



Hearing Transcript

Project:	Norwich to Tilbury
Hearing:	Issue Specific Hearing 2 (ISH2) – Day 3 – Part 2
Date:	1 May 2026

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00:00:05:16 - 00:00:51:02

Ladies and gentlemen, it's now 12:00 and we're going to resume this issue specific hearing number two. Um, as I said, we're going to try and romp through the last bits on item 11 in the next half an hour. So I'm going to start straight away. Um, so the first item was about travel plans, and it's one I am probably going to defer to questions. And so I've got quite a lot of information. I was just going to seek some clarification on a number of matters. So, um, as with a number of these things that I'm going to potentially defer to questions or I was just looking for clarifications, I will just give the highway authorities in particular, um, any potential, any opportunity just to raise a very brief points they may want to under these headings.

00:00:51:12 - 00:00:56:28

Um, and obviously the applicant, if they feel that they really want to. So just in terms of travel plans.

00:00:58:18 - 00:01:16:07

Sir Michael Bedford, Suffolk County Council. We've got a minor point just in terms of clarification of references to the primary access routes in table 2.1, and we think that things don't quite match what we've seen in the ES, but that's probably better just explored in our post hearing submissions rather than taking time now.

00:01:16:11 - 00:01:21:16

Yep, that's absolutely fine. Thank you very much for the clarification. That's absolutely fine. Anything online?

00:01:23:21 - 00:01:47:10

No. Okay. Thank you very much. Anything from the applicant? Okay. Um, we did just I did defer, Mr. Bedford, your starting comments about whether a need to be a cap on vehicle HGV is required. And there is actually obviously, as we know, an ability for the secretary of State to do that in the MPs. Um, you started to reference it earlier. Did you want to just finish that point off.

00:01:47:12 - 00:02:19:01

So, so yes. Sorry. That's your next bullet point in 11.4. And so essentially the point that we think is important is clearly the applicant has provided assessments of the worst case on the basis of the figures that have been used in the environmental statement and the transport assessment. We think, therefore, that having set those out, there should be no difficulty to the applicant in accepting caps which are consistent with those worst case assessments.

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And we think that those caps are important because we can see otherwise. There is going to be very real pressure when it comes to delivery of the project for things to be squeezed into a shorter time frame. And that and then obviously have implications for what has what the actuality is compared to what has been assessed.

00:02:37:21 - 00:02:51:07

Yes. Thank you. And I will admit, I do have some sympathy with this, with this line of, um, discussion. Um, so, um, I'd just like to offer the applicant an opportunity to respond.

00:02:53:07 - 00:03:29:02

Yeah. Emily Caldwell, on behalf of the applicant, um, based on our response to a previous question. We've committed to a delivery management system and a three month forward look ahead so that three month look ahead will compare the anticipated vehicle delivery flows from our main works contractors against those that are included within the Ta and the ES. Um, what that allows us to do is where there are potential instances where weather's affected, the anticipated delivery flows, for example, um, and our booking system is indicating a slight increase in flows against those assessed.

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It will, um, kind of trigger a conversation to be held with the local highway authorities to understand what additional mitigation we could put in place, whether that is additional traffic management systems or potentially re timing those vehicles out of those peak periods. And those mitigations will be included within the um mitigation management pack that was discussed earlier and will be committed to within the construction traffic management plan. Um, we've adopted a very similar monitoring and mitigation approach to TNO.

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Where the examining authority did not feel that a cap was necessary because of the robust monitoring that we were putting in place. So yeah, so essentially we'll be putting in this delivery management system, which will compare our flows against the contractor assessed flows and will trigger the three month lookahead, will allow sufficient time for conversations with local highway authorities where instances may occur where they'll be over.

00:04:22:05 - 00:04:24:04

Thank you. Can you just clarify what TNO is?

00:04:24:12 - 00:04:25:24

Branford to Winsted.

00:04:26:03 - 00:04:32:07

Thank you very much. Um. Yes, sir. Sir. Christian Drage, the applicant. Can I just also add there.

00:04:32:09 - 00:05:06:24

Um, so what have you heard? There was in effect, you know, it could be one extra vehicle over the assessed number of vehicles doesn't give rise to any effect because the monitoring kicks in and calibrates the the effect down. And that's supported by the way, the draft SEO actually works from a regulatory point of view because under um, requirement one, for any approval that's required under Under the order. One of the key tests. Is that the authority. Have to be satisfied that there is no. It doesn't give rise to any new materially new or materially different environmental effects.

00:05:06:26 - 00:05:24:03

That's in one four. So when the authorities come to approve the measures that we've just heard under the TMP, which is requirement for, that's the key test, so that that that gives the added protection from the way the order works to support what you've just said.

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Thank you. Mr. Bedford. Do you have any comments on that?

00:05:27:22 - 00:05:33:09

So only that it seems to be pushing the problem further down the line, because it's leaving the

00:05:34:27 - 00:06:07:28

assessment and that consideration of whether or not it's taking you outside the scope of the environmental statement to the later approval of the outline construction traffic management plan and then the detailed traffic management plan. We think a simpler basis would be to set out the gaps in the outline construction management plan. There can be flexibility for what you do if those caps are to be exceeded. But we think that's simple. Everybody understands it and we don't really see a problem. If the assessments have been robust, then the assessments can be used to inform those gaps.

00:06:08:06 - 00:06:32:14

And we think that there can then be a mechanism within the construction management plan for what you do if the caps are to be exceeded, as opposed to, I say, sort of avoiding having the gaps and then just relying on this further process, which we think doesn't provide clarity or certainty not only to us, but also to the local communities who might be affected by the levels of traffic.

00:06:32:16 - 00:06:34:27

Thank you. Yes, sir.

00:06:35:12 - 00:06:36:00

Russell. Harris.

00:06:36:02 - 00:06:49:04

Casey, we will signpost you to the examining authority's, um, uh, judgment on on this particular point where the arguments were very, very similar and otherwise, we'll respond in writing.

00:06:49:12 - 00:07:01:12

Thank you very much. I'll look forward to that. And, um, and maybe we will maybe have more questions in our second round of questions. Thank you very much. Any other comments? Yes. I have a hand up, Mrs. Fowler.

00:07:03:25 - 00:07:38:11

This is Vicki Fowler on behalf of National Highways. Um, so as per the response to your first comment, or rather the first item agenda until the sorry, until the trick distribution assignment and junction capacity modeling has been agreed, then the HDB cap requirements are unknown as other locations where that would be appropriate. As far as, um, National Highways and the SRN. Um, obviously where there's been references to um management tools, etc. and groups and consulting the local authorities, we assume that National Highways would be part of that as well.

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Um, and we have certainly requested that future reports should include an in-depth evaluation of potential rerouting measures, uh, you know, to manage congestion or road closures with clear mapping of contingency routes for identify problem areas on the SRN. So thank you. Thank you.

00:07:55:24 - 00:08:29:25

Any further comments from the applicant after that? No. Okay. Thank you very much. Um, so unless there's any further, if you take your hand down, Mr. Fowler, I think you have. That's cool. Um, thank you very much. So, um, I'm just going to move on to. I'm probably going to defer, um, questions about maintenance on highway during construction and reinstatement on completion. I think we've got quite a few questions, questions and responses to that. And I can follow up any further matters in there. Unless any highway authority does have any particular things they want to raise on that item.

00:08:31:26 - 00:09:06:05

No thank you. I'll move on. So non-primary access routes. This is a very quick question, I hope. Um, in the deadline three submission of the outline Construction traffic management plan, there was a revision to the outline construction plan and, um, item at paragraph three, 5.4.2 and table 5.2. Um, a new table. As far as I can see, arrived relating to construction traffic for non-primary routes. Um, I know it was very carefully worded, but I'm just concerned that this could lead to the wrong traffic and the wrong roads.

00:09:06:12 - 00:09:14:27

Um, can you just explain very, very briefly why that has appeared in that table and what it really means, please?

00:09:15:13 - 00:09:46:00

Uh, Kirsten Simpson for the applicant. Yes. We recognise the submission of the additional table to the TMP as it stands. Prior to this, the TMP, sorry, um, applies to pre commencement works and also crossover construction of crossover bell mouths as part of a pre commencement work. Um, it also states that all vehicles should use primary access routes. The crossover belt valves themselves are not located on primary access routes.

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And also the whole road was not identified to be a pre commencement activity either. So essentially that means that the whole road will not be in place to enable construction of crossover Bell malls as part of the pre commencement works. This was raised by Suffolk and the relevant reps in terms of the inconsistency. In response to this, we undertook a review of the wording in the TMP and the activities identified, and we identified several other activities that would require the use of non powers and they are detailed in that new table.

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Um, that's basically to ensure that the TMP will apply to to that the construction vehicle movements associated with those movements have been assessed. We've looked at the construction of the crossover. Burma's is the worst case, and we are confident that they are negligible to minor. So do not trigger additional environmental effects or transport traffic impacts.

00:10:46:04 - 00:11:24:06

Okay. So so that was that was one of my concerns about triggering other environmental impacts, and haven't been assessed in the same way through the environmental statement. As the PAHs have been of the primary access routes have been. Um, I was, I wasn't I wasn't clear that the wording gave me

that impression that it was just about, um, if I'm understanding you correctly about the relevance to the pre-construction activity. So I think it just I'm not sure whether others felt the same, but it could give rise to those routes being able to be used as construction routes during the construction.

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And that's what I was concerned about. I see a finger poised over a button.

00:11:28:20 - 00:11:29:20

Yeah, I concur.

00:11:29:22 - 00:11:45:10

I must say, I hadn't picked up the detail of this, but we'll review it. But the concern is not just in terms of assessment, but it's actually the physical ability to get things like ATVs down some of these roads. Yeah. So I think I need to sort of look at some detail. Again. It's something maybe we could take off and have a conversation about.

00:11:45:12 - 00:12:04:09

I think that's what I was probably asking for. It's quite new and I didn't know whether it had been discussed. Can we make sure those discussions happen and I get a response at some point about that, specifically because I am worried that it's opening a mini can of worms, that we just want to put a lid on now and understand the can of worms before they come out.

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Because of something for the applicant. Absolutely. We're more than happy to do that.

00:12:08:03 - 00:12:40:25

Any other comments on those non-primary access routes? And it was specifically about that table? No, thank you very much. Um, so 11.4 point, bullet point about extent of non definitive commitments. Um, this was just an observation about the amount of use of words that are get out words. And, and I think there there's just too many of them. This is just a personal thing. You've got a what actually I think is a very mature construction traffic management plan.

00:12:40:27 - 00:13:15:07

But there is so many maybes we could do. Maybe we will if we really don't want to think about it, and I'm just asking you to, to to look at those, please. Because I think we just want to make sure that, that the highway authorities have the ability to say, no, actually, you've made this commitment. It's it's it's watertight. So it's a request to to go away. Please look at the construction traffic management plan in particular, and reconsider how many times you say, now, I, I as I've said at the beginning, I'm a civil engineer.

00:13:15:09 - 00:13:28:10

I wonder if it's more about the, the the links to your contracts. So you're not trying to tying. I don't know, but it's a request and I won't say any more because I've got quite a few nods. I think you'll probably appreciate where I'm coming from.

00:13:28:12 - 00:13:30:27

Exactly. And you'll find a lot more wills.

00:13:30:29 - 00:13:35:13

Thank you very much. That's what I'm looking for. Any comments from any higher authorities? Yes, Essex.

00:13:35:27 - 00:13:38:21

I just slightly agree with that.

00:13:38:25 - 00:14:02:07

But also the construction workers travel plan, that's something else that there's a lot of, um, willingness, should we say? Um, and I think it's, it's important that that's a good framework plan that allows the contractor then to, to develop it rather than just expecting the contractor to pick up, um, things that aren't there already. You know, they have to do it from scratch.

00:14:02:09 - 00:14:32:27

Thank you for clarifying that. When I said the construction, I'm talking about the whole suite of services. I think you're absolutely right. There's a there's a lot of really good commitments. And don't get me wrong, I think there's, you know, and I think that's been supported in the main by the highway authorities. But when we're talking about, you know, we will try and endeavour to get at least six people maybe possibly in the same vehicle. Um, there's too much git outs that are potentially there. And I'm not saying it's intentional, but I think it doesn't give surety that we know that they are secured because they are really important.

00:14:32:29 - 00:15:06:12

You know, if we end up with with not six people in a vehicle, we're going to end up with six vehicles. Um, and we know that, you know, it's not it's not difficult maths is it? So I thank you very much, Mr. Harris, for the commitment to to look at some more wills and in the whole suite of those documents, including those appendices. Thank you very much. Um, I'm not proposing to talk about traffic regulation orders. I have picked up the point, and we did talk very briefly previously about when will roads be closed? Um, I'm very happy for the because I know, I know, we I parked that question until this point.

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I'm very happy to ask the applicant to give a brief answer to that point, because I think it's, again, it's similar to the discussion we had before about the worst case scenario. Obviously, these roads can be closed. So if you could just give us a brief answer to that question, which I parked, please.

00:15:22:03 - 00:15:59:18

Yeah. Kirsten Simpson for the applicant. Um, the definitely the road closures proposed within the DCO are a worst case. They're in there to enable the safe construction of the project. Um, they are very short in duration, for example, enabling the installation of knitting, which could potentially just be a matter of hours or overnight. And construction of bell mouths where the road space is not sufficiently width to provide safe construction. Um, again, those will be refined. Just recognizing the concerns that have been raised, we have been working with the highways authorities to provide further detail on the reasons for each of the Tros.

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So we are working through that at the moment. That will include how the Tros and the permit schemes will work. Recognizing the concerns about multiple closures at any one time, I'd like to provide assurance that the road space will be booked through the permit schemes and there will be no land locking and multiple closures to that will result in that. Um, so we'll continue to work with the highways. Authorities will provide the reasons for the Tros anticipated durations and look forward to further communications on those.

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Thank you very much. And it may well be that the forum that we talked about would be a really good opportunity to explain what's coming up. For example, maybe does that help in terms of the question you asked earlier?

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Yes, it does to some extent.

00:16:46:10 - 00:17:12:08

I think the the issue really is, is that already within the villages, there's huge concern about getting their children to school, getting to work, getting to elderly relatives who are ill. So there's a high level of anxiety already. So the sooner that we can get some clarity, the better for the residents.

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And I think there is a role of the local highway authority in terms of road space booking and closures as well, isn't there? So, you know, there is a there is a known mechanism for those closures to happen which will be advertised and will obviously come through the parish councils as well, because I know they do. So hopefully it won't be a complete unknown at the time. So hopefully those all those things together will will alleviate concerns as we go forward. And that engagement is, is seen. Um, the only thing I was going to talk about cross was. There was a number of comments in various submissions at deadline three and in local impact reports about timings and other things.

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I think there's enough information already in the examination to enable you to give a reasonable response on where you think you are in terms of traffic regulation, or as I know in particular, Essex were concerned about some timing. So if those discussions can still continue and maybe we'll see some resolution to those coming up. So that's that's what I wanted to talk about today in terms of the outline traffic management plan. Before I move on to mitigation, is there any final comments in terms of the outline traffic management plan that anyone wanted to pick up that I haven't? Thank you very much.

00:18:22:14 - 00:18:49:25

So just in terms of mitigation, I know I parked a conversation earlier from Essex. Um, I've got one particular point in terms of the driver's information pack that I want to pick up. That's my main question for now, but I just did want to give the opportunity for before I ask that question. I'll do that at the end. Um, for, um. I know you were going to talk. You were mentioning about mitigation earlier. Is there anything more you wanted to to mention now?

00:18:54:00 - 00:19:08:18

Yeah. Um, Essex County Council. Um, I don't think so. I think I said what I needed to. It's about the assumptions of the To, and the ES are making sure that they come to fruition through monitoring and monitoring and mitigation.

00:19:09:19 - 00:19:18:11

Thank you very much. That's very kind. Um, any of the other highway authorities want to make a comment about Mr.. And Mr. Bedford, you're hovering over your button.

00:19:18:19 - 00:19:46:12

Thank you sir. Michael Bedford, Suffolk county council. No, the short point is the point that you've already picked up on in terms of the the language of the TMP in terms of the commitments is if they're tighter, then it meets some of our concerns. Is there as loose as some of them are at the moment, then it does open, as it were, wiggle room as to what's going to be delivered. But I say we look forward to seeing the next iteration, which has taken on board your comments, and hopefully that will allay many of our concerns. Thank you sir.

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That's good to hear. Thank you very much. Just checking for hands online. Okay. So the bit that I wanted to explore and um, hopefully we'll be back on track in terms of time. Um, I want to understand a bit more about your driver's information pack. Okay. A lot of the mitigation just says it will be in the driver's information pack. Um, and I know we asked the, you know, this question, but I am still a bit concerned about the overreliance on it and what and how it's going to be. I want to know how it's going to be used.

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You know, I want to understand what detail will be in there, what it looks like, how it's going to be communicated, how it's going to be updated. Um, is it going to be used every day by all drivers? What about what about suppliers? What about people that are just making one off deliveries from a local builders merchants that aren't necessarily part of the construction team? Um, is there going to be a test to show that you've, you've, you know, there's such a reliance on it in so many commitments which I don't have a problem with, but I do have a problem with understanding how it's going to actually work in practice, so that we see that it is having the effect it must have because of it, and it's because of the reliance on it in so many places, even including, you know, understanding where schools are, you know, it's in the driver's information pack.

00:21:07:17 - 00:21:22:15

Well, that might not be good enough if we've got, you know, drivers that have forgotten what they said in the driver's information pack that they read three months ago. So that's my genuine concern. And it is a real concern. So I'm happy to spend the next ten minutes understanding that.

00:21:22:17 - 00:22:00:08

Please, I'm going to pass over to my team shortly. But I think the first thing to remember Russell Harris case he's speaking is that this is an outline at the minute, and we are looking therefore at a draft at the minute, which falls to be sharpened up, and agreed with the local authorities as part of the final

act. MP. So that probably explains why you're a little concerned that at the minute it's not in its final form because it is an outline and is a draft, but you have asked a question about the the detail of it and I'll pass over to Emily.

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I will just respond on that. I do appreciate it. So an outline and I do appreciate it early, but the final version is substantively based on that. And that means that the outline construction, the outline plan needs to be reasonably substantive. Otherwise, how do we understand that the full version is going to be on the same basis without those? So so I do appreciate your point, but I think that the amount of time it's just referenced is, oh, it's in the it will be in the driver's pack. Does does cause a concern to me notwithstanding what you've said.

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Well, we've listened and we'll continue to listen to that and hopefully we can put some of your concerns into context with the next answer. Thank you.

00:22:46:27 - 00:23:17:05

Emily. On behalf of the applicant. Yeah, we appreciate your concerns on the Driver Information Management pack. Essentially, to answer the first point about how we can be sure that it's going to be used. Um, the main work's contractor will manage an internal audit, making sure that every delivery to site, every delivery driver. They'll also follow the, you know, the outline construction traffic management plan. Um, but as part of that, it will be a read and acknowledge process of the driver information management pack.

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We will take away the point and get back to you about the frequency in which that internal audit takes place. Um, what does it look like? Um, is detailed in the outline code of construction practice, which is 3025 each. Um, construction work will undertake a site specific induction where the driver information management pack will be detailed and obviously will take into effect the To and ES, where it is a mitigation measure to highlight schools on those specific routes, and it will be detailed per route for which um the delivery driver will be for delivering say they're delivering to site one.

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They'll have a driver information management pack specific to site one. So they'll have all of that is my understanding.

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Okay. Um, I know that there's a I've asked for brevity in today's answers. I don't think that's enough for me yet. I would like to see something really substantive in the outline traffic management plan that genuinely describes how it's going to be used. Because you've talked about site inductions. You know, I've worked on sites. I know that you do brilliant inductions on sites, but I also know that you might have a reserve driver that's coming from Tucson's other builders merchants are available for those online.

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You know, it's those sort of people and those sort of details that I really want to understand. And I understand about toolbox talks and signing in and all that. I understand that. But at the moment I've got not enough understanding that the mitigation measures in that driver's pack are going to be seen because it is really, really important. Um, so I would like to see a full explanation in the next update of the outline traffic management plan. And I don't want it to be too late. Okay.

00:25:09:14 - 00:25:43:03

Um, so that we, the examining authority and also the highway authorities and others can understand that the mitigation is genuinely going to be seen. You know, I've talked about it a number of times today. I think this driver information pack is fine. Um, and also I would say when when the driver is a patient pack isn't going to be enough. You know what? Where are we going to see on site signage? Where are we going to see other interventions? So um, a little bit more thought in that I am expecting.

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Okay.

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Is there any other comments on that from any other authorities?

00:25:52:18 - 00:26:03:14

Sir Michael Bedford, Suffolk County Council only that we would absolutely echo all of those concerns and all of those comments. But we don't need to sort of reinforce them because the applicant got the message from what you've said very firmly and very clearly.

00:26:03:29 - 00:26:12:13

Thank you very much. Um, in which case, obviously I'll give the applicant a final chance to respond. I know you've done another.

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Russell Harris case. You know, we've taken all that on board.

00:26:15:13 - 00:26:27:00

Thank you very much. Okay. So we do have, um, half an hour to move on to item 12. So thank you very much. I have a hand before I move on to item 12. Yes, Mr. Pearson.

00:26:27:19 - 00:26:45:25

Rosie Pearson, pylons, East Anglia. Um, it's a quick spanner in the works to say the timescales we heard from the police are very tight between the potential consent order being granted and construction, and I wanted to know if there's anything in the schedule for any potential judicial review not to understand litigious.

00:26:47:03 - 00:26:50:01

Um, I think I'll have to pass it over to the applicant.

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Um, there's nothing in any potential judicial review that would stop, um, those engagements with the police, the joint forces. And as I indicated, uh,

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many of the things that will become clearer will become clearer even before any DCO is granted. And that engagement which we will put into the relevant document will be taking place as of, um, next month. Um, so I don't think the judicial review, if there is one, um, stands on the critical path and it certainly doesn't stop the potential for us to engage with the police in the way that I outlined, and which they accepted would be appropriate.

00:27:38:12 - 00:27:55:11

Thank you so much for the clarification and thank you for the question. So I say I'm going to move on to item 12, which is public rights of way. Um, so I know there's a number of people that have um, obviously and I know Essex Ramblers are in the room. Um, if they'd like to make themselves known or online.

00:27:58:15 - 00:28:37:21

Okay. Um, so, um, so this is the final part of the issue. Specific hearing. Um, I'm conscious there are a number of people who've registered to speak on this item, and we will try and accommodate everybody. Um, I'm going to say from the outset on this item that there's not a great deal that I believe is outstanding in this regard. And, and I believe that the I consider the matters have in general been dealt with in the main. Um, I would, however, appreciate the applicant give us a brief outline of how they intend to implement measures. Again, the common theme from today, certainly in terms of keeping diversions and closures to the shortest duration and what incentives their contracts ought to have to do this.

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Um, for example. So it's really just a matter of how those mitigation and those commitments that I think are in there, um, are going to be seen in reality.

00:28:47:17 - 00:28:57:24

Russell Harris KC I'll get Marcus Donnellan to, um, to deal with that. Um, we agree with your summary, for what it's worth, and I'll ask him to be reasonably brief, but to cover the points adequately.

00:28:59:17 - 00:29:02:05

Mark Scanlon for the applicant.

00:29:02:07 - 00:29:41:00

Um, just in terms of public rights of way, the applicant has taken a fairly clear and structured approach, as you've suggested. Um, there are various documents that cover the proposals. Um, key of which is the public rights of way management plan AP 329. Um, there are also elements with the within the outline construction traffic management plan, the outline code of construction practice and it's appendix E, the communication and engagement public information in there? In terms of mitigation, the primary mitigation that's been put in place or will be put in place with respect to prayer is to try and maintain and keep them open wherever possible.

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Um, where interactions, um, are unavoidable. The approach is to keep them open. Access will be maintained along public rights of way, um, along their existing alignment. Um, we'll be using fencing and gates to segregate, um, prowl from working areas. There will be controls put in place by maybe traffic light systems, etc., and staff will manage interactions, um, pausing work to allow crowds to be used and users to progress along them. Um, there will be some local diversions in place.

00:30:15:02 - 00:30:19:17

We've sort of chapter eight type arrangements where there is just a few metres diversion.

00:30:19:23 - 00:30:21:28

Can you just explain what chapter eight is? I do know, sorry.

00:30:22:07 - 00:30:30:18

Traffic signs manual chapter eight. So it's a typical, um, sort of arrangement that you put in place around a working area on a highway, say, for a

00:30:32:13 - 00:30:33:26

statutory authority.

00:30:35:18 - 00:31:10:13

Temporary closures with diversions are only really being put in place where managed access is not practicable either due to safety constraints or space limitations in their mainly pilot construction areas or drainage ponds or working areas for overhead line stringing where we've got pulleys and winches, etc. where those are put in place, there will be diversions in place. As I say, we will be maintaining, um, access along the browse through these diversions. We'll be aiming to use the shortest possible routes accounting for land boundaries and existing features.

00:31:10:15 - 00:31:47:24

So for example, we will generally skirt around the working area, um, if there is a ditch in the way in an existing, um, sort of bridge across that, then we'll make use of that rather than, say, cutting through a hedge, just a land boundary. Um, a small number of Diversions do exist where existing connections onto highways are temporarily relocated, or where the power diverted onto highways, those tend to be on very low traffic lanes and that sort of thing. Mitigation put in place there would involve things like temporary speed limits, warning signs for users and on the road.

00:31:47:26 - 00:32:14:15

So highway users, as well as power users and vegetation clearance to maintain visibility at where those connections come out. We have engaged with the local highways authorities in those respects, and we have agreed that those locations will be subject to road safety audits at appropriate times and appropriate stages of design and construction. There are no locations where temporary closures are proposed without a diversion.

00:32:16:08 - 00:32:53:01

There are a few locations where we've got permanent stopping up, and that's limited to short sections of prowl where the highway changes or the highway is being widened, so we would shorten the brow by a couple of metres, that sort of length to create a new termination point because it makes those highway widening, makes a short length of the power redundant. There are also a couple of permanent diversions, and they generally relate to the new private access to the ECN, the Prows, as they are currently aligned with the OECD cross at an angle.

00:32:53:15 - 00:33:25:18

So we would make a short diversion to make their perpendicular safer crossing at those locations, and the exact details will be discussed with the local highway authorities at the relevant time when that's come forward. In terms of the overall arrangements. The main works contractor will be undertaking risk risk assessments where we have interactions with public rights away. And the regimes that we're putting in place would be supported by signage, way marking of diversions, low speeds through construction traffic.

00:33:25:20 - 00:33:56:12

I think we've proposed five mile an hour at haul road crossings and the like. And obviously protocols for staff and drivers to be used where we've got those interactions. Um, again, you've touched on the driver information packet etc. earlier on in terms of measures to reduce durational lengths of diversion. And we have already taken a number of steps to minimize durations and lengths of diversions. Um, the indicative durations for each interaction with Prows are indicated in table eight.

00:33:56:14 - 00:34:18:25

I think it is in the back of the outline power management plan, and those durations are based on information from experienced contractors and experienced engineering teams. We haven't extended those direct those durations over and above what they feel is necessary to get the work done. They reflect those typical durations and rates of work for the activities that are that are listed.

00:34:21:18 - 00:34:52:13

In terms of diversions, As I mentioned earlier, we generally keep them as short as possible, just skirting around the working area to maintain connectivity, and we will be constantly sequencing construction activities as well to prevent parallel concurrent closures. So where we have a prow that is closed and diverted on to say another prowl, we will make sure that that prow in itself is not closed at the same time. So there is access is maintained and that prow is not closed whilst it's being used as a diversion.

00:34:52:28 - 00:35:23:27

And Prowse will be reinstated and reopened as soon as practicable without compromising safety, construction environment or the construction sequence. So if construction completes earlier, Prowse will be reopened earlier wherever possible. Final durations and arrangements will be finalised by the main works contractor, who is required to produce a final prow, probably right away. Management plan and that final plan must be substantially in accordance with the outline per hour.

00:35:24:01 - 00:36:05:11

That's detailed in schedule three, requirement four of the of the DCO. So it is secured. And that schedule also notes that the local highway authorities will approve. It will be able to approve it in

terms of communication of impacts, there are measures identified in the Outline Power Management Plan, the Outline Code of Construction Practice and the outline CMP Construction Traffic Management Plan. But basically that will involve advanced notification of the management regimes being put in place, the controls that will be put in place when temporary closures are what the diversions are, what signage will be put in place on prows themselves and on the roads, etc.

00:36:05:15 - 00:36:21:00

and what notice will be given. And obviously the way marking of diversions, the signage we are proposing to include timing, duration, alignments in easily readable forms or mapping and that sort of arrangement.

00:36:22:24 - 00:36:53:00

Warning signs and speed limits will be put in place, warning signs for power users and warning signs and speed limits for construction and non construction traffic interfaces. So with the whole road for example, or where we have a diversion that comes out onto an existing highway in a different location to the existing one. Um, there are warning signs being proposed there. And then we'll also look to have wider community engagement and provision of information to residents and occupiers.

00:36:53:08 - 00:36:55:29

Um, there will be updates via the project website.

00:36:56:01 - 00:36:59:05

If you can just come to a conclusion that would be useful. Yeah.

00:36:59:12 - 00:37:12:15

Um, sorry, I'm getting the information to parish councils, letter drops, emails, etc. all as detailed in the various engagement plans and obviously ongoing engagement with the local council officers at the local highway authorities.

00:37:12:17 - 00:37:43:24

Thank you. That's really that's a really useful overview. And most of those things are covered in in your submissions, which I found very useful. Thank you. And what I plan to do is just briefly ask the highway authorities and the public right of way authorities if they have any general comments. If there's anything specific about individual routes, I probably would ask not to go into detail now and just continue those discussions about specifics with the applicant. But if there's anything in general about the public rights of way, strategy, etc.,

00:37:43:27 - 00:37:58:06

I'm very happy to take some questions or comments. Now, as I said, we are going to finish at 1:00. So if there's anything that needs to be covered now from the highway, from the rights of way authorities, I'll take those matters now. Mr. Bedford.

00:37:58:08 - 00:38:32:26

Thank you sir. Michael Bedford, Suffolk County Council I wasn't quite clear from what was being said. There is. Are we expecting to see another iteration of the public rights of way management plan in the examination? Because a number of the things which were referred to, we don't think at the

moment adequately secured in the document, which I think remains in its submission form as app 329. And we you asked a question about the document. We made a comment in Pro question 1.1 with some changes that we wanted to see.

00:38:32:28 - 00:39:11:28

And so I say it just seemed to be what it would be helpful to clarify whether the applicant is intending to update the document that has already been provided, and if so, obviously by which deadline? That was the first point. The second point is a wider point. I think we certainly accept the sentiment of what the applicant is doing in relation to its treatment of public rights of way, and in a sense, well, there is a lot to commend in that, but it's very much focused on the functional, as it were, ability to use a right of way or for it to be temporarily diverted and then used.

00:39:12:00 - 00:39:43:29

But what we think is at the moment somewhat lacking in the applicant's approach is recognition that both during the construction phase but also during the operational phase, there will be a degradation on the enjoyment. The experience of using public rights of way by virtue of the construction works in the proximity to where there is to be a right of way, and by reference to the utilities infrastructure, which is to be provided as part of the permanent works.

00:39:44:03 - 00:40:24:18

And and so effectively bearing in mind that the rights of way network is these days predominantly, not exclusively, but predominantly used as a means of enjoyment and recreation, we don't think that's been adequately recognized. And so what we would certainly wish to encourage the applicant to be considering is, in addition to these, as it were, functional measures to how you deal with a particular diversion of a particular route is to consider The potential for enhancement of the network as a whole to account for these were wider impacts.

00:40:24:20 - 00:40:38:18

The diminution in the enjoyment of the network through the impacts of the project. So that's the point that we would like the applicant to be giving some consideration to, because at the moment we don't think that that's been fully reflected in what is proposed.

00:40:38:20 - 00:40:49:01

Thank you very much. What I'm planning to do is go through everybody and give you the right to reply to everyone. Any other local authorities? The public rights of way authorities first.

00:40:49:09 - 00:41:07:10

Shirley Anglin. Essex county council. Um, just to reiterate that we would expect to see an updated management plan as well. There's some comments that we've made, um, in our statement of common ground, and we would like to see some of that wording incorporated into a new version of the management plan, please.

00:41:07:16 - 00:41:34:24

Thank you very much. I'm hoping that we'll have an updated plan with some more firm commitments like we've talked about anyway, so I do I do expect that there will be, but I'll let the applicant respond on that. Do we have any other authorities online that want to make any different comment? No hands

going up. Okay. I'd just open it up to borough council, city councils and parish councils for any further comments. I do have a hand in the floor, so I'm going to go to you first.

00:41:34:26 - 00:41:35:21

Thank you.

00:41:35:27 - 00:41:37:00

Carolyn Mason.

00:41:37:02 - 00:41:37:25

Ardleigh Parish.

00:41:37:27 - 00:42:23:20

Council. Um, just to really bring it down to basics, we we in our villages, Ardley and Little Bromley, we have access. Our access to the countryside is through the public rights of way and the roads, country roads, small country roads. Um, and I think in Ardley that most of our public rights of way will be affected by these proposals and we will be significantly affected by it. And I really support what's just been said about the damage and enjoyment that's going to be done to our residents, enjoyment of where they live and to have knowledge of when the footpaths will be closed or effective would be through our planning and infrastructure.

00:42:23:22 - 00:42:53:00

Working group would be very good to to have liaison with that. And and I absolutely agree with the reinstatement and enhancement of the biodiversity in nature around us, which will be being severely damaged through this project. So I just want to support those and for our community to know that, that our footpaths will be reinstated and be able to be enjoyed to the fullest extent in the future. Thank you.

00:42:53:02 - 00:43:10:23

Thank you very much. Um, any other parish councils or city councils that want to make a comment? Nothing online. I believe we have Essex Ramblers here, so I want to make sure you have the opportunity to comment if you would like to. Mr. Reeve.

00:43:17:09 - 00:43:21:03

Okay. Can you. Can you hear me? It looks a bit dark, I must admit.

00:43:21:12 - 00:43:31:04

We can see you. Um, just. Just to remind you, I don't know if you've been here for the whole session, but we are finishing at 1:00, so any comments? You have need to be reasonably brief and strategic, if possible, please.

00:43:31:13 - 00:44:07:26

Well, I'll just say that, um, uh, around those views, I've been set out in our submission, which, um, is RR 181, which, which I'm sure you will read or have read. Um, I'd like to support, um, all the other comments that have been from the local authorities. Um, uh, but the main thing about our submission is that there were a lots of variety of views within the round of members, which probably isn't a

surprise. Um, some, in fact, were really dead against the proposal on principle, but overall, members felt that we should support the principle of the project.

00:44:07:28 - 00:44:38:28

And our main concerns, of course, were with the duration of any closures and the, um, and the, um, diversions that were being proposed. Um, I think overall, the management plan does sound good. Um, it's certainly the, you know, they should be taking on board the fact that the any closures should be very small. Um, and, um, diversions will be discussed with the relevant authorities. We would like to be included in those discussions, I think, which is mentioned in our report.

00:44:39:02 - 00:44:48:18

Um, so that's about all that I need to say. We really support the principle, concerned about the closures, and would like to be involved with discussions about diversions.

00:44:49:08 - 00:45:13:21

Thank you very much, Mr. Regent. And I did indeed read your relevant representation. And I did feel that a number of your points were very sensible and valid, and I think have been in the main covered by the the plan. But hopefully anything that is outstanding will just be reviewed in the light of that with any update that comes. So thank you very much. Okay. Um, is there any other person in the room that would like to comment on public rights of way.

00:45:16:24 - 00:45:19:29

Know any person online that would like to comment on public rights of way?

00:45:24:13 - 00:45:28:29

Thank you. I'll give the applicant a chance to respond on those matters, please.

00:45:31:01 - 00:45:33:25

Samantha power for the applicant. Um, I'll.

00:45:33:27 - 00:45:40:00

Just start by saying that the visual amenity for public Rights of ways is actually chapter 13, application 223.

00:45:40:19 - 00:45:41:06

A little bit closer.

00:45:41:08 - 00:45:41:23

Yeah.

00:45:41:25 - 00:45:42:24

Sorry. You're quite softly spoken.

00:45:42:26 - 00:46:14:21

So sorry. Um, for the applicant. Um, I was just saying that the visual amenity for public rights of way is covered in chapter 13, application 233. Um, in terms of the viewpoints and things like that. Um, for

us, in terms of construction traffic effects, these application two seven, five and we do have an assessment that we've looked at in terms of the delay. And we look at anything that's greater than a four week period in terms of any diversions. And we look at diversions that in terms of the extent of the diversion.

00:46:14:23 - 00:46:52:11

So we would look at the distance and net increase in any change from one route to another. And so we understand that there will be diversions. There will be slightly longer than their original ones. Um, original length. Sorry. Um, however, as most of these routes are leisure routes, um, there is an appreciation that walking slightly longer wouldn't necessarily be seen as a dis benefit. Um, we'd also consider that, um, although we appreciate that there will be some disruption, and we've tried to manage that within the outline public highway traffic management plan and to keep those public rights open.

00:46:52:15 - 00:47:13:02

And that's also being considered in our assessment for delay. Um, when we're looking at any effects, we always look at with the residual effects with mitigation in place, um, and we'd also consider that, um, that this would matter would not be Um, grounds for the application to be acceptable, to not be acceptable. Sorry.

00:47:13:12 - 00:47:28:19

Thank you. Just the comments on an update on the plan. Anthony Jones for the applicant. I can confirm that we will submit an updated version of the outline Public Rights of Way Management plan. Any particular deadline you'd like to think about?

00:47:30:18 - 00:47:34:11

Uh, deadline for deadline for. Excellent. I was hoping you were going to say that.

00:47:35:21 - 00:47:42:21

Can I say Russell Harris? Casey, as you were asking that, I. There was a barrage of say anything except for.

00:47:42:23 - 00:47:45:11

Well, I wonder if that was happening in your head, but.

00:47:45:13 - 00:47:45:28

Um.

00:47:46:00 - 00:47:46:15

What was happening?

00:47:46:17 - 00:47:48:15

Because, unfortunately, it's on record now as well.

00:47:48:17 - 00:47:53:18

Can I, can I can I make an application to strike it from the record and not off a deadline? Fine.

00:47:53:20 - 00:48:29:28

I'm sorry. So I think sorry is in August. Um, I think deadlines will be. Would be helpful. I think it's just. But as Suffolk have already said in particular, they've got other things that they need to do. So deadline for deadline five. I think it's just the opportunity to make sure there's a chance. So if it's, you know, deadline would be great. But if it's deadline five, I think that still gives a potential. As soon as we're talking about small changes, I hope, I think they'll be a good opportunity for people to to respond. But I think you've heard enough feedback and and as I say, I've just be clear, I don't expect to be examining public rights away in much more detail.

00:48:30:00 - 00:48:40:24

So hopefully an updated, um, public rights of way strategy, which will allow some comfort for the public authorities and the parish councils, etc. will be will be a good tick in the box.

00:48:40:26 - 00:48:41:11

Thank you.

00:48:41:13 - 00:48:57:26

Very much. Thank you very much. Um, so, um, is there any final comments? Mr.. Before you do any final comments? Um, thank you very much. Um, Mr. Harris, is there anything that you would like to say in wrapping up before I ask Miss Mrs. Hunt to finish off.

00:48:57:28 - 00:48:58:15

Nothing from us?

00:48:58:17 - 00:48:59:25

Thank you. Thank you very much.

00:49:02:20 - 00:49:03:05

Okay.

00:49:03:07 - 00:49:33:06

Thank you. So moving on to item 14. Um, I see there's no item 13 on the agenda, and that's not deliberate. I have no idea why that is, but, yeah, we're on item 14. Any other matters? So we don't wish to raise any other matters. And we haven't been notified of any other matters from parties. Um, and as I said at the start of the week, we have been discussing only a small number of issues, um, related to the project.

00:49:33:08 - 00:50:04:21

Um, compared to the number of issues there are in the examination as a whole, um, to make efficient use of the time available. And just to reiterate, it does not mean that we're not continuing to examine all those other matters that we've we've heard everyone's concerns about. Um, this will largely take place in writing, and we're holding an additional set of hearings week commencing 22nd of June. Um, we don't we don't know what will be on those as yet. Um, but that will be confirmed near the time.

00:50:06:03 - 00:50:14:02

So just bearing this in mind before we close, are there any other matters any one wishes to raise?

00:50:14:20 - 00:50:15:17

Well. Thank you.

00:50:18:20 - 00:50:21:21

No. Hands up. Okay. So.

00:50:24:06 - 00:50:29:12

Just moving on to the close. Item 15 of the agenda. Um,

00:50:31:00 - 00:51:03:11

on my list of action points, I've currently got 51 of them. Um, so this is for the 3 to 3 days of this second issue specific hearing, so I will I won't run through those now. You'd be happy to hear. But as I said before, um, I would hope that the main parties have been taking their, their own action points. So. But we will aim to issue these as soon as we can. Um, so to help the parties get there, get their information in that we've asked for as soon as possible.

00:51:03:13 - 00:51:09:09

Um, the majority of them. The actions that we're asking for are to be for deadline for.

00:51:16:16 - 00:51:32:10

So yeah, as well as the action points, we do expect, um, written summaries of any oral submissions that have been made this week or any of the hearings. Um, there are in addition to the action points.

00:51:36:27 - 00:51:57:16

We've got recordings of every issue specific hearing as well as the compulsory acquisition hearings. I think the the ones from Tuesday and Wednesday have already been published and online, and they're on there for anybody to go back and have a look at along with the transcripts. And so today's will be there shortly as well.

00:51:59:27 - 00:52:36:25

So as I said, next set of hearings week commencing 22nd of June, and before that we will issue our second set of written questions. Um, in a similar vein to the first set. Not as many, I would hope. Um, there be issued on Friday the 22nd of May. So that's that's only three weeks away. So from what we've heard this week and what we've read already, certainly, um, in particular the responses to our first seven questions at deadline three.

00:52:37:09 - 00:52:44:01

Um, we will take all that together and wrap up a number of issues in our second set of written questions.

00:52:45:26 - 00:53:06:01

The accompanying site inspection I did talk about this on Tuesday. Um, but that that is going to take place on the week commencing 25th of May. And we have confirmed just this week that it will take

place on Wednesday, the 27th of May, and we will shortly be issuing some more information about that.

00:53:09:11 - 00:53:40:03

Before we close, I'd like to thank everybody for their time and assistance at this hearing and also the compulsory acquisition hearing. It's been quite different, us doing two hearings at the same time. It doesn't happen. Um, well, I don't think it has happened on any other project. So and I think it's worked very efficiently and smoothly for us to try and fit everything in. It's difficult for a project of this size, so I hope you understand that. So thank you for everybody.

00:53:40:05 - 00:53:57:08

Your answers to our questions. Comments. Um, we have of course we will. We'll take them all into account in our recommendation to Secretary of State. The time is now. 1253 and this issue specific hearing to on the Norwich Silver project is now closed. Thank you.