have sought to take onboard the residential development and make sure it's spaced further to the east to avoid any other dedicated right turn lane for that residential development, but we will continue in detailed design to take a chord of that. In regards to the access designs across Rotherham Metropolitan Borough Council, the applicant has sought to provide visibility displays in accordance with design manuals for roads and bridges. We have also implemented visibility displays based on eighty fifth percentile speed survey data to try and relax those parameters to minimize the environmental impacts of said access.

00:45:39:24 - 00:46:13:12
We're trying to come up with a proportionate approach where we are considering operational safety whilst trying to minimize the environmental impact, and that is particularly in reference to those accesses for the grid connection corridor, which are temporary in nature. Point putting on the point of

the temporary speed limits, those are primarily related to the grid connection corridor crossing points. So similarly, that's trying to seek that proportional approach to implement a speed limit whilst those crossing points are in effect.

00:46:13:17 - 00:46:33:21
Many of those roads are rural national speed limits in nature. So we're seeking to provide a reduced speed limit during construction so that those crossing points could be managed safely whilst minimizing any clearance or coppicing of hedgerows visibility splays or at greater speeds than would be required during the construction phase. Thank

00:46:36:25 - 00:46:47:17
you. very much. Thank you. That was helpful. If we turn now to Mrs Lambert for the council. Are there any points you wish to make at this stage?

00:46:48:17 - 00:47:08:11
You, ma'am. Angelina Lambert representing North East Derbyshire District Council. Given the statutory remit of the District Council, we have no comment to make on this point, but we will seek to engage with the highway authority for the extent of the proposed development that lies within the district boundary. Thank you.

00:47:11:14 - 00:47:12:23
Thank you very much.

00:47:15:12 - 00:47:22:13
Mister Walker, as with previous days, are you happy for me to take Parish the Councils and interesting parties in one go and then give you a chance

00:47:22:15 - 00:47:23:19
to Yes, respond I don't think

00:47:23:26 - 00:47:24:25
that would be efficient.

00:47:24:27 - 00:47:30:06
Thank you very much. So then if we turn to the Parish Councils and Mr Northcote. Thank you very much.

00:47:31:23 - 00:48:11:08
You, madam. Anthony Northcote for the three joint parishes. I've got quite a bit to say on this, so I'll try and go through it methodically. First of all, I would make the point that the highway network doesn't just include roads. Highway network in total includes the public rights of way. We tend to get very focused on the road element. And in terms of the overall consideration of traffic and transport effects, yes, I fully accept the need to be considered on the basis of capacity, user safety, but we mustn't also forget the wider issues of living conditions and the landscape and visual impact.

00:48:12:08 - 00:48:22:15

With greater respect to highway engineers, they tend to be very focused on those first two issues, whereas lots of residents are focused on all of those issues.

00:48:25:03 - 00:48:59:26
In terms of the base some of the baseline assumptions that have been made, what we're not clear about in the baseline traffic counts that have been undertaken As to whether or not they are properly representative, yes, they were done over seven days, which is the sort of time period you would normally do for a traffic count. But no detail has been given as to whether there were any other major construction projects underway at the time that might have led to abnormal traffic movements.

00:49:00:13 - 00:49:29:17
So that traffic count, as I understand, was undertaken, for example, while the Canal and River Trust were undertaking the large scale reconstruction at Harthill Reservoir. So there may have been an unusually number of HGV movements that wouldn't be typical. So I think we need clarity. The applicant needs to provide details going back as to what other projects were underway and whether that has an impact on their baseline assessment.

00:49:31:22 - 00:50:03:26
I would also query some of their other assessments made on sort of proportion of trips being made. We're not an urban construction project. This isn't. It's not building this building in the middle of Rotherham, for example. We're talking about development that's taking place over just over eighteen kilometers north to south, and I can't remember whether it was about eight kilometers, I think it was, east to west, I can't quite remember. But it's a big geographic area.

00:50:05:11 - 00:50:28:23
So to assume that twenty percent of workers are going to come to site every day by sustainable modes, walking or cycling, I think it's just nonsensical. You know, to even make such a statement just shows they haven't even thought about the project. They've just taken a standard methodology for a construction project, and they're trying to apply it to this.

00:50:30:26 - 00:51:06:24
I've seen number of best schemes being built, a number of pipelines being built and a number of solar farms. And there'd never been anybody turn up by walking or cycling. I think that's unrealistic. Even with the access points, it's more than walking or cycling distances to get to the some of the solar panel parcels from those access points. So that's unrealistic. I would also question whether or not twenty percent of workers coming by minibus every day is actually going to happen.

00:51:07:06 - 00:51:37:23
Most of the time, construction gets subcontracted and subcontracted, so you don't actually have a single unified workforce. There won't be a single operation compound like they might be on a highway scheme, perhaps where lots of people are staying overnight. With the number of people that they're looking to have employed at any one time, six hundred people, you can't even put those all in one hotel. So people are not going to be coming from a single location.

00:51:39:04 - 00:52:10:01

And I'm aware that companies like Mighty undertake a lot of this sort of construction work. Mighty, at the moment, are constructing some solar farms and some battery storage near to where I live. And I know that when they employ people, it's on a regional basis. So today, you might be working, in Nottinghamshire. Tomorrow, you might be working in Derbyshire. So we we mustn't take their assumptions as as gospel.

00:52:10:04 - 00:52:23:13
I think we need to assume in reasonable terms that all workers are going to be coming to and from site by private car, and there won't be any car sharing because a lot of the time, these are all subcontractors.

00:52:25:12 - 00:53:00:15
The figures quoted by the applicant from the transport statement, I would just make the point, they differ slightly to those figures that are in the outlined construction traffic management plan. They're not vastly different, but they're not exactly the same. So there needs to be a bit of quality assurance undertaken to ensure that the figures are all the same. And the one figure that wasn't quoted is the overall construction total heavy goods vehicle trip generation, which is twenty five thousand seven hundred and sixteen HGVs.

00:53:01:13 - 00:53:02:27
That's quite a large number.

00:53:07:19 - 00:53:32:21
We've tried to consider the impact on the road network. Now obviously, parties like National Highways, they're very focused on the strategic road network. But I wouldn't like you to lose sight of the fact that most of the access for this scheme is not on the strategic road network, it's on the local road network. Lots of that on unclassified local road network.

00:53:35:22 - 00:53:59:04
We've tried to work out how many vehicles might go up and down each road. We've made the best step by adding together access points and other figures, and we've set those out in our relevant representation. And you'd be pleased that I'm not going to go through them all because we'll be here forever. But I think we do need figures by road, not just by access point from the applicant so that we can be clear.

00:54:00:24 - 00:54:23:05
Because we can't be certain in our figures whether or not we're doing any double counting. And the figures we're getting are roughly, on the local roads in our area, anywhere between sort of sixty and eighty two HGV vehicle movements a day, which are quite significant on those sorts of scale of roads.

00:54:25:14 - 00:54:35:22
We do have a number of particular concerns about the traffic impact, and those go wider than road safety or capacity.

00:54:38:19 - 00:54:50:17

We've talked previously about the conservation areas, and in particular, Southampton conservation area, which is going to have traffic through the middle of it. That needs to be thought about.

00:54:52:17 - 00:55:18:00
You heard the other day from various parties about how school pupils use some of the roads that we're talking about to get to and from Wales High School, which is in Kiverton Park. That high school serves the surrounding areas. It serves Aniston, it serves Harthill. A number of the roads that those pupils have to walk are the proposed HCV routes.

00:55:21:15 - 00:55:34:23
And we've got wider impacts in terms of the nature, the width of the roads in much of our area, which is the bottom third of the scheme. There's a lot of use of pedestrians, cyclists and horse riders.

00:55:37:15 - 00:56:03:16
And we mustn't forget that certain routes have already been identified and acknowledged to have pressures already from other development. Common Road, which is to the west of Northampton, for example, does have problems with the waste recycling center that causes queues on the road. So these wider impacts need to be taken into account.

00:56:06:12 - 00:56:42:11
Now we can all talk about figures and statistics. And you have to take a slight pinch of salt. So I am going to use some statistics, but you do need to obviously take it in context. But HTV increase, for example, on Hard Lane and Kiverton Lane, that's going to go up between thirty five point two percent and ninety point two percent. So whilst we can argue about whether percentages give you an accurate figure or not, it does give you an indication of quite a different scale of change to what the day to day is.

00:56:45:12 - 00:57:03:16
You did also hear, I think, yesterday, that the works that are proposed on Dog Kennel Lane and Crowgate in Southampton are particularly close to a recreation ground and a school bus stop, which is a bit unfortunate, and that needs to be taken into account.

00:57:06:07 - 00:57:38:27
In the three parishes that I represent, they've seen quite a lot of construction activity take place in recent years. Harthill and Woodall have had the couple of years of construction, taking Mount Canalla River Trust, building the new spillway, nine months of work by Northern Power Grid to lay the cables from the substation on Hard Lane all the way to Woodall services on the M1. And obviously, Common Lane solar farm is under construction now.

00:57:39:09 - 00:58:04:11
So the communities that I represent have had quite a hard time with construction traffic in recent times. And they're not really looking forward to further construction traffic coming along. And we need to make certain that it's not adversely affecting their living conditions and the sort of environment as well as their safety.

00:58:07:03 - 00:58:38:16

We set out details in our relevant representation, which I won't go into in detail, but we have highlighted the national cycle route and the Rotherham cycle network and how that interacts with particular HGV routes. Just to say that psych... You know, cyclists and HGVs do not make good bedfellows, as you might call it, on on a road. I'm not qualified to talk about horses. Horses scare me, so I can't really talk about them particularly.

00:58:40:21 - 00:59:02:15
I wouldn't want you to lose sight in terms of some of the comments that are being made. We understand the need for visibility displays, but visibility displays have a particular impact in terms of landscape and visual impact. I raised this yesterday. Large ways of hedges being cut down or removed.

00:59:04:22 - 00:59:37:15
There are different ways of dealing with traffic management. I've seen it elsewhere in Lincolnshire. They've had huge pipelines constructed over the years, no different really to cable corridors. In general terms, they deal with crossings by temporary traffic management. No visibility space created. Temporary traffic lights that only work on demand or other mechanisms for safe crossing, particularly on smaller roads, which are more likely trafficked.

00:59:37:17 - 00:59:50:17
And yes, there might be a sixty mile an hour speed limit. But we do have temporary roadworks that occur on them and can be safely managed traffic with lights. So there are alternatives.

00:59:53:16 - 01:00:12:18
We've got particular concern about proposals for access direct off the A57. talked We yesterday about the traffic that's on that road. I know it's part of the strategic road network, but we do get lots of unexpected queues. And in the wider sense,

01:00:14:03 - 01:00:42:23
on the Nottinghamshire end of the A57, there are huge proposals and big allocations in local plan for more big box distribution centers. And the purpose of that at Worksop is that they can either go to the M or they can go to the A1. So over the likely time frame of construction, with the allocations that are coming on stream now and

01:00:45:05 - 01:01:09:16
people like DHL taking up all of the big boxes that currently be made available at work. HTV movement on the A57 is likely to increase. And it does queue a lot. I came along the A57 this morning, and I encountered three queues at just gone eight o'clock. So it a problem.

01:01:11:24 - 01:01:30:16
I think we're still slightly unclear about how the cable crossing is meant to go under the A57, whether that's going to be trenching, directional drilling or other methods. Given the importance of the a fifty seven, I think we could do with some clarity on that.

01:01:33:25 - 01:02:00:08

Finally, madam, turning to the public rights of way, which are part of the highway network. We do accept that there are, in our part of scheme, no permanent alterations to the rights of way. And we do fully acknowledge that the temporary diversions that the applicant proposes do seem to follow the advice in national planning... Sorry, national policy statement three.

01:02:02:27 - 01:02:37:07
Our main concern with public rights of way, we addressed yesterday, which is about user experience rather than them not being there. And just in terms of a very final point, matter of as context. So the common lane or common farm, as it's sometimes called solar farm, that's a much smaller proposal, but that had thirty two HCV two way movement per day going on the same roads as is proposed to be used now.

01:02:37:15 - 01:03:00:11
So given the number of HCV movements they had, at face value, it does seem slightly that maybe the movements for this scheme may be a slight underestimation. But without going into lots of detail on the methodology, we have to take at face value of what's being provided. That's all I've got. Thank you, madam.

01:03:01:13 - 01:03:12:17
Thank you, mister Northcote. I'm grateful. Just before we move on to councillor Henderson, I just noticed that mister Laird's got his hand up. I didn't know whether there was a further point from the

01:03:12:19 - 01:03:13:25
council that you just wanted to make.

01:03:15:01 - 01:03:41:15
Thank you, ma'am. Brian Lylde again for on behalf of Domecaster and Brotherham. We just wanted the points that the applicant stated about the visibility displays. We will respond in writing, but I just want to highlight there is a number of drawings showing a proposed visibility display on a plan that actually cannot be delivered on the ground because of the vertical alignment of the road. We will provide more details in writing. Thank you.

01:03:42:12 - 01:03:43:04
Thank you

01:03:43:06 - 01:03:44:29
for that clarification. Thank you.

01:03:48:10 - 01:03:51:14
So if we move on to Councillor Henderson. Thank you.

01:03:52:27 - 01:04:27:06
Thank you. Nicola Henderson, Anston Parish Council. I've already spoken about this over the last couple of days, so I'll not go into too much detail, and mister Northcote has has covered quite a lot. One thing I want to say is that I just find the whole... The information provided seems to be quite

vague. I come from the construction industry, and I would have expected a lot more detail in the traffic management plans for each area rather than just figures and general comments.

01:04:28:09 - 01:04:44:15
For example, I don't know how long... Like, you you mentioned that that it's likely to be... Construction activity is likely to be phased and limited period, but how long how long is each area expected to put with this construction traffic?

01:04:46:27 - 01:04:53:09
You also mentioned that it's not gonna be significant. I think most people in this room would disagree.

01:04:56:28 - 01:05:02:04
And also that you've taken into into account the characteristics of the affected routes.

01:05:03:22 - 01:05:05:05
Again, I would disagree.

01:05:07:11 - 01:05:39:08
Turning to specifics for Southampton, which I think we're probably going to be one of the worst affected places. So the construction traffic route shows the traffic coming from the M1 junction thirty one, coming along the a fifty seven, and you've got traffic going along the a fifty seven to South Anston. But then also, the access route to cable route l, you've said the traffic has to approach it from the east.

01:05:40:00 - 01:05:43:25
So that means the traffic is coming through Toddwick,

01:05:47:01 - 01:06:17:21
turning left, coming up Dog Kennel Hill, and then it's coming through Southampton, down Crowgate, along Sheffield Road, and onto the a fifty seven. So it's coming directly through the main road to our village. And as I said on Tuesday, that road is a residential road. It's got houses on both sides. We've got the shops, the butchers, the post office on Sheffield Road. You've got parked cars along there.

01:06:19:11 - 01:06:28:24
As mister Northcote mentioned, we've got the bus stop and the recreation ground at the top of Crowgate, and you've got the cable route crossing point directly next to it.

01:06:30:27 - 01:06:36:15
So I would say that the impact on our village is going to be significant.

01:06:40:17 - 01:07:11:01
We've had significant work done by Yorkshire Water lately. They put some temporary traffic lights on the a57 and it caused absolute chaos. So people were coming outside of Rush hour, coming from Todwick to South Aniston, and it took over half an hour just because of those temporary traffic lights. But then you also get people going alternative routes. Sat Nav takes them around the surrounding villages.

01:07:11:08 - 01:07:20:21
So how has that been taken into account? So people coming from the motorway, they'll probably either go through Todwick to try and bypass the a fifty seven or they'll go

01:07:22:19 - 01:07:31:12
along towards Dington and past the tip. So the impact, I think, is going to be major,

01:07:36:13 - 01:08:00:14
and I haven't seen any detail of that in the document. So when I looked in the construction management plan, unless I've... Sorry, traffic plan, unless I've missed it, I couldn't see any mention of the roads through Southampton of Dog Kennel Hill, Crogate, or Sheffield Road, or the number of vehicles that would be going through along those roads.

01:08:03:08 - 01:08:33:28
And I think we all deserve to know how long is this is gonna affect us for and what the mitigation is going to be. I talked about Fort Salvin on Tuesday, the cable route along there. Pacman Lane is a single track, single vehicle road. It's really narrow. It's steep, and it's bendy. It's windy. I've cycled there, and it's quite scary because you're coming down it, and you don't know what's coming up coming up. And that's one of your...

01:08:34:05 - 01:08:37:11
I think one of... You've got traffic going along there.

01:08:46:22 - 01:08:47:16
Introducing

01:08:49:16 - 01:08:59:26
thirty mile an hour limits, if that's what you're proposing on the eight fifty seven, I think is going to cause severe disruption and will have a significant impact.

01:09:02:27 - 01:09:43:19
Mr Northcote mentioned that there was no detail about how you're going to cross the a fifty seven. I also can't find much detail on how you're going to cross the canal, the railway. I know you mentioned tunneling. It's perhaps not for this agenda, but I got a geotechnical engineer who's looked at what you're proposing, and he's not absolutely sure that it'll be viable. But, anyway, beside... If you have not looked at that in detail, how do you know how long it's going to take? How long you're going to need construction access and construction traffic doing that work.

01:09:46:15 - 01:09:51:21
So just overall, I just think there's... Throughout the whole document,

01:09:53:22 - 01:09:55:10
it's all very vague

01:09:57:14 - 01:10:03:00

and doesn't really give us very much information to know what's actually going to happen.

01:10:07:07 - 01:10:08:08
Thank you. That's it.

01:10:09:15 - 01:10:11:05
Thank you very much. Thank you.

01:10:13:13 - 01:10:15:22
So if we turn now to Mr. Knight, please.

01:10:16:04 - 01:10:47:06
Yes, Philip Knight on behalf of Cunisbury Park's Parish Council. We would question whether the effects along the A630 have been fully assessed, including nearby homes, junctions, pedestrians and the Cunisborough Air Quality Management area. We've recognized that Doncaster have accepted the assessment of the air quality effects on residents as not significant. However, our question is whether that conclusion remains robust when other committed developments and overlapping construction traffic are included.

01:10:48:12 - 01:11:18:00
Naycliff Quarry has recently been given planning permission, which is also on the A630, just on the boundary of Connorsburgh. The planning material supplied to us described approximately three thousand tonnes being removed weekly over an estimated eight year period with quarrying HGVs restricted eastwards towards the A1, but it's still running through that air quality zone. So has the potential overlap with Whitestone traffic on the shared A630 corridor been assessed?

01:11:19:26 - 01:12:02:26
Turning to Park Lane. Obviously, we're noting that it's not traveling along Park Lane, but it does not remove the effects of crossing it, as been indicated by colleagues from Doncaster earlier. Turning on Park Lane, it does not remove the effects, as I've said. AS011 includes drawings for a sixteen point five meter articulated vehicle and a fifty eight meter sixteen axle trailer crossing in both directions. The revised draft order, AS-nine, also retains provisions for permanent accesses at two-one and two-two, two.

01:12:02:28 - 01:12:40:19
Alternates to the road layout and temporary closures or restrictions. Please, can it be explained what changes residents should expect and how frequently these crossings would be used and how they would be operated safely? Part lane is a narrow lane with blind bends used by residents, walkers and horse riders. Where would the construction vehicles wait? What public users would be stopped or diverted? And how would visibility and emergency access be maintained? We also seek clarification on the controls before the main construction phase.

01:12:41:08 - 01:13:05:22
Residents and some residents spoke to this yesterday. Some residents recorded obstruction of Park Lane during survey works in January and February. Some of this was mentioned, as I've said previously. And given the distinction between the commencement and permitted preliminary works in

the draft order, what binding traffic management safeguards would be access would apply to these early activities.

01:13:08:14 - 01:13:41:14
We've also had reference to Linden Homes by colleagues in Doncaster Council. That's the two twenty six housing development that's on the A630 near to Park Lane and near to the access point that's been identified by the applicant for accessing Whitestone One. And obviously, colleagues have raised that as an issue, and applicant the has said that, obviously, they're going to do some more work on that. So we'll wait to see what information comes out from that. But obviously, that's a significant factor in relation to traffic on the A630.

01:13:42:20 - 01:13:56:23
There's also a bit further away, a housing development that is in construction at Thibra, which, again, is on the A630. Again, that could impact on the traffic movements on the A630. So we would ask whether that has also been considered.

01:14:00:06 - 01:14:21:11
And we've also requested previously, and we maintain that request that Whitestone, one, is given a specific traffic and access plan covering the preliminary works and construction with clear routing, delivery controls and protection for rights of way for users and monitoring the and enforcement.

01:14:26:20 - 01:14:54:25
It should also address the risks of drivers taking shortcuts through Clifton as raised in our relevant representation, r r zero four nine nine. And just again, just to bring to the personal elements to all this, these are people's everyday roads, routes, and we need arrangements that we're safely in practice, not simply on drawings or in assessments, on paper or desktop assessments and that large vehicles can fit in these areas.

01:14:58:24 - 01:15:03:28
You very much, Mr. Knight. Thank you. That was helpful. And if we turn now to Mr. Herbert.

01:15:08:22 - 01:15:47:22
Liam Herbert, Chair of Hooten Robertson Fursby Parish. I don't intend to make repeat comments that have come from colleagues across the place. So I'll make some general comments on the... What we've heard today. The parish will be making full representations at deadline one. We spoke on Tuesday about the impact specifically on Hooten Roberts and the routing of traffic through there, which the applicant has suggested would be a one point two percent increase in traffic, which is essentially the applicant saying to us, we know that you already live on what is quite extensively a busy road.

01:15:47:24 - 01:16:29:01
We're only going to make it a little bit more busier so you won't really notice, which seems quite ludicrous to us. Our principal concern is with SR01, which is the access on the A630. As others have mentioned, there's a consented scheme, which is literally coming out of the ground as we speak for two twenty five new homes. That development has two consented accesses onto the A630, which are mitigated by ghost islands to allow access in and out of the development, which we suggest

fundamentally changes the nature of a very short section of road between Micklebyn Grove and Hilltop.

01:16:30:02 - 01:16:36:14
So how the applicant... We'll we'll wait with interest to see how the applicant determines they're going to manage that process there.

01:16:40:05 - 01:17:11:06
I I I echo miss Norco's points about the ludicrous representation that that people are gonna walk and cycle to some of these sites or use public transport. The the Whitestone one location, the the concept of people cycling to work there is is madness. The the concept that you take public transport there is broadly madness because the the walking that's involved when you get to that site there is incredible.

01:17:11:09 - 01:17:15:16
So as colleagues from ANS have said, it appears that the

01:17:17:11 - 01:17:48:05
assessment of this is being generic across the whole application area rather than specific about how the access management and construction traffic will be managed on a site by site basis. So we have no visibility of, a, when it's going to take place and roughly how much time and people and resources and elements are going to come into that. But we would we would seek more information on that. And finally, the the changes to the a six thirty at...

01:17:48:07 - 01:18:07:18
Between Middleburn Grove and Hilltop will have impacts on the the bus service that runs through there, which excess mill... Middlebury Grove and then goes up the a six thirty past the hilltops through Hooten Roberts. That's a the the the x three service that runs between Doncaster and Sheffield on a

01:18:09:06 - 01:18:35:10
twenty minute or half half hourly basis depending on the time of day of the week. That's a service, as others will probably note earlier, that is severely impacted generally on its reliability. So we would seek some assurances from the applicant about what the impacts on reliability of that service are, particularly as it does turn out at Middlebring Grove and turn right up to the hilltop or perhaps at where you're intending to access the site there.

01:18:40:28 - 01:18:46:03
I think that's all we have to say at this point, and we'll be making full representations the at appropriate time.

01:18:46:05 - 01:18:48:12
Thank you very much, Mr Herbert. Thank you.

01:18:51:09 - 01:18:56:00
Next on my list, I've got Mr Reynolds. Madam. Oh, sorry. Mr Walker.

01:18:56:02 - 01:19:04:24
Angus Walker, the applicant, might it be convenient for the applicant to respond to the points made by parish the councils now while they're fresh in everyone's mind? Yeah.

01:19:04:26 - 01:19:08:02
Could take that, that's quite all right. Yes. Otherwise, we're going get quite a lot of points.

01:19:08:05 - 01:19:08:26
Yes, exactly.

01:19:08:28 - 01:19:10:21
If we take that, If I'll come

01:19:12:00 - 01:19:23:02
I can ask my colleague on my left, Alex Hampson, to coordinate the response, and then he will call upon the other witnesses you've heard so far as well. Thank you.

01:19:24:15 - 01:20:01:13
Alex Hampson, on behalf of the applicant, yes, I will try to coordinate the specialist bring in the relevant technical answers to to cover a lot of the a lot of the helpful points made. A number of the technical ones will likely come back in in writing on, but there are some, I think, that are important to do just now. So the first one, Mr. Romanovsky, if I could come down to you to pick up on the point about our ATC baseline surveys and whether there was consideration of other activity in the area.

01:20:04:19 - 01:20:48:09
Mark Romanowski on behalf of the applicant. Yes. So going back to Mr. Northcutt's comments on traffic counts. So as I said, the traffic counts were undertaken actually during two particular weeks between the fourth of June and the tenth of June and then in the later part of June as well. So we actually did capture two solid weeks of traffic count data. And the capture of that data is in line with national guidance, which generally suggests that you should capture data in a neutral traffic month, and June is one of those traffic particular neutral traffic months.

01:20:49:05 - 01:21:15:07
And so yes, so as far as that's concerned, we felt that the traffic counts were carried out in a neutral period. Now in terms of including other developments, it's very difficult to choose a period that kind of captures absolutely everything that's going on, on the road network. So obviously, there will have been other developments

01:21:17:02 - 01:21:45:02
that were in the process of their construction period during those times of the traffic counts. In order to ensure for our future baseline traffic conditions that we include other development sites as well, that's why we use the I think I mentioned it previously, the Tempro growth factoring, which is a kind of industry standard of kind of factoring up that

01:21:45:04 - 01:21:45:19
kind

01:21:45:21 - 01:22:12:01
of baseline traffic condition to a future year. And that information includes information taken from local planning documents, which includes details of other sites within the area that might well be constructing in the interim period. So with that factoring process, we can obviously uplift the baseline to take into account some other development sites in the area.

01:22:14:28 - 01:22:21:17
Alex Hampton, on behalf of the applicant, moving through some of the other points raised. I think there was a request to understand

01:22:23:20 - 01:22:35:16
the HGV movements on a road by road basis. I would direct us to table seven dash two in the

01:22:37:05 - 01:22:41:15
in the transport statement, which is document number

01:22:46:09 - 01:23:00:12
a s zero five eight, which has a breakdown of the HGV movements allocated on a road by road basis. If that was responding to the need. And if not, we can respond in writing if that doesn't satisfy that question.

01:23:02:05 - 01:23:40:19
Just moving down some of the other points as well. Just to acknowledge that, yes, in our assessment material, we do, as per guidance, present percentage change of vehicles on the roads and also a consideration of what that means in absolute terms because I think we acknowledge that as did the representation that percentages and numbers can be can mean different things. So we did try to present the percentage increase as per the guidance, but provide narrative on what that means in absolute terms on a road by road basis.

01:23:43:23 - 01:24:21:08
We there's a number of times mentioned about the phased construction, and that's something we can take away and respond to. In writing, I think it does point to an important distinction made earlier that for our assessment to be compliant with guidance and on worst case, we have to present everything based on the peak month. And in some regards, that is what we need to do. But in some ways, it's also unhelpful, I acknowledge, because it presents that largest peak worst case number that may well only happen for a very short period of the peak month.

01:24:22:26 - 01:24:37:13
And therefore, if you were to incorrectly extrapolate that across the whole construction phase, it would create a much greater number of vehicles, whereas it's important to know that is what we have to present in terms of a worst case peak.

01:24:39:00 - 01:25:02:13
But totally acknowledge the point about the phased construction information request. I would probably come to my colleague, James, if I can, James, to cover the specific question and actually a

point of clarity on the South Anston HGV movements, please. And I think we may have a figure ready to support that point, if we can. Thank you.

01:25:05:05 - 01:25:45:08
James Hummingway on behalf of the applicant. So the A57 primarily is designed to access two access points, SR03, which is an access to the north of the A57 and CC17A, which then is go from the south of the A57. CC-17A, which is presented on in the outlined construction traffic management plan Appendix A. Two, Sheet three of three, is going to be used to effectively route construction traffic through the grid connection corridor to its southernmost point where the Chesterfield Canal is at which point the cable will be installed underneath the Chesterfield Canal.

01:25:45:22 - 01:26:10:09
We have noted there is a discrepancy between the transport assessment volume to figures on Dog Kennels Lane versus what that figure shows. We will take that away and review and update that figure in the next submission. In effect, Dog Kennels Lane is to function as a crossing point only for HGB traffic. So that was the point of clarification I wanted to provide.

01:26:16:12 - 01:26:56:29
Now just come back on that point, please. Yes. Thank you. Okay. Nicola Henderson, Anston Parish Council. So you're saying that that's just a crossing point, but on the... In the construction management plan, it says that all traffic accessing CC 17A must come from the east because... So it's not crossing the A57 to turn into it. So how is that traffic getting to it? Because the construction traffic layout plan shows the only way that it could do that is coming through Southampton and then turning left from Sheffield Road onto the a fifty seven.

01:26:57:01 - 01:27:03:01
Would it be helpful to have the plan up on the screen just first because it's quite specific? Thank you. Thank you. I'll just give you a moment for that.

01:27:34:00 - 01:28:04:02
James Hemingway on behalf of the applicant. Yes, the figure there shows the construction routing, through the Kivington Park, up to South Anson area. We will be reviewing that aspect of aspect the figure for construction vehicle movements. The anticipation is that vehicles will be traveling from the east, but they will be coming further field on the A57, this construction vehicle movements for the grid connection corridor. So we will review and update that figure at a subsequent deadline to provide clarification on that matter.

01:28:07:15 - 01:28:27:24
Alex Hampstead on behalf of the applicant. So for absolute clarity, Mr. Hemingway, the blue line we can see going up through the part of the map that says Southampton Southampton would be removed from that or removed from that figure, which would be consistent with the transport statement, which presents

01:28:29:13 - 01:28:32:17
zero HGVs going through that location.

01:28:34:10 - 01:28:36:17
James Hemingway on behalf of Abtkin. That's correct.

01:28:46:19 - 01:28:53:04
Yes. Just a clarification on what the applicant said as well. Philip Knight for Gunnersburg Parks, Parish Council.

01:28:54:19 - 01:29:15:20
There was reference to the fact that the traffic monitoring had been done in the neutral months in June for a couple of weeks. And then a colleague on the other side of the table was talking about worst case scenario. So is it a neutral month, the assessments were done? Or is it worst case scenario? I'd just like to try and understand that. Perhaps is a nuance to that, but I'd just like to try and understand that, please.

01:29:16:24 - 01:29:41:11
Alex Hampts on behalf of the applicant. Yes, thank you for the question. So it's a neutral month in terms of obtaining the baseline data. The worst case I refer to is the worst case of our additional construction vehicles on that. So what's the worst number that we could add to baseline?

01:29:43:17 - 01:29:44:06
Thank you.

01:29:46:18 - 01:29:50:02
UNIDENTIFIED Councillor Henderson, was there a further point you wanted to come back on?

01:29:50:16 - 01:29:55:29
Yes. I just wanted you to clarify then how is the traffic getting to CC seventeen,

01:29:57:27 - 01:29:58:24
please?

01:30:01:20 - 01:30:18:29
James Hemingway, on behalf of the applicant, we will clarify that with an update to that figure. It will likely have to be routed via junction the M1 junction to the south and then routed by the A roads by Works op Road and, let's say, Mansfield Road. We'll provide clarity with that updated figure for you.

01:30:22:17 - 01:30:24:27
You. Were there further points to come back on?

01:30:27:24 - 01:30:35:10
Alex Hamster, on behalf of the applicant, I think we can move on to the other interested parties and the other detailed comments. Thank you.

01:30:37:00 - 01:30:52:04
Propose now just to hear from Mr. Reynolds because I did call him just a little while ago. He's been sat there very patiently. So hear from Mr Reynolds and then perhaps if we take a break at that point

before hearing from the rest of the interested parties. Mr Reynolds, if you'd like to go ahead. Thank you.

01:30:53:01 - 01:31:27:18
Thanks very much. I'll be brief. I know everybody wants a very respite from this stuff. But the the... I'm a bit I'm a bit confused. What I heard during a lot of presentations is the the the expression, lots of we expect that. Now, I mean, expectations are often thwarted. But to leave it so so sort of casually open ended us, we expect that, you know, that will be alright.

01:31:27:26 - 01:31:33:00
Where is the evidence? You know? Well, let me just ask the question.

01:31:34:25 - 01:32:08:28
In rough terms, how much time was spent on desk research? And contrast that with how much time any of any of the interested parties, the party... The two engineers, especially at the end, actually spent driving around these roads in different conditions at different times and seeing just how busy they are. Because there's an important point to remember here. A vast... The vast majority of of the Rotherham's roads are in very poor condition. And HGVs are the worst enemy of that.

01:32:09:03 - 01:32:39:26
Our roundabouts are like trips around the bay. Yeah? It's waves. And it was done like that because they were missold or misrepresented and missold steel flat, fat, or whatever it is, which absorbs water. And so it it creates a ripple like effect on tarmac. And with the hot summer we've had, all the hard work done has been largely negated. So first of all, you're gonna be running on roads that are not fit for purpose in the first place, that need all re...

01:32:39:28 - 01:32:50:03
Resurfacing. And I asked this direct question of the council needed to properly resurface, Mushroom Garage Roundabout around ten million quid.

01:32:51:25 - 01:33:20:04
Our market is already five million over budget. Rotherham's had in... Rotherham has been kicked around like a football as it... As if it's some sort of a absurd experiment. Anyway, I I I just wondered how much of the time has actually been spent on those roads. Does anybody wanna get... The two engineers, do they wanna get... Compared to just pure factual number crunching statistical desk research.

01:33:23:28 - 01:33:26:08
Thank you, mister Reynolds. No. No. No. I'm finished.

01:33:26:10 - 01:33:27:21
I wanted just a quick answer.

01:33:27:23 - 01:33:30:15
I was just gonna ask the applicant if they wanted to come back on that point.

01:33:30:17 - 01:33:32:17
Well, I've got some more points tonight. Do you

01:33:32:19 - 01:33:33:09
want to do this?

01:33:33:11 - 01:33:33:26
Oh, I'll

01:33:33:28 - 01:33:34:13
do them all then.

01:33:34:15 - 01:33:35:00
Yeah. Yeah.

01:33:35:02 - 01:33:40:06
Okay. That's that's that's that's point point number point number one.

01:33:42:15 - 01:34:12:29
Like I say, exactly in the problem areas. Number two, who's going enforce these conditions? It's ridiculous. I was marketing manager for ten years for Tom McHale in South Yorkshire, and I can tell you something about building sites and construction. You're glad when anybody turns up with a machine. You're not telling them they can come at this time and that time and god knows what. They're stuck on the motorway on a six... Eight wheel transporter with a a... Some sort of crane to drop off.

01:34:13:09 - 01:34:29:06
So nobody's gonna tell me that people... And and it's been met before. I've never seen subbies arrive on bikes and their little odd hats. I mean, you take us for fools. I mean, it's ridiculous to suggest that. In the real world, people drive to sites.

01:34:32:09 - 01:34:34:00
And what's the last thing?

01:34:37:03 - 01:35:06:11
Oh, yeah. Oh, sorry. The last thing was the the the the general states of Rotherham Roads, and you're gonna run even more traffic out of them. And I strongly suspect that you haven't even looked at this stuff in person or the engineers have looked at it. I think it's all this desk research that seems to be based on data that can sometimes be vastly out of date. Anyway, thanks for the opportunity, and thanks for listening.

01:35:06:13 - 01:35:15:29
Thank you very much, mister Reynolds. We'll give you the opportunity to come back on those points after all the IPs after the break? Is there anything you wanted to come back on now before we break?

01:35:18:25 - 01:35:23:17

Alex Thompson on behalf of the applicant. Just to pick up on some of the key points there.

01:35:26:14 - 01:35:59:20
As a general response, work on the applicant side on this project across all the topics has been going on for two to three years, if not more, across desk space and site visits. Engineers have visited site during the production of material alongside the specific ATC surveys that we've documented. We have engaged with the local authority throughout the process, particularly discussing road condition, and that will be a continued discussion.

01:35:59:25 - 01:36:21:25
There is commitment in the outline construction traffic management to review and do road condition checks prior to construction work. So it isn't a static it is a static point in time. There's an ongoing point there. And I think the last point to pick on was the enforceability.

01:36:23:18 - 01:36:46:19
Again, I think it was mentioned by my colleague earlier that in terms of executing contracts with principal contractors, there will be strict requirements in their contract for adherence with conditions, management plans and mitigations and very clear enforceable penalties for noncompliance and tight control on contractors delivering. Thank you.

01:36:48:04 - 01:36:58:12
Thank you very much. So I propose it's twenty... now Almost twenty to twelve. So perhaps we take a twenty minute break and come back at twelve o'clock to resume. Thank you very much. Thanks.