Planning Inspectorate
Arolygiaeth Gynllunio

Hearing Transcript

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

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FULL TRANSCRIPT (with timecode)

00:00:03:02 - 00:00:14:00
And the time is now twelve o'clock. Welcome back, everyone. The hearing is resumed, and we will continue on traffic and transport with our interested party speakers. And I've got Jeanette Gwen on my list next. Thank you.

00:00:24:11 - 00:00:57:18
Jeanette Graham, resident of Clifton and Connysborough, Whitestone one. We're back to baselines again, the bottom row of cards on which everything else is precariously perched. Baseline data in Whitestone's traffic and routing strategy using the a six three o access route to Whitestone one is factually incorrect and has glaring omissions. Misrepresents the actual facts is ill evidenced and probably desk topped.

00:00:58:24 - 00:01:38:23
That sounds horribly familiar, doesn't it? So just a couple of examples today as time is short. Whitestone in their literally two sentences of how they describe the road from Warmesmith to Connysborough along that stretch of the A630, they state the speed limits on this route as fifty miles an hour and forty miles an hour. Wrong. The speed limit drops down to thirty miles an hour through Connysborough, the whole length of the ACMA five zone through the main crossroads and on a bit further.

00:01:40:15 - 00:01:58:14
Whitestone states the afternoon peak hours as five till six. Wrong again. It starts around one thirty building, especially before the school times getting on for three o'clock till six o'clock. It's pretty impossible with long tailbacks.

00:02:00:03 - 00:02:31:05
Whitestone conveniently forget to mention that a whole terrace of houses along the a six three o highway are only ten feet from the curb with their front doors, lounge, and bedroom windows facing the road. They have no front garden. They are directly on the pavement. That a second terrace of houses only have a ten foot long front garden and a thirty inch...

00:02:32:01 - 00:03:02:08
Sorry. I'm imperial measurements. Thanks, guys. Thirty inch wide pavement before the curb of the a six three o. That's a three meter wide bidirectional active cycle path runs alongside the a six three o for much of the stretch from Warmsworth to Connysborough, cutting down the road width considerably. That there are seventeen bus stops with fifteen of them having no pull in bay.

00:03:02:18 - 00:03:28:21
So buses sit in the carriageway in this single carriageway road whilst passengers board and alight and traffic builds up behind them as to overtake means going over the other side of the road into the path

of oncoming vehicles. There are no dedicated bus lanes. Near the water tower on the bend has been an accident black spot for years and still is.

00:03:30:17 - 00:03:52:27
We heard a bit about, the Kingsbrook new large housing estate, two hundred and twenty six homes being built right opposite where the access is on a movable shift. I don't know exactly where it is, but opposite where Whites don't want to have their only access for HGVs. Philip referred to this. Philip Knight referred to this earlier today.

00:03:55:07 - 00:04:43:22
Near Cliff Quarry, again mentioned, started this year, carries for the next eight years with their associated HGVs and heavy loads using the same stretch of the H330. I will go into more detail on that where it conflicts with other projects in the next Section three point two. All this matters because the inaccurate information used by White Stone as their baseline in their transport and routing plan has implications on other elements such as worker hours, delivery schedules, which should therefore be completely reassessed and recalculated as should human health, public rights of way, noise, flooding, cumulative impacts, conflict with other projects, and increased pollution of the ACMA five zone.

00:04:45:10 - 00:05:42:12
From an equalities point of view, I would cite the lack of any consideration by Whitestone on the disproportionate impact using the a six three o through Conisbur, and it will have on the protected characteristic group of over sixty five year olds of Clifton who represent forty one percent of adults in that community, nearly twice that of the Whitestone figure. Many of these residents have to traverse the traffic lights and very busy staggered crossroads at the bottom of Clifton Hill to get across and up New Hill into the town of Connysborough with its shops, facilities, and services there, including church, doctors, library, supermarket, social and health facilities, and Conyersborough railway station along Low Road.

00:05:42:19 - 00:06:37:05
This will cause severance, severance between communities on one side of the road and Connorsburgh Town and our neighborhood amenities on the other. These further examples of Whitestone's inaccurate and false information at base level on which they have relied and upon which their case is built with the sole purpose to persuade and sell their proposals to the planning inspectorate and ultimately the secretary of state for energy is hugely disrespectful of the process, damaging to the integrity of Whitestone as a project and to the CEO of Green Nation who has signed off every single document and which continues to cause our local communities impacted by these proposals ongoing and prolonged stress, frustration and anger.

00:06:37:14 - 00:06:38:08
Thank you.

00:06:41:22 - 00:06:45:22
Thank you very much. And now we've got Joan Jackson. Thank you very much.

00:06:48:19 - 00:07:12:27

Hello. I'm Joan Jackson, and I think I'm the only person here in this room who is qualified to talk on this particular stretch of the a six thirty because I have lived in Connorsburgh for fifty four years, and I've lived alongside the a six thirty for that length of time, and I've seen it change. And I'm I'm just appalled. I really am.

00:07:14:17 - 00:07:45:04
Right. The the main road, the a six thirty is a single lane road, and there's one carriageway one way, one carriageway the other way. And it has been considerably narrowed because of the cycle lane. This has been alluded to by missus Graham here and with... By Philip Knight. And it is so, so important because this road is so dangerous. And I've said before in my previous statements, there are loads of accidents.

00:07:45:06 - 00:08:18:21
There's been at least twenty three fatalities in the fifty four years I've been there. It isn't one at a time. It's a group of three, a group of four, a group of five who who are killed, and it's it's dreadful. It really is. Now missus Brown has just alluded to the fact of these terrace houses that are alongside the a six thirty. Alongside these, in the middle of the road, there's a traffic... Pedestrian refuges because how else can we get across that road? It's even dangerous in the middle of a refuge.

00:08:18:23 - 00:08:50:16
You've got lorries and vehicles thundering by. The only way you can get around that is demolishing the terrace houses, which I don't think would go down very well. And it is surprising that none of this... None of the information that the applicant is providing, you don't include the human factor as if we don't exist. Yes. You could have as many desktop surveys as I think all this information is from. You can have as many as you want.

00:08:50:18 - 00:09:24:07
You do not cater for the human beings who live here. Now I am qualified to speak on this because I've experienced what happens on this road. At the moment, where the cycle lane is, where the refuges are, the... And there's the Pelican Crossing, the traffic is traveling in one direction either way. And then you hear the sirens, and you see the blue lights coming down. They come down at speed from Doncaster to...

00:09:24:09 - 00:09:56:01
Towards Conyersburg, maybe onto Rotherham. They come at speed, and then they get to where I live, which is twenty yards from the Northcliffe quarry that is about to begin. And I live about two quarters of a mile from the applicant's proposed development. Now as I'm on that main road, I can see quite a distance. And to be quite honest, I am horrified when I hear ambulances screaming down that road.

00:09:56:06 - 00:10:29:29
The lights are going. The sirens are going. They cannot get through because there's nowhere for the traffic to go. They're not supposed to go on the cycle lane. They can't land up in somebody's front garden. So the the emergency services have to wait. Great, wide, heavy loads that can't get through. I... You've... You will have to take out all the pedestrian refuges because there isn't room for ordinary traffic and a wide construction construction vehicle. It's just impossible, and I don't think you've taken that into account.

00:10:32:18 - 00:10:46:18
There are so many pinch points on... That I that I described where the road narrows and it's difficult. You do... You you can't overtake. It's impossible. You have to wait, and people get very impatient.

00:10:48:06 - 00:11:01:17
The pinch points, and I've stated before, are the warms of traffic lights, Connorsburgh traffic lights, a petrol station, right hand turns to various businesses, the cemetery, Micklebringrove, and Hilltop.

00:11:04:00 - 00:11:20:27
It's... It justifies beliefs that you haven't... You don't seem to have taken the local amenities into consideration. Now where... We we have all these building works. We've got the thousand

00:11:23:21 - 00:11:27:02
housing development at Thriber. We've got two hundred

00:11:28:20 - 00:11:54:12
at opposite the proposed site. We've got a proposed development of two hundred and fifty homes in Warmesworth... Between Warmesworth and the water tower in Connysborough. And, again, it... That's... We've got a lot of extra traffic for the workmen, the families who will live on these sites when the houses are completed. Another load of extra traffic on the road.

00:11:56:06 - 00:12:01:09
Now I do query the applicant's data on their...

00:12:02:27 - 00:12:37:01
On this business of June being a neutral traffic month. Yes. I've seen your your sensors on the road. I also had a rumble strip outside my bedroom window, which tell you what, it's annoying at four in the morning when you've got traffic running over. Anyway, beside the point, you... You've you've said you've got all these surveys. I would like to see boats on the ground and actually see somebody in either a vehicle or standing outside my gate and watch the traffic. Different times of the week, different times of the month, different times of the year, and different seasons.

00:12:37:10 - 00:12:48:06
Because winter season, we get more heavier traffic, more build up on this road. Yes. In the summer, it's lighter in the school holidays. Yes. But you still get buildup.

00:12:49:22 - 00:13:21:08
You also... So I would like more comparative evidence because you cannot say, this road is quieter for this month. Let's compare it. No. You need people on the ground that... Take an actual data. Never mind a desktop survey. I'm sorry. I'm not into computers, as you can tell. Now the knock on effect of these holdups that we get on the a six thirty, we have mobile roadworks. We have bin collections.

00:13:21:10 - 00:14:02:13
We have different weather conditions. We have all sorts of things which will delay traffic on this road, and then this is what happens. Now as yesterday, I'm gonna take you on a bit of a journey. Take

yourselves down to the crossroads at Connorsburgh, if you can visualize it. You've got... As as you've come from Doncaster, you get to the traffic lights, and you you you held up there because the traffic lights are all, well, dreadful. Anyway, as you go... As you turn right onto Low Road towards borough, now that road, as it approaches the traffic lights, the tailback can be back to the castle and beyond.

00:14:04:04 - 00:14:36:02
As you go onto Low Road, there's the immediate left turn up New Hill, which is a very steep hill with always got parked cars. Very difficult to negotiate. As you're at the traffic light, you then turn left up Clifton Hill. Again, a very steep incline. And for any heavy vehicles, it's very difficult to get up. Coming down the hill, it's it's... Again, you get a lot of traffic, and that is used as a rat run when there are any holdups.

00:14:38:08 - 00:15:10:13
There's also a rat run, a parallel road to the a six thirty, which my rear access for my vehicle is there. And that's, again, never mind a twenty mile an hour speed limit. Let's get from a to b as fast as we can. The speed limit is very effect... Ineffective. And, again, if there's a tailback from the traffic lights in Connorsburgh, it can tail back towards Doncaster right back up to the water tower.

00:15:10:15 - 00:15:42:17
So you're queuing from the water tower, which is a good mile and a half, down to the traffic lights. There's a lot of frustration, and then you've got the... Also the knock on effect from the other way to Hilltop and into Hooten Roberts. The traffic is incredible. And I'm I'm not just saying this just to say, you know, we don't want it because. It's important that you understand the area. So don't think many of the applicants sat here have actually experienced a six thirty.

00:15:42:19 - 00:16:14:29
I do recognize some faces when you've been to the presentations and the consultations, but not everybody's been on that road. So to you to me, to you, sorry, I'm talking a foreign language. I think, well, what's y'all about? But it's very important that you do understand. And there are two other things that really affect this road, and that is the weather conditions. I've already mentioned yesterday about heavy rain and flooding, but we haven't mentioned snow. Now this is treacherous.

00:16:15:13 - 00:16:48:21
We could have the grittles up and down as I think we were last night, but you get an accumulation of snow, and then all hell breaks breaks loose. Because from the a six thirty, on the right hand side, you have Brook Road, you have Minnie Moore Lane, you have the Minnie Moore housing estate. They are very, very steep roads, and it's... It is an accepted custom now, and I think highways, dunkers and highways will agree with me that the residents there cannot access their vehicles.

00:16:48:24 - 00:17:20:28
They cannot get down the road. They cannot get up the roads. They are so steep. So all their cars are parked on the a six thirty, and they can be there for several days. You're having to negotiate. They can be parked at all angles. When we had the beast from the east, some vehicles were there for two weeks because they couldn't get down to their properties. That's another factor that you've got to think about. And the next thing is fog as we had on that first day. Traffic was all over the place.

00:17:21:24 - 00:17:52:04
It crawls along. It has to. It's foggy. So my conclusion is, the reason I object, I I don't... Do not accept the bulk of your data because you haven't had boots on the ground. You've only got one month to compare. I would expect at least four in different seasons of the year. Yes. It's hard work. Yes. You've you've got to come away from your screens and come and stand perhaps in the cold.

00:17:52:06 - 00:18:03:14
Stand outside my house. I'll even give you coffee and cake. But it's important we get the data, and I'm sorry that your data is insufficient. Thank you.

00:18:06:15 - 00:18:11:15
Thank you very much. Thank you. Now mister William Collins. Thank you.

00:18:12:24 - 00:18:54:11
Thank you. I'm William Collins, a resident of Cunnageborough Parks, which is the site for Whitestone One. I'd just like to concentrate on the access to Whitestone One. I've heard today that they're proposing a slowdown run off road for the lorries. This will probably cause a concertina effect on traffic on that road. As we've already heard, everybody is worried about the state of the road and how much traffic is on it. Now I would like to say that, basically, I agree with what Doncaster Council put in a double p zero six five volume six, pages thirty two to thirty nine.

00:18:55:01 - 00:19:11:27
But I would like to highlight when that was written, there was obviously two access points being promoted onto Whitestone one. Now we're down to one. And now, the applicants like talking in percentages, we've lost fifty percent.

00:19:13:22 - 00:19:18:01
That's how stupid percentages become. Now

00:19:20:27 - 00:19:52:19
all the other sites have got multiple access sites. We're concentrating everything onto the a six thirty. It's the only major route apart from skirting around the motorways between Rotherham and Doncaster. It... The site itself is gonna cause great problems with the access. Everybody's talking about the traffic. Again, the applicant mentioned nothing about accessing the bridal way. Walkers, cyclists, and equestrians forgotten again.

00:19:52:21 - 00:20:24:13
It's not been mentioned from your side this morning. It's very difficult at times for them to get across now. You're gonna bottleneck it up. As he said, we've all heard of traffic management plans. When I was farming, lorries were due at certain times. We staggered lorries for loading purposes. Best plate made plans of mice and men just go out the window. You can't tell what's gonna happen fifty miles down the road, whether they're in a... There's an accident, now I'll open them up, and what time they're gonna turn up. Traffic plans do not work.

00:20:24:15 - 00:20:28:01
You ask any traffic management officer for big local firms.

00:20:30:29 - 00:21:04:10
Problem is that a lot of children use Park Lane. A lot of adults... This... Every morning and night when I go home from here, there's people on the lane. There were four dog walkers this morning when I came out at Court Pastate. It's used regularly, and it's used regularly because of what we've been saying earlier on in this meeting. It's an area of safety, but you've got to get there. Once you're there, you've got vast expanse of non developed land for them to walk on, ride on, cyclone, and every other amenity.

00:21:04:27 - 00:21:35:15
You've not taken any notice of how you're gonna get them there now. We've had numerous minor accidents just for a right turn onto Middlebring Road. As people are leaving Conyersville, they like to speed up. Somebody decides they're gonna turn right. A moment's distraction, probably looking at the beauty of Conyersville Park, to look back and stop. The shunts, not not a lot more has happened there, but the two happened. But you're having lorries slowing up into a a lane, a slow down lane. If lorries... How are lorries...

00:21:35:17 - 00:22:06:25
How fast can lorries get off that lane? If there's two or three coming up together, they're gonna complete a complete standstill and block it. Under construction for this slowing down lane and the entrance, I understand you're gonna rip a large part of the hedge out, but how are you gonna control traffic on the a six thirty? Are you gonna close it completely and stuff them around the house in the States and along the old road and join it back at Hilltop? I haven't seen the plans. If they're in there, I haven't seen it.

00:22:06:27 - 00:22:38:21
But it is a major point. We have... You've gone for one access point, and the reason you've gone for one access point because it's landlocked. Because going back, it's never been developed. But Somerset want to develop it. Funny though, isn't it? Somerset won't see it. Somerset won't live with it. Somerset will not get up every morning and see the devastated view. It was a barn owl this morning, surprised me, sat on the hedge when I came out.

00:22:39:16 - 00:22:48:25
But Somerset's miles away. Somerset, as far as I understand, and I was told at the beginning, you don't even have some solar panels on your office roofs,

00:22:50:10 - 00:23:03:15
and you're gonna put five million... Sorry, five hundred thousand on Cunnishbery Parks. You're determined to chase the money at any cost. And what... Can I mention names again? Is that allowed?

00:23:06:07 - 00:23:42:13
I view any objection? Thank you. When Jonathan Thompson first came to my house and sat in my kitchen, he'd forgotten his briefcase. It was in his car. And the person that was with him, I'm not sure of his name, but I think it was somebody called Dougie, whether I'm right or wrong, but there was a person with him. At that time, the headlines in all the papers, it was the sun rush, a load a load into the

gold rush. It's so profitable, we know. And while he was out of the house, I just said to this person, this is all about the money, ain't it? He didn't speak, but he did not.

00:23:44:08 - 00:24:21:05
So as I say, I think you need to... I mean, it's quite easy to forget about pedestrians and that because they're in the countryside. You're not interested. Your your town is... That's all you're interested in. You need to perform a plan to get people onto Cuddersburg Parks. There's only Park Lane, and you're gonna mess that access up, but also at Hilltop onto Fairsby Lane. You're pushing a lot of cars up through Hooten Roberts, you're saying they're gonna come, they approach that over the brow of a hill and people walking, more especially...

00:24:21:10 - 00:24:59:21
It's an awful thing to say, but horses are uncontrollable. As been said, they're a flight animal. If they're startled, they don't stand and fight the the run. And my wife, we live in Carnagebury Park. She's a horse. She won't go on Sheffield Road anymore. But years ago, a very nearly a nasty accident, and that happened to be with an emergency service vehicle speeding with no lights on. And unfortunately, it was near the cemetery, so fortunately, it missed the horse by inches and we got an apology from the fire brigade that was speeding to a meeting at Doncaster.

00:25:00:05 - 00:25:21:26
A meeting. Not an emergency, but got the lights on but no sirens. And she came out from behind a bus or something, and a horse, it don't just stop on command, it don't have a brake pedal. You need to consider this is a rural area that you're looking to destroy, but is enjoyed by rural people. Thank you very much for your time.

00:25:24:11 - 00:25:27:14
Thank you. Nicholas Eastwood?

00:25:46:15 - 00:26:22:06
First of Fursby Residence Association. Our representation today concerns the apparent contradiction between a single access traffic assessment and the wider powers being sought in the DCO, particularly those relating to Park Lane and Bridleway. We also echo our elected MP, Mr. John Euli, concerns from twentieth of October twenty twenty five when he publicly stated that he had concerns about road safety on the a six thirty regarding Whitestone proposed routes in HGVs and abnormal loads along parts of it.

00:26:23:02 - 00:26:30:23
That was back when it was two access points, one off a six thirty and one on a six thirty.

00:26:32:14 - 00:27:05:09
Let's be right. Whitestone one is capable of being an individual NSIP all on its own with one single access point. What on earth is this about? I would like to give the examining authority evidence from the ground, not desktop based, which is constantly running through this assessment and examination. We use the a six thirty Sheffield Road and its surrounding junctions every single day. We're concerned about whether these assessments reflect how this highway network actually operates.

00:27:08:01 - 00:27:42:26
Our principal question is whether Whitestone One can be constructed safely using the access arrangements now proposed. Earlier Whitestone plans identified two construction access points from Whitestone one, SR one from the a six thirty Sheffield Road, and BL zero three from Beacon Lane in Clifton, which were totally unsuitable. Then after consultations and over ten thousand pieces of feedback, the applicant now proposes that one single access point is better than two.

00:27:44:04 - 00:27:59:12
As the application present... Presentation stated earlier, this will have been conducted to minimize effects on the road network. I'm not sure how making one access point from two fits that specific mythology, which was quoted this morning.

00:28:01:10 - 00:28:31:19
That concentrates all constant... Construction traffic through one entrance on the a six thirty. We want to understand the practical consequences, including queuing, turning, movements, breakdowns, emergency access, and what happens when that entrance cannot be used. We will be submitting further documentary evidence concerning this change at the next deadline. The location makes this particularly concerning.

00:28:32:01 - 00:29:09:21
Opposite this stretch, we've heard about the a six thirty Sheffield Road is... There's a committed development with two hundred and twenty six ounces using two access junctions. Mister Hemingway, this morning from the applicant's side, has stated that the entrance is now moving further east to accommodate this new estate. This now takes it even closer and within sight and sound of Connysborough Cemetery and Chapel, which I myself, have submitted a recent application to Historic England to get listed as a grade two building due to its, links to the historic environment.

00:29:12:16 - 00:29:46:10
There are also residential access roads serving the wider school community together with Park Lane, Bridle, Way four and Fursby Lane. Doncaster Council's assessment of the committed housing development identifies capacity pressures at Sheffield Road, Old Road and Fursby Lane junction in certain future scenarios. This is already a constrained highway environment. It's pretty mental being up there, to be honest. When you cross over, you're running fast. And I'm part of a running group and that sort of helps because it makes us a bit faster.

00:29:47:13 - 00:30:27:28
There is also another proposed solar farm which is relevant, Ilios New Energy separate Fursby Lane solar farm proposal which forecasts a further four eighty one HGV deliveries equivalent to nine sixty two two way HGV movements over construction period. These vehicles would use the A630 the same bit and the Fursby Lane junction, adding to the potential cumulative traffic impacts associated with Whitestone one. The construction traffic management plan on that also proposes temporary closures and diversions on Fursby Lane, Conyersburg Park's bridal way too.

00:30:28:10 - 00:30:41:15
We've stated numerous times that Fursby Lane is the only lawful vehicle access for residents at Fursby. Yet, Ilios wants it. Whitestone wants it. Why can't we just have it?

00:30:43:01 - 00:31:26:14
We ask whether Whitestone's cumulative assessment has considered the interaction between these developments and their construction programs, how many developments can take over our access to our properties. I now want to raise something particularly concerning that emerges from the applicant's DCO. Residents report being repeatedly assured during consultation that Park Lane Bridal Way would not be used as an external construction traffic route. That was particularly important because Park Lane joins the A630 opposite Micklebrink Grove, part of the local residential and school travel network associated with Connysborough Ivanhoe Primary Academy.

00:31:27:12 - 00:32:01:13
Yet when residents have checked DCO Schedule six Part one, which identifies two permanent means of access from Park Lane numbered two zero one and two zero two, Schedule four provides for alternate alterations to Park Lane. Schedule five provides for temporary restrictions or closures. Then Article six sixteen seeks wider powers for additional access arrangements within the order limits subject to the relevant approval procedures.

00:32:02:12 - 00:32:34:07
These provisions are spread across the legal documents and are not obvious. From the applicant's headline explanation of a single a six thirty construction access or its principal transfer plans. What are they ironing? Why aren't they telling us? They've been at it for years. This has only been found out because the resident stayed up all last night looking through documents. The applicant stated that they have been doing this work for four years, and they've only just come up with this one access point.

00:32:34:10 - 00:32:35:28
Really, no alternatives.

00:32:37:20 - 00:33:08:09
But there's a further issue. The revised construction traffic management plan, AS011 referred to earlier, Appendix A3, Sheet two, shows articulated lorries and approximately fifty eight meter abnormal load vehicles crossing Park Lane, which is a part... Which is a a bridal way. We keep hearing it. It's a special park. It's a it's a place that's closed off and it's safe. We are certainly not experts. We don't profess to be.

00:33:08:28 - 00:33:41:05
But we're here and we're trying to make as voices heard. We acknowledge that crossing Park Lane is different from driving along its full length, but that distinction needs to be explained clearly by the applicant, including the routes vehicles would follow, the frequency of crossing, the restrictions proposed and the legal powers actually being sought. We have already recorded Whitestone related activity from Fursby Residence Association and equipment used in Park Lane Bridal Way during twenty twenty six, which has been referred to.

00:33:42:17 - 00:34:42:03
We have not yet been provided anything from the applicants in relation to any risk assessments that took place, any highway laws that they used to use the bridleways to conduct that work, and the applicant, it appears, has instead relied on its own assumed personal development rights. We will

submit this in supporting evidence as part of the next deadline. We're therefore faced with two questions. If SR01 is generally genuinely, sorry, the sole external construction entrance to Whitestone one, has the applicant demonstrated that it can safely accommodate the construction program? And if additional access arrangements are being retained through the DCO, exactly what are those arrangements? Have their consequences been assessed? And were they properly explained during consultation? I think not, to be honest.

00:34:42:11 - 00:35:18:14
The transport assessment and the legal power sought must tell the same story. We also have concerns about the baselines, which missus Graham spoke about in-depth. It's like a pack of cards. It should all just fall down. They're not right. Residents experience congestion, constrained junctions, and interactions with vulnerable road users. The a six thirty corridor also passes through Connysborough air quality management area around Low Road and the castle. We question whether this assessment adequately captures all existing conditions.

00:35:19:03 - 00:35:47:01
We recognize that plans, proposals, traffic marshals, etcetera, are being used, but those measures do not remove the need to demonstrate the underlying access strategy works nor should the critical details of access safety be able to be delivered this proposal safely. I would therefore respectfully ask the examining authority to put the following questions directly to the applicants

00:35:48:28 - 00:36:12:04
and Mr. Walker. Question one, the single access. Why was the second Whitestone one construction access removed? And where is the technical evidence demonstrating that SR01 alone can safely and reliably accommodate the forecast traffic, including abdominal loads abnormal

00:36:13:29 - 00:37:02:03
loads. Question two, Park Lane and DCO powers. What is the precise purpose of the permanent park lane access provisions two and two zero two in Schedule six? And how do they relate to Schedule fourteen and sixteen and Schedules four and five? Are these provisions safe solely for the assessed internal construction crossings? Or could they enable other construction vehicles' access arrangements? Question three, assurances to residents, can the applicant confirm whether Parklane will actually be used for any construction traffic traveling along the bridleway because we need to be concerned about other users rather than merely just crossing that bridal way.

00:37:02:15 - 00:37:13:21
If the applicant's position is that it will not, where is that restriction secured within the DCO and how does it reconcile with the powers being requested?

00:37:20:07 - 00:37:37:25
I'll move on to question six because a lot's been answered. What prevents the applicant from relying upon Article sixteen or later traffic management approvals to introduce construction access arrangements which differ materially from those assessed during the examination?

00:37:42:08 - 00:38:13:22

And I'm sure you're bored with me but I'll finish with this. The applicant is asking for development consent for a substantial significant infrastructure project. Access is fundamental to whether Whitestone one can actually can be constructed. We ask the examining authority to establish precisely which access arrangements the applicant intends to use, which arrangements the DCO would permit and whether raw material consequences have been properly assessed.

00:38:14:16 - 00:38:35:06
If the applicant cannot demonstrate that Whitestone one can be constructed safely and lawfully using an access strategy that has been properly assessed and consulted upon, we ask the examining authority to consider recommending refusal for Whitestone One because it's clearly not appropriate. Thank you.

00:38:38:15 - 00:38:42:29
Thank you, Mr. Eastwood. And now we've got Angela Eastwood.

00:38:51:23 - 00:38:52:08
You.

00:38:53:24 - 00:39:28:29
You. Angela Eastwood speaking on behalf of Seybah Bridalways. We represent the concerns of horse riders across all three proposed development areas, Whitestone one, two and three. And I'm gonna speak on behalf of them now. Okay? So, ma'am, I'd like to correct a point that I said yesterday. I've been teased about it by quite a few people. To add context to our... To my safety concerns and those of the group, I gave an example of my own horse yesterday and about the dangers if he spooked on a bridle away.

00:39:29:01 - 00:39:59:14
I incorrectly stated that he was eleven stone. My sincere apologies. I left a one off that number. He's seven hundred and sixty kilos, which means he's a hundred and nineteen stones. Specifically in relation to traffic, I'd ask you to note that when a horse spook... Spooks, bolts, or collides with a HGV, resulting injuries are generally life changing for the rider and fatal for the horse. We, as equestrians, take a risk every time we get on a horse, and this risk, we accept.

00:39:59:21 - 00:40:36:09
And at the present time, with our safe off road riding and quiet access roads, we believe that we are generally safe. I've already stated our concerns due to the incentive design and the placement of industrial solar infrastructure next to bridleways across the development, but I'd ask to know... You to know this time correctly, if my horse was spooked or bolted, I fell off. Imagine a frightened horse that weighs a hundred and nineteen stones, just over three quarters of a ton, running towards other users on a public right of way and potentially into road traffic.

00:40:36:24 - 00:41:13:20
Our concerns as a group are real, and I ask them not to be dismissed. Our principal concern is relation in to relation to safety is the safety of sorry. I'll start again. Our principal concern in relation to traffic is the safety of horse riders during construction, particularly where HGVs, construction traffic and workers' vehicles will share rural roads, access roads, and bridleways with horses and other vulnerable

road use... Users. I would particularly like to emphasize that the roads leading to bridleways are just as important as the bridleways themselves.

00:41:15:01 - 00:41:28:24
Many riders must use these roads to reach the wider rights of the way... Wider rights of way network. If those connecting roads become unsafe, the bridleways may remain legally open but become practically inaccessible.

00:41:30:17 - 00:42:12:16
Horses are vulnerable road users. They can react unpredictably to large vehicles, sudden movements, noise and unfamiliar construction activity. An incident involving a horse horse rider and construction vehicle could result in serious injury or a fatality. We are concerned that the applicant has not yet demonstrated how these risks will be adequately managed across the complete equestrian network. We have particular concerns about the adequacy of the applicant's traffic baseline appendices, AP one hundred forty four and AP one hundred forty five, which contain assessments based on traffic volumes, vehicle speeds, and collision records.

00:42:13:19 - 00:42:46:09
However, these calculations do not in themselves demonstrate how existing equestrian activity and the conditions experienced by horse riders have been assessed. As a group, we will be undertaking further for for the work on the baseline, and we'll be submitting some supporting evidence to look at the baselines. The applicant's revised outline construction traffic management plan, AS zero one one proposes traffic marshals, warning signs, and construction vehicles giving way at crossing points.

00:42:46:26 - 00:43:33:28
We acknowledge these measures, but they do not necessarily address the risks experienced by riders traveling along connecting roads, approaching construction accesses or sharing routes with construction traffic. I would therefore like to ask the applicant two questions. First, where in the transport assessment has the applicant recorded and assessed existing equestrian activity, including the roads, connecting homes, stables and liver yards to the bridalway x network across Whitestone one, two and three? And secondly, where has the applicant assessed the complete journeys horse riders must undertake rather than individual crossing points? And what evidence demonstrates that these journeys can remain safe during construction?

00:43:35:14 - 00:43:51:02
We are also concerned about how much of the detailed traffic management remains to be determined after consent. AS eleven paragraph 4.3.5 indicates that the precise temporary traffic management arrangements

00:43:53:18 - 00:43:55:11
half of

00:43:58:10 - 00:43:59:01
first

00:44:03:16 - 00:44:11:00

safety is and arrangements are the achievable and effective before fundamental matters are left to later approval.

00:44:12:20 - 00:44:47:25
Save Our Bridleways is undertaking further work, including an equestrian community impact survey and a detailed examination of traffic routes, access points, baseline information and proposed mitigation across all three development areas. We will submit further written representations supported by evidence from local riders, identifying particular roads, bridleways, and locations where we consider the assessment of mitigation to be inadequate. I would ask the applicant to note that we don't ride our horses at any specific time.

00:44:47:27 - 00:45:20:08
We don't conform to a rush hour. Our horses also don't tend to stand and be recorded on wires across the roads. The working the working and construction hours proposed for this development will have a significant impact on the safety and health and health of and well-being of my equestrian community. Finally, we ask the examining authority to consider the bridal way network and its connecting roads together, taking account of the cumulative effects of construction activity on horse riders.

00:45:20:22 - 00:45:27:19
Keeping a bridal way open on a plan is of little benefit if riders cannot safely reach or use it. Thank you.

00:45:31:12 - 00:45:32:11
Thank you.

00:45:34:09 - 00:45:36:26
And now we've got Jonathan Holdsworth, please.

00:45:45:26 - 00:46:16:22
Thank you for the opportunity to speak, ma'am. Just a couple of points I'd like to bring up on this matter. I live in Connysborough, speaking on behalf of Connysborough. About sixteen year ago, I I opened some boarding kennels quite close to the entrance which Whitestone wanted to use. On the terms and conditions of opening the kennels, I wasn't allowed any vehicles coming to my kennels. It wasn't allowed because of the safety issues.

00:46:16:25 - 00:46:49:07
I had to rely on a pickup service or people walking to the kennels. So I can't understand how that can be overlooked in this where I'd only have a few vehicles coming to make kennels to drop off and pick up. It is nothing in comparison to what Whitestone are wanting to do, and I wouldn't have been allowed to open the kennels if I had the few vehicles coming on safety issues. Secondly, I live on the a six thirty more or less.

00:46:49:19 - 00:47:05:20
I see when the traffic is really, really busy that the vehicles turn off onto the old road to keep away from the traffic buildup, which goes by two schools and another school quite close to the the old road.

00:47:07:06 - 00:47:40:05
It will put people in danger. This development is not a safe development for the a six thirty. It it it... I see every day. I see the accident same as what the other people have said. It is not a safe place to put an entrance, especially when the new developments are happening all over in the local area, which is going to make more buildup, which is gonna get more people going through onto the old road and making it unsafe for the children walking home and getting to schools.

00:47:41:16 - 00:48:11:24
There's also people... Sorry. The castle, the scheduled monument, it... The people come and go to to the castle, the tourism, it affects a deprived area. If people cannot get to the castle and find it hard, they will not come. So there are just a a couple of the points I wanted to point out here today, and I appreciate the time for letting me speak.

00:48:11:26 - 00:48:12:13
Thank you.

00:48:12:28 - 00:48:14:28
Thank you very much. Thank you.

00:48:16:28 - 00:48:20:18
And then online, we've got Abigail Cole on behalf of Holly Bickett.

00:48:26:04 - 00:48:57:17
Good afternoon, madam. I, as I previously raised earlier, I'm very much here with two hats on today. One as a professional equestrian and secondly, my... Environmental interest. For point three point one, the traffic and transport, I shall very much be wearing my equestrian hat. So as mister Reynolds earlier highlighted, there seems to be quite a lot of speculation from Whitestones, a lot of we expect.

00:48:58:04 - 00:49:09:10
This is quite disappointing because a number of us have provided a lot of feedback. We've responded to surveys. We've provided evidence. Yet we're met with

00:49:11:18 - 00:49:43:02
people, you know, it's not been acknowledged. There's been no acknowledgement. It's not been appreciated. All we're told is, you know, that you want this feedback's wanted. Very much within the equestrian community, we noticed that there's been road surveys conducted. Now my understanding is, these road surveys of road users are are completed using a wire across the road. Now this this doesn't measure equestrian use.

00:49:43:11 - 00:50:20:26
So there's been no no consideration for equestrians. Instead, there's been the suggestion or, you know, the the assumption or the speculation, the the we expect attitude that the... Within the the traffic management report, that the fear and intimidation level to horses is negligible to to moderate. Now, I I wonder how that can that figure, that sort of assumption can have been made when, in fact, there's been no actual measure.

00:50:20:28 - 00:50:29:03
There's no... It's very... It's just speculation. Within the area of Whitestone, there are over four thousand passport of horses in the area.

00:50:30:27 - 00:50:40:22
And we... As I say, we... I'm a member of Save Our Bridalways. So Save Our Bridalways have actually completed an impact survey, which

00:50:42:23 - 00:51:13:24
over fifty fifty respondents have have provided feedback. Now, that survey is being done because it's something that Whitestones have failed to to to bother to... Which is... I mean, it's outrageous when you think that the most vulnerable road users have not actually been considered other than somebody's speculation that, you know, it'd be pretty low risk, you know, we should we should be okay.

00:51:13:26 - 00:51:52:25
We speculate that we should be okay. Well, that's that's not the case. Just in short space, in Whitestone two, we've been out... And as as I say, we... A couple of members of Save Our Bridalways, and we've measured a few of the roads in the area and lanes. So I'll just run through these because it's only really a handful. It's not a comprehensive list at all. So we have Pennyhill Lane, Cramfit Road, Common Road, Common Lane, Long Lane, otherwise known as the straight mile.

00:51:53:07 - 00:52:23:22
And These areas, it's not physically possible to give passing space to a horse and rider with the legal requirement of two meters. The other thing is a lot of these roads have got blind bends, so you could have construction traffic coming up that wouldn't that wouldn't see a horse. And the the rule the rule of the road, the highway code, is to give the horse and rider two meters.

00:52:24:21 - 00:52:39:14
That wouldn't be possible. And now what we can tell you, and as I say, we... This is from surveys completed from Save Our Bridal Way. But actually, these areas are high free... High frequency areas for horse riders to use.

00:52:40:29 - 00:53:05:12
The survey that was completed by Whitestone was done in June. This... That isn't really an accurate portrayal of a month in June of the road use. So even even though it failed to really measure riders, if it had to be... You see, when it's wintertime out over lower lighting and the shadows,

00:53:07:10 - 00:53:24:05
riders are are impacted. You know, we have to, as riders, we have to get onto roads to access bridalways. The guidance... I don't know if anybody's bothered to look at this from white... Whitestones. I suggest I mean, I could speculate, perhaps not.

00:53:25:26 - 00:54:05:10
The construction traffic should give as guidance on there. If you were on a bridal way, it would be four meters, the the BHS website suggests. If we were on-site construction, a space of twenty meters

with up to fifty meters space if a horse or a rider was struggling or panicked, I don't think that's going to be possible. I don't even think that anybody's considered that. I don't even think that anybody in Whitestone would know that these guidelines exist because they've been too busy speculating that, actually, we we won't have an issue.

00:54:05:12 - 00:54:06:16
It won't be a problem.

00:54:09:07 - 00:54:14:20
So I would... Moving on from from that, I would like to draw

00:54:16:12 - 00:54:50:28
attention to Hardwick. So Hardwick Hall Farm is a grade two listed farm with a historic cobbled access road leading to Long Lane. Now the battery storage was proposed adjacent to this access road with the panels showing the solar farm array on top of it and the route with the with the the limits. Now these have been pointed out on numerous surveys, but Whitestone have ignored ignored these these points.

00:54:52:04 - 00:54:57:10
And we believe that that route may well be protected by by.

00:55:03:01 - 00:55:03:28
So

00:55:06:29 - 00:55:22:28
if we look at another area of concern, the a fifty seven. So middle lane to the a fifty seven, a permissive route starts at stone steps and ends in the middle of the a fifty seven. Now

00:55:24:26 - 00:55:31:12
alternative routes have been proposed to divert and adjoin to the Anston Bridle Way.

00:55:33:05 - 00:56:14:11
And what... But you've... Oh, sorry. Whitestone have suggested this route. And I just wonder what equine expert have they consulted because nobody in their right mind, you know, as mister Northcote highlighted, he said that cyclists and HGVs don't make good bedfellows. Well, let me tell you that horses and HGVs make... Would make even worse bedfellows. So this assumption that we could bring the bridal way out on the middle of the a fifty seven, what what equine expert is being consulted to to give this advice, or is it just speculative? Are we...

00:56:15:07 - 00:56:17:00
Do we consider to speculate?

00:56:25:27 - 00:56:34:23
And then we have... So the area of Car Lane... Just let me get to my

00:56:39:16 - 00:57:10:18

so this... The the route of Car Lane is a particularly important route for the local equestrian community. The narrow, unpaved route towards High Lane forms part of a fabulous circular riding network. There's also an equestrian establishment on Car Lane itself. Rotherham Council records the claimed byway connecting Car Lane and High Lane under reference p r o w c sixty seven.

00:57:11:07 - 00:57:37:07
And the council's record confirms that the route's legal status is awaiting investigation. However, that does not change our firsthand knowledge of existing recreational use. Many of us in the area have used it for years and years and years. I don't think anybody can remember a time it's not been used. Whitestone proposes construction activity affecting the surrounding road network here.

00:57:38:26 - 00:58:10:06
And separately, another solar and battery storage development is proposed on land off Carlene under Rotherham Planning Application RB twenty twenty five slash twenty nine. This is not simply a question of whether each development will have its own traffic management plan. It's... You know, we're looking at the same narrow route and surrounding roads, which may be affected by two separate developments.

00:58:11:17 - 00:58:51:10
The applicant's AP five point one two point one and AP two point four are therefore relevant to how the proposed construction arrangements will operate alongside the neighboring development. For horse riders, the loss of connection section can undermine the usefulness of an entire circular route. So what I'd like to know is what specific coordination has taken place with the developer of r b twenty twenty five forward slash zero zero twenty nine concerning construction traffic access and around Car Lane.

00:58:52:21 - 00:59:01:12
Two, if the two developments proceed concurrently, how will the existing circular riding network remain practically usable?

00:59:02:29 - 00:59:24:10
Another question, how will riders access the route if Penny Hill Lane or Car Lane is temporary... Temporarily restricted? And finally, to finish on, are the arrangements securing continued recreational access recorded, and who will be responsible for enforcing them? Thank you.

00:59:27:09 - 00:59:30:27
Thank you very much. And then finally on my list, I've got Brett Beckett.

00:59:35:25 - 00:59:54:12
Yes, hi. Good afternoon. Thanks for allowing me to speak. My comments and questions are in relation to some of the traffic comments that have been made previously. But mine is specifically around Whitestone two. I speak as a resident of North Aniston.

00:59:56:05 - 01:00:02:04
Can I just clarify, am I able to share screen for a map for context or are we not permitted to do that?

01:00:02:11 - 01:00:09:10
If you've got a reference, the applicant's got a team member who's sharing all plans for us to have a look at.

01:00:09:26 - 01:00:24:21
Sure. Okay, so this relates to APP forward slash 5.12.1. And it's the outline construction traffic management plan. So I know this was discussed

01:00:24:23 - 01:00:28:06
Do you want to just pause for one moment, sorry, and just while we get the plan up,

01:00:41:24 - 01:00:44:13
Yep. Is that the right one? Can you see that from our screens?

01:00:44:15 - 01:00:46:10
Yeah. It just come through. It's a little blurry, but...

01:00:46:13 - 01:00:50:22
I think it's just gonna take a moment to sharpen it up. Thank you.

01:00:51:02 - 01:00:54:10
Yeah. Can you scroll a bit further south, please, towards North Aniston?

01:01:03:21 - 01:01:36:04
There we have it, bit further up. Yeah, that's it. So yeah, what I'm talking about here is the traffic effects on the A57 there. So from the motorway from the M1 towards Anston and then further east towards Worksop. So where the solar farm is proposed to sort of border that and the obviously, cable works, etcetera. The impact on traffic, I know there's sort of official diversions, but I know as a resident here of six years.

01:01:37:02 - 01:02:10:15
The minute there is any issue on the A57 on the particularly on the eastbound direction towards Anston, it bottlenecks every day. I can literally see out the window, it's standing from North Anston all the way back to the Todwick roundabout. So my question is, what I know for a fact is that when it becomes an issue, what tends to happen is people will divert and then head towards from the Todwick roundabout that would go north and then they would head down towards Cramfitt Road, Penny Piece Lane and then Main Street.

01:02:10:17 - 01:02:44:12
Now it already causes major issues because you know, Anston, the old village part which is Main Street, there are you know, most of that doesn't even have pavements and if it does, you know, pedestrians can't even pass without walking in the road. I use that every day to walk my daughter to nursery and it already doesn't feel safe because there's just simply not enough room. There are pinch points all the way along Penny Peace Lane, Cramford Road, there's a row of terrace houses and the residents park on the street.

01:02:44:14 - 01:03:11:00
Effectively it is a single carriageway. You've got a weak bridge to that north side. You've got a listed bridge on Main Street and many pinch points. But it already isn't safe with the volume of traffic going through it. So my question is really to the developer. What specific measures will prevent Penny Peace Lane and Main Street becoming unofficial diversion routes during the proposed A57 restrictions?

01:03:12:18 - 01:03:40:20
If the applicant cannot prevent motorists choosing these roads, how can it demonstrate that the proposed arrangements adequately protect pedestrians and schoolchildren? Who will monitor compliance? What powers will be available to intervene? And how quickly will action be taken if the roads become unsuitable or unsafe? And lastly, what consideration has been given to the effects of additional traffic, noise and vibration on the historic conservation area?

01:03:43:12 - 01:03:44:01
Thank you.

01:03:46:26 - 01:04:01:13
Thank you very much. Thank you. Thank you very much for all your input there. That's very helpful. I'll hand over to Mr. Walker. Do you and your colleagues want to come back on those or some of the points? Maybe there's quite a lot there to go through before I ask my questions.

01:04:01:22 - 01:04:14:28
Thank you, madam. We propose generally to come back in writing on most of the detailed points that were made there. In a minute, I'll ask Mr. Hampson if he has any more general points to put in response.

01:04:16:15 - 01:04:21:06
But first, given the submissions on equestrian matters, we propose

01:04:23:06 - 01:04:34:14
drafting a briefing note on equestrian matters that signposts where they are addressed throughout application the documents because they are a little scattered across different documents.

01:04:37:03 - 01:04:43:06
Given the workload for deadline one, this would probably not be available until deadline two, if that's okay.

01:04:45:09 - 01:04:47:05
Thank you. Mr. Hampson?

01:04:50:18 - 01:05:06:19
Alex Hampson, on behalf of the applicant, we thank everyone for the feedback, particularly the specifics on we spent quite a bit of time on the A630 understandably, which is why I believe going back in writing on a lot of those detailed helpful points will

01:05:08:14 - 01:05:15:11
be the best choice. I'm just looking through my notes as well to pick up. There was a couple of roads

01:05:16:26 - 01:05:26:19
mentioned around Clifton Hill and Fursby Lane and also Park Lane for us to confirm that there are no HGVs

01:05:28:09 - 01:05:39:18
There are no HGVs rooted down those roads. We acknowledge the displacement effect, and that's covered in the assessment, but to confirm our HGV routing.

01:05:41:21 - 01:05:54:03
Lots of a number of points raised about the two accesses to W1 down to one. Again, we can provide some technical feedback on that, but primarily just to respond that

01:05:56:03 - 01:06:21:24
absolutely right, representations made the Wirtu access points previously, but it was largely due to consultation feedback on the Beacon Lane access point and its suitability or rather the concerns around its use that resulted in the removal of that access point. But we will respond to some of the more specific questions on that as well.

01:06:23:24 - 01:06:39:16
Again, a couple of other couple of consistent points in relation to air quality as well. So just to acknowledge that within the air quality assessment chapter. And please bear with me.

01:06:42:24 - 01:06:46:19
I'll get the reference for that in one second. I'll get the Air Quality Chapter.

01:06:46:24 - 01:06:49:16
Yes. It's APP sixty four.

01:06:49:18 - 01:07:05:12
Thank you. It's the Air Quality Chapter. There is a assessment in line with guidance on construction traffic emissions on receptors. So that would be the document to source that air quality assessment. And

01:07:07:12 - 01:07:16:09
likewise, for noise, construction traffic is also covered in a p zero zero... A p zero zero six six.

01:07:20:12 - 01:07:21:08
And one of the point...

01:07:21:10 - 01:07:25:28
There was an updated version of that document. It's a s zero two seven.

01:07:27:08 - 01:07:39:16
The the final point I would make is there is also reference in the outline construction environmental management plan,

01:07:42:08 - 01:07:44:03
which is document reference

01:07:44:27 - 01:07:47:09
APP zero four two.

01:07:47:18 - 01:07:55:25
To a community liaison officer being part of the mitigation. And there will be

01:07:58:00 - 01:08:13:18
details provided on that person's role and their interaction with local residents, local users, bridalways, the questions, etcetera, and as an interface point between the local community and construction delivery.

01:08:15:05 - 01:08:15:29
Thank you.

01:08:18:06 - 01:08:33:21
Thank you very much. That was really helpful. A number of my questions were sort of picked up in the initial presentation and the comments from National Highways and the council. So thank you for those. So there's just a couple that I've got left.

01:08:35:16 - 01:08:39:23
And one of them is about the expected lifespan of

01:08:39:25 - 01:08:40:10
the

01:08:40:12 - 01:08:45:26
panels and the need for their replacement. So in

01:08:47:14 - 01:08:53:24
table five point one zero of ES chapter five, the proposed development, which I think is APP057,

01:08:56:00 - 01:09:00:29
It's in relation to traffic still, so you're readying other experts.

01:09:03:16 - 01:09:34:14
It states the expected lifespan is twenty five to forty years leading to a need for a placement. And in AS twenty five Table thirteen point two of the issues scoped out of the ES and EIA, traffic associated with the operation and maintenance are said to give rise to negligible levels of traffic and have

therefore been scoped out. So I just wanted to sort of explore whether the replacement of panels would not generate more than negligible levels of traffic or would replacement not occur all at one time.

01:09:34:16 - 01:09:40:04
I just wonder whether been that's considered elsewhere. Perhaps maybe I've missed it. I just wanted to clarify

01:09:40:06 - 01:09:48:23
if Thank you, madam. I think the short answer is no, they would not all be replaced at one time. If I can just ask Mr. Sneddon to confirm that.

01:09:50:03 - 01:10:23:23
Ewan Sneddon on behalf of the applicant. What would typically occur with a solar farm such as this would be a phased replacement kind of over a period of a number of years where the panels would be gradually replaced area by area. The number of traffic related movements to this is much less than during construction because there's a lot of components that you wouldn't replace You... Or you wouldn't need to do a whole scale replacement of would be the the the frames that the modules are mounted on.

01:10:23:25 - 01:10:58:25
All the electrical cabling and the electrical infrastructure remains the same. It's merely just the panels are removed and replaced. And then usually at that same time you would do some more maintenance on the other components, but not a whole scale replacement. Typically, when operating a solar farm such as this, you wouldn't want to have all the power generation off for a significant period of time for the impact on generating and income.

01:10:59:05 - 01:11:03:27
So typically, you would do it in a much more phased approach over five, six years.

01:11:12:14 - 01:11:47:03
Thank you. That's helpful. Thank you very much. And then I had a question, and it's quite a specific one. It relates to the relevant representation by Bramley Parish Council. Now I appreciate you've said in your submissions so far that you're going to respond to the relevant reps from Parish at Councils deadline one. So if this is something you want to just capture in that, that's fine, just say. But specific mention was made in relation to the access to the cemetery on the corner of Slacks Lane and Sandy Lane and just whether you could confirm that access would be retained at all times to the cemetery or whether there is likely to be an impact.

01:11:47:05 - 01:11:50:21
But I do appreciate that you're coming back on Parish Council We at a later will

01:11:50:23 - 01:12:00:12
certainly make sure that we do address that point in our response to that Parish Council relevant representation. I don't know if Mr. Hemingway knows off the top of his head whether

01:12:02:05 - 01:12:09:24
he can say anything No, about that I get the no, he can't. So we will make sure we include that in our response. Thank you.

01:12:09:26 - 01:12:15:24
Thank you. That would be helpful. Just bear with me. I'll just check through my other ones. I think they're covered.

01:12:23:11 - 01:12:36:12
No, I think because dialogue and discussions are ongoing with the councils and national highways, my other points have been adequately covered. So that's all of my questions. And I think that probably draws to a close. Oh, sorry.

01:12:38:19 - 01:12:39:28
James, mean, we're behalf of

01:12:40:00 - 01:12:51:25
the applicant. In regards to the cemetery, it would be retained. The accesses where construction works are taking place and where physical construction access are further south of the cemetery. So access off the local road network into the cemetery will be retained.

01:12:52:29 - 01:13:15:08
Thank you very much. Thank you. So I think that draws to a close items item three point one, traffic and transport. I propose we now break for lunch for an hour and come back at two thirty Is that everyone happy with that timing? Yes. Okay. So we are now adjourned until two thirty Thank you very much. Thank you.