The Planning Inspectorate
Yr Arolygiaeth Gynllunio

Hearing Transcript

Project:	Morgan and Morecambe Offshore Wind Farms Transmission Assets
Hearing:	Issue specific hearing 1- Part 3
Date:	30 April 2025

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Created on: 2025-04-30 12:58:54
Project Length: 01:35:46

File Name: M&M_30APR_ISH1_PT3
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FULL TRANSCRIPT (with timecode)

00:00:05:16 - 00:00:26:24
Okay, it's 2:00 now, so I think we'll restart the meeting. So we're on agenda item five, which is the overview of the proposed development. So the aim of this part of the hearing is to give the examining authority and interested and affected parties a good overview of the work that is proposed at different locations along the proposed cable route.

00:00:31:21 - 00:01:17:23
So, um, much like this morning, this isn't an opportunity really to dive into the details. Uh, there'll be ample time for that later on in the examination process. Um, but it's an opportunity rather to, um, for everyone to acquire a common understanding, basically, of the scope of the proposed development and hopefully to address any misconceptions about the project. So the way I'm going to run this is basically I'm going to ask the applicant to briefly outline the works, preconstruction and construction on each of the sections of the project in turn, and then, after the applicant's description of the scope of the works in each section, the examining authority may have some questions, and then I'll open it up to others, then to ask questions.

00:01:18:15 - 00:01:24:05
But I must stress that they should be at the higher level in scope rather than on detail.

00:01:25:21 - 00:01:34:18
Um, it would be really helpful if the applicant could display the relevant works plan as we actually move through the sections and, um,

00:01:36:07 - 00:02:07:00
sort of speed things up. Um, if I outline what I expect to hear each section, I think that might help you. So the first section is the off shore cable works. Now, this morning we already heard how how the routes were selected. So there's no need to go through that again. Um, but what I'd like to hear in the explanation of the work's description of the work's is how the seabed is prepared to receive the cables.

00:02:07:24 - 00:02:31:16
What form of protection is provided to the cables? Um, what restrictions would there be on shipping and things like water sports? Um, and if so, over what areas and what timescales? So those are the sorts of things I'd like to hear in the description. So yeah, it's a good.

00:02:32:08 - 00:03:05:09

Place down on the napkin. Um, uh, whilst I'm giving a little bit of an overview, if that's right, there was just something I wanted to set in context before we go into this, this detail. Um, hopefully that will give the team some time. Um, not just to sort of focus on the works and the work's descriptions, but those specific points, um, that you've raised about, um, how the seabed will be prepared. um cable protection and then how matters relating to um effectively interactions with other users of the sea will be managed during the process.

00:03:05:11 - 00:03:42:01
Are we comfortable that we can answer those? Yes, hopefully. Um, what I did want to just, um, to say, because I think it is important, um, just to be looking at this in context, and it does relate to the to the points that we made this morning. Um, the applicants have worked together, as I said, in what in my experience, is a totally unprecedented way with this project. They have worked openly and transparently collecting background and survey data, undertaking the assessments and putting together the DCO application.

00:03:42:20 - 00:04:16:02
They've worked together on the site selection and design of the transmission assets projects. They've aligned on the approach to mitigation wherever relevant and they can, Including the securing and delivery of that mitigation. And they've done it in such a way that facilitates the delivery of one or both projects so that they could be built together. There were lots of comments made at the open floor hearing, and it's correct on the fact that the applicants have said that they can't commit to concurrent construction.

00:04:17:16 - 00:04:54:20
That is right. And the reason they can't commit to concurrent construction is because they may not reach key milestones in terms of the delivery of the overall project at the same time. So these these works are to deliver the generating capacity from the offshore wind farms. Um, they may be subject to different contractual delivery milestones. They may be uh, they may get contracts for difference in different allocation rounds so that they cannot commit to the, to the pro the projects being delivered at the same time.

00:04:55:06 - 00:05:28:17
This doesn't mean though, that they won't be constructed at the same time. It just means that you can't, that it can't be committed to at the moment. And it would have been both inaccurate and misleading to have done that as part of this application, which is why those construction scenarios. I know we're going to talk about them later. Have been considered about concurrent construction when both projects happen together. One project happening after the other or there being a gap. This is about doing a worst case for the purposes of EIA and understanding the totality of the impact.

00:05:29:00 - 00:06:06:05
And in putting that together, the applicants have done exactly what was requested for other offshore wind and connection projects, especially on the East Coast where you had project after project coming on one after the other, with the same effects happening on local communities, but without a sense of actually what was going to happen from one project to the other. One project would come forward a few years later, another project would come forward. And because of because of the way the grid

connections were organized and because of the way that the round three leasing was done, there were there weren't really controls on that.

00:06:07:18 - 00:06:19:21
What this project has sought to do is to coordinate the design of the infrastructure, importantly consultation and engagement. So it's not been one project after the other. It's been both projects.

00:06:20:26 - 00:06:24:22
Moving into a later agenda effect. I know it's introduction, but important.

00:06:24:24 - 00:06:54:29
Sorry, I don't need to talk across you, but but in terms of how we look at the works themselves, a lot of this is driven by this point around coordination and trying to align as far as possible, the joint working and coordination. So what we're going to do is be drawing together how the two project parameters align, and the fact that we have sought to do that as far as possible. Where we can. Where they diverge and why, and also the flexibility that we need to deliver.

00:06:55:04 - 00:07:35:07
But fundamentally, at the heart of this is, I think, what most planners and there are a lot of planners in this room want is strategic planning, strategic planning of projects that come forward. So rather than being one project after another with no sign of what's happening with one project digging up the mitigation area of a previous project, this has been done jointly and I think we mustn't lose sight of the the benefits and the approach that's been taken to seek to do and the transparency and the sharing of information and data, which, as I say, normally when you have two independent developers working together, it is impossible to share information.

00:07:35:09 - 00:08:04:02
It is impossible to work together in this way. And that's what these applicants have done. So I will leave it there and I'll let you now hear about the detail. But I just sometimes we get very down into the detail and I appreciate why we're doing that and why it's important. But I think the fact the coordination and the strategic approach here must have been lost in that in those discussions. So anyway, I will shut up now and I'll pass over to others to talk about the offshore cable route.

00:08:04:06 - 00:08:09:26
Okay. Thank you. Mr.. And if we could have the the works plans up as we move along the actual route.

00:08:18:21 - 00:08:24:15
Um, Heather Koski, on behalf of both of the applicants. Uh, so what I'm going to do.

00:08:24:17 - 00:08:56:04
Is provide a kind of a brief and high level summary of what's in the project description chapter, which is a S0 two for specifically section 3.15. Um, and may also make reference to the Cable Burial Risk Assessment and Outline document, which is app 219 and the Outline Offshore Cable Specification and Installation Plan, which is app 220. And and I think just for reference for Mr.

00:08:56:06 - 00:09:27:27
Johnson, I will be generally focused on sheet one and two of the work plans that he has up. So just briefly the offshore elements of the project is the infrastructure located sea words of mean low water spring. So I won't be covering anything around landfall at this point. And for the transmission assets, this includes the four offshore export cables for the Morgan project and the two offshore export cables for the Morgan project.

00:09:28:18 - 00:09:38:19
And within this, um, I'll be making reference to work numbers one A, one b to A, two b and three A, three b.

00:09:41:00 - 00:10:14:14
So I'm just going to walk through kind of how the cable installation works. Um, so so the first step of that is there will be further geophysical and geotechnical surveys undertaken, which then inform a lot of the detailed design and some of the works that need to occur in the locations of those. And once that happens pre-construction, you do have site preparation. And pretty much what this does is it prepares the offshore export cable corridor for each corridor for the offshore export cables to be installed.

00:10:15:07 - 00:10:50:21
And this would include, for us low order us.so clearance. Um, noted in our relevant wrap we will be removing high order. So for us this will be low order UXO clearance. And it could include boulder clearance or just relocating large boulders out of the way. If there's any out of service cables, these would also need to be removed. And then you also have sand wave soundwave clearance so that you can get to the seabed to install the cables. And then right before you would do a pre lay shrapnel run, which would then clear any remaining obstacles that may be in the cable corridor.

00:10:52:22 - 00:10:57:27
So I'll now move on to discuss kind of the permanent infrastructure associated with that.

00:10:58:12 - 00:11:10:17
Bridge just before moving on. Uh, what about the pre-construction phase? Uh, the investigations to actually, um, define the route and then and then you clear the route?

00:11:11:15 - 00:11:47:22
Yes. So I can touch on that. So. And I will briefly. So there are the three routes that are leaving the Morgan termite area. And a lot of this is because the offshore export cables need to run from the offshore substation platforms, which are located with the wind turbines. So in the large areas for both Morgan and Morecambe and then they that's where those offshore export cables start Art and as kind of coming to the generation assets, DCO applications, the final locations of those are subject to further survey and detailed design.

00:11:48:03 - 00:12:24:02
So we don't know exactly where those are going to be located. So for the Morgan Offshore export cables, we have those three potential routes that leave that. And that's to allow us to take kind of the most direct route and to manage the constraints around the location of those to get through. And and I

think this approach is similar to a funnel approach that a lot of offshore export or a lot of offshore wind farms take. Uh, Mona took a similar approach, as did Ollie more further to the south, and that is generally what it allows for.

00:12:24:04 - 00:12:42:01
But obviously, if you recall from the figure I shared earlier, there are a lot of existing infrastructure that we need to consider routing around. So rather than doing a funnel approach, we've looked at kind of in the first instance, how we can route around that to allow the offshore export cables to run.

00:12:46:00 - 00:13:04:00
So so just for clarification, that's not one operation you don't survey in real time and clear the route. You do surveys in advance up the route, and then you go in and actually clear it. It's two distinct operations.

00:13:04:10 - 00:13:04:25
Yes.

00:13:04:27 - 00:13:06:18
So construction post-construction.

00:13:06:20 - 00:13:26:06
Yeah. So pre-construction you undertake the surveys and based upon the results of those, you look to try to avoid obstacles where they are in place. And then if you cannot avoid an obstacle then you would look to undertake the site preparation works to remove that obstacle.

00:13:26:22 - 00:13:39:14
And in that in in the survey phase, what restrictions would there be on other uses of the sea shipping and leisure activities. Or is that.

00:13:39:16 - 00:13:40:25
Is just not interesting?

00:13:41:26 - 00:14:03:07
So because generally it would just be the safety zone that surrounds a vessel. That is standard practice for any vessels kind of moving through the marine environment. And that's just to kind of reduce the risk of collision, collision that that type of thing. So it's just a it is just the safety zone that's around the vessel.

00:14:03:09 - 00:14:17:07
It's just just to get an idea for people, you know, how long that survey phase would take, what restrictions would be on on use of the area and then go into the construction phase. Again, similarly.

00:14:37:09 - 00:14:58:13
So during the pre-construction phase, we would issue notice to mariners and have a communication plan in place. So that does go out in advance of any survey vessel undertaking the survey. And and then it's in quite a discreet area. So it's not it's not numerous vessels that are going out. Yeah.

00:14:58:15 - 00:15:09:03
It's not too much detail on the at this stage. It's sort of quantum, you know the wider quantum of the effects, you know, just to give everyone an impression of potential impact.

00:15:15:07 - 00:15:49:10
At least on on behalf of the applicants while that conversation is going on, I think to make it clear there isn't it wouldn't be like the seabed would be fenced off and people wouldn't be able to use it or any other things like that. There would be a number of vessels Operating the area, undertaking the survey work. Um, this the safety zones that have been mentioned are not are not formal safety zones. They're just the safe distance between vessels. There would be the notices to mariners so that people are aware of the activity that's taking place, that's secured through the D marine licence in terms of the amount of time that's given for that.

00:15:49:16 - 00:16:19:22
But but it it's not like a sort of onshore situation where you might say, okay, we're going to put in a section of cable and actually we need to fence off the whole thing and stop people. So that survey activity and indeed for cable lay, um, it is a few vessels working in an area and the rest of the area is open for other people and other users to, um, to, to be part of. So, um, there is an awareness of that for other sea users through the notification process.

00:16:20:09 - 00:16:26:03
Um, but it's just managing as there would be any other activity that's going on, uh, offshore.

00:16:27:23 - 00:16:35:06
Just to get some idea of, you know, the potential disruption, you know, both preconstruction and post-construction, um, during construction.

00:16:36:27 - 00:16:52:21
Uh, yeah. So, uh, as highlighted by Miss Dunn, that there's not active construction works going on, so, so there would be no need to kind of close off any portions of that other than beyond the general safety around any kind of vessel.

00:16:53:10 - 00:16:54:13
Okay. Thank you.

00:16:55:21 - 00:16:56:28
I'm happy for me to move.

00:16:57:00 - 00:16:57:24
Yes. Okay. Let's move.

00:16:57:26 - 00:17:32:22
On. And so what I'm going to just touch on briefly now is the permanent infrastructure associated with the offshore elements of the transmission assets. And so as I highlighted previously these will run from where the wind turbines are where the offshore substation platform is located. Um, to kind of the

landfall location. And this would be in works number one A and one B, and it's kind of the large area there. So the offshore export cables will start there and and run forwards.

00:17:33:16 - 00:18:06:25
And so as you go I think I've touched on it briefly, but the four cables will exit the the Morgan array area and travel generally in a south easterly direction. Um, whereas the Morecambe two cables will exit from the east side of theirs. And then that is where our cable corridors become adjacent, vocationally aligned. So that's where we look to do that. Um, and so for that, the Morgan Offshore Expert cables, it's about 100, approximately 100km per cable.

00:18:07:08 - 00:18:11:14
And for the Morecambe, that's approximately 42km per cable.

00:18:13:02 - 00:18:43:15
I think it's important to note that each cable will be installed within a designated corridor, uh, with a typical separation distance of approximately 200m between those to allow for the safe installation of that without impacting the nearby cables. Um, but I would note that in work numbers to A to B, which I believe is the next page, uh, they do become closer together in this area. And they could be as close as 20m there.

00:18:43:23 - 00:19:03:17
And that's in part why this two A2 hasn't been delineated between the applicant. And because we don't know the exact angle or the approach that we will need to take to reach the landfall. So, so that has not been delineated to allow for later detailed design to occur to support that.

00:19:05:26 - 00:19:09:27
How long do you envisage, um, that construction operation taking

00:19:11:22 - 00:19:18:06
place? The other two. Two different cables. The different phasing for each cable.

00:19:19:23 - 00:19:22:24
How long do you envisage an operation taking.

00:19:33:07 - 00:19:47:21
Part. I don't think we've split it down here into. Kind of the overall works other than the high level program that's submitted. Uh, I don't know. It's it is in the chapter books.

00:19:50:21 - 00:20:09:00
So for the for the Morgan offshore export cables, uh, for the for cables, that is 21 months of site preparation and installation works and for the Morecambe cables, that is nine months.

00:20:15:26 - 00:20:20:28
Yeah. Yeah. So that's table 3.4. Okay. And as 0 to 4.

00:20:23:23 - 00:20:24:11

Thank you.

00:20:31:05 - 00:20:33:15
Just a quick question for me, if that's okay. Um.

00:20:33:17 - 00:20:34:02
Go ahead.

00:20:35:23 - 00:21:06:21
Well, the offshore cables within the actual array areas, what point does the cables as part of this application start and the cables from the actual offshore substations, or is there is there actually any overlap between works proposed by this application and potentially consented by this application and those in the Generation Assets application? At what point is is the bit when they come out of the actual substation or substations?

00:21:11:03 - 00:21:47:26
At least done on behalf of the applicants. So, um, if we talk about it, first of all, in terms of the infrastructure and then how the how the um, order limits areas have laid over each other. So, uh, the cables for this project, uh, for this application. So all of the cables will start from the offshore substation platforms within the array areas. And that's the same for both Morgan and Morecambe. Um, and because the detailed design hasn't been done for the generation element yet, it's not known where those offshore substation platforms will be.

00:21:48:14 - 00:22:02:08
And so the reason the order limits for both projects overlap with the order limits for the generation assets is because the start of the export cables that are consented for.

00:22:02:10 - 00:22:03:07
Yes, I understand that.

00:22:03:09 - 00:22:03:24
Yeah.

00:22:03:26 - 00:22:04:11
Yes.

00:22:04:13 - 00:22:09:09
But it's from the substations when this application takes over, so to speak, in terms of the, uh, because.

00:22:09:20 - 00:22:23:05
And when the projects are actually delivered, they will be delivered holistically across each project, and the consents and the development consent orders have been aligned so that that that will work in that way.

00:22:24:04 - 00:22:24:21
Okay.

00:22:28:12 - 00:22:28:27
Okay.

00:22:28:29 - 00:22:29:14
Thank you.

00:22:29:22 - 00:22:41:10
I think I'll open it up now to any other questions on on the scope of the works, the offshore cable works. Anyone else got any questions on the scope of works on that section of the cable?

00:22:43:18 - 00:23:08:28
Nope. Okay. I think we can move on then to the landfall works. And again, if I give you an indication of what I'm looking for in that response. So, um, if you can include an indication of the approximate indication of coffer dams and their dimensions, uh, trestles, crossing compounds, chunky boxes, work compounds and their accesses,

00:23:10:24 - 00:23:25:27
and, um, in particular, I'm interested in what restrictions we placed on the use of the beach and the slipway during reconstruction and construction. So if bear in mind those two phases, um, pre-construction and construction.

00:23:39:01 - 00:24:08:23
Heather Koski on behalf of both of the applicants. So I will also kind of cover off briefly section 3.14 of As 024. And and I know, as I highlighted earlier today, just to highlight that when we refer to the landfall location, this is in the area between main low water springs, which is work number four A and four B to the transition joint base, which is work numbers ten A and ten B.

00:24:14:09 - 00:24:45:04
So I'll go over, I think, a bit on each of the work numbers to lay that out, because I think that might be the best way to do this. So we do have permanent work areas. So this is where the infrastructure would be installed. So starting from Menlo Water Springs we have 4A4B and to five A and five B which is the mean high water springs to the 100 meter offset from the sand dunes.

00:24:46:04 - 00:24:57:09
And then we have a trench less technique that will go underneath work numbers six, eight and nine. And then we have the transition joint bay at ten.

00:24:59:02 - 00:25:37:15
So for construction there are looking at the beach side. There are several beach construction compounds that are proposed. We have compound one, which is work number 38 A and 38 B, and this is located at the North Beach car park. And what that is, is that is a welfare facility. So that would be toilets and that type of thing. Noting that during construction, the access to that is a pedestrian access only to the work numbers for A and for B.

00:25:37:19 - 00:25:41:27

So just to clarify on that, you propose taking the whole of that car park.

00:25:43:15 - 00:26:04:14
No, it's a very small portion of the car park. I said, it's not that good. So it's the 38 A, 38 B, so it's the orange striped bit within that with 19 A, 19 B being a car access. It is quite a large car park there. So it's a very small portion of that.

00:26:05:05 - 00:26:13:26
Is done on behalf of the applicant. So the whole car park is within the order limit, but the area within which those welfare facilities it not. Sorry.

00:26:21:03 - 00:26:24:15
So where exactly would the welfare facilities be located?

00:26:28:21 - 00:26:30:18
Laura Martin, on behalf of the applicant.

00:26:30:20 - 00:26:32:05
Please can you repeat your question?

00:26:32:07 - 00:26:41:22
Yeah, I was I was just asking where in that area that's highlighted. You'd have the welfare facilities that you referred to and also, I presume parking.

00:26:42:06 - 00:27:05:08
Yes. 38 A and 38 B is where the welfare facilities will be um located this we have designed this in consultation with File Council 19 A and 19 B, which surround 38 A and 38 B is just for access into those um welfare facilities. And just to confirm, it's not the full extent of North Beach car park.

00:27:05:10 - 00:27:05:25
Up.

00:27:05:27 - 00:27:12:29
Okay. So approximately how many parking spaces would be left and that facility is installed?

00:27:17:21 - 00:27:21:11
Only roughly. Just to give you an idea of the impact. Potential impact.

00:27:27:13 - 00:27:32:15
It's done on behalf of the applicant. That's quite a specific question. We may need to come back and just confirm that.

00:27:32:17 - 00:27:33:02
Yeah.

00:27:33:04 - 00:27:43:18
I don't really want to get into the detail. You know, it's just to give an impression to people about the potential impact. Uh, you know, at a higher level.

00:27:43:20 - 00:27:46:13
I'm advised it's about a quarter of the car park.

00:27:46:26 - 00:27:50:06
Okay. And how long would that be in that condition?

00:28:01:02 - 00:28:15:22
Laura Martin, on behalf of both the applicants. This compound will be used for the cable pulling works, and it will be in situ for up to 38 weeks within a 3636 month period.

00:28:17:03 - 00:28:18:28
Right. Thank you.

00:28:19:03 - 00:28:34:06
And sorry. And during that period, the remaining car parking spaces, whatever number that is, will remain open. And is there a commitment to that? Is that actually as it's within the order land for access. Is there actually a commitment.

00:28:35:00 - 00:29:02:27
Done on behalf of the applicant? I think that's secured through the, um, through the, uh, works plans themselves in that the only area where the facilities can go is there is at 3838 B, and the rest of it is for access only. So we don't have the ability to put, uh, to put temporary infrastructure anywhere other than is shown in that area. So it's secured through the DC are in the works plans.

00:29:06:01 - 00:29:07:00
Okay. Thank you.

00:29:08:07 - 00:29:15:27
Um, if you go back to the the beach and the the dunes. Can you explain where any cofferdam would be sited?

00:29:20:15 - 00:29:52:06
So, as highlighted in the chapter, coffer dams may need to be installed around the exit location. So this is where the trench will start will come out and then the offshore export cable will come on and go through the duct. And as I highlighted earlier, the exact location of those is still subject to detailed design. And to look at the alignment and the angle that those need to come in to facilitate all of that. And it'll be subject to further survey and detailed design.

00:29:52:20 - 00:30:01:06
And for the dimensions of each cofferdam per cable is 75 75m².

00:30:09:10 - 00:30:22:08

And can you explain why you've got such a wide corridor there? Up onto the beach and then going off along the cable line. Why do you need to show the order limit so, so wide at that location?

00:30:36:04 - 00:30:49:24
Sorry. Apologies. Are you referring to work number 3A3B which is the offshore kind of supporting area. Or are you referring to kind of the land portion of that?

00:30:49:28 - 00:31:15:21
It's it's both really. Um, because obviously, um, the order limits are a lot wider generally. Right, throughout the order limits. And then there's notionally required for the cables themselves and the easement and the visual easement for the cables. Um, so it's just, you know, why you need to take or show the order limit so, so wide at this stage of the project?

00:31:16:12 - 00:31:46:16
So if I start with off the offshore work number three A, three B, that is a large area to support the offshore export cable pool. And as you can see it extends quite far to the north there. And and that is to support, as I mentioned earlier, how narrow and close together the cables can be into a and to be as they approach landfall. So what that is, is that's to allow vessel positioning and anchoring to be able to work around those cables in quite close proximity.

00:31:46:25 - 00:32:01:28
And the reason it extends so far north is it allows the applicant to use the Stargate slipway at the far north to launch a rigid inflatable boats, which can help to support the cable pooling.

00:32:03:18 - 00:32:04:06
Okay.

00:32:05:07 - 00:32:07:04
Um, talking about.

00:32:07:06 - 00:32:07:21
The.

00:32:07:28 - 00:32:20:09
Stargate and the slipway. Uh, what restrictions will be placed on access to Stargate and the slipway? Reconstruction and during construction.

00:32:21:20 - 00:33:15:05
So the access that is proposed, which is 1980, 19, be there at Stargate Slipway. And we're not proposing to make any changes to the slipway or to that access point. Um, it is, as I said, within its existing usage, which would be to launch a small craft from that. So there wouldn't be any restrictions. Um, except when we were launching a small vessel to go from that. Um, in line with what happens currently when small vessels are launched from that, and then the access onto the beach for that, which is the green 19 A, 19 B that is to allow us to access work numbers for A for B down on the beach, for plant that is potentially too large to utilize the access track through the dunes, which is seven A, seven B.

00:33:15:07 - 00:33:20:05
So that's to kind of manage some of the constraints that I highlighted earlier around the landfall.

00:33:22:01 - 00:33:33:03
So, so just to be clear, um, you don't propose shutting the slipway at any stage or restricting its use only when it's used by construction vehicles.

00:33:33:07 - 00:34:04:24
No, we wouldn't close the slipway or restrict its use. There might be, um, a managed bit if a large piece of plant is moving down the beach or through that, you know, we may need to temporarily stop people from walking as the plant moves just to manage any health and safety risk. But it would be a very short term kind of duration for that. It you know how long it takes the plant to move out of the way, and then it would be up and back up. So it's managing that from a health and safety. But there would be no closure of that.

00:34:05:13 - 00:34:10:09
And access to the Stargate Depot. Is that going to be restricted in any way?

00:34:11:13 - 00:34:43:14
No, it would be a similar thing you may have. We did respond to the Royal National Lifeboat Institute as well and have, uh, and do have meetings set up with them to discuss that, but it is not our intention to restrict that access in any way, because if we are not actively using that, then there would be no restriction on that. And as I said previously, it would just be managing kind of the transportation, excuse me, the transportation of that plant through that area.

00:34:45:03 - 00:34:53:07
And then how about the actual beach itself and use of the beach? By public amenity.

00:34:53:09 - 00:34:53:24
Use.

00:34:54:13 - 00:34:58:12
How will they be restricted from that area, if at.

00:34:58:14 - 00:34:58:29
All?

00:34:59:07 - 00:35:46:05
So. So we do have a commitment which is commitment 44, which is to ensure that there is a minimum offset from the sand dunes of 100m within that. So, so obviously the exit pits or any of the offshore cable pool and activities would occur below that. Um, and it would we would take a similar approach to managing that, which is it would be a managed crossing. And for that so there would be a path available, depending on the nature of the works, either up by the dunes or alternatively kind of down by the water, and that only within the active working areas would we manage that.

00:35:46:07 - 00:35:57:24
So there may be maybe somebody, if there's plot moving, asking them to wait a few minutes before they cross that. But but it's not our intention to to close the beach for any long duration.

00:35:58:27 - 00:35:59:12
Okay.

00:35:59:14 - 00:36:24:10
There's a lot of sort of moving parts in this location. What would be really helpful if you could provide a plan? Um, basically setting out, um, the likely, uh, construction scenarios, the location of the cofferdam and routes, routes around it for pedestrians using the beach. Would that be possible to provide that for us?

00:36:28:04 - 00:36:44:07
Laura Martin, on behalf of both the applicants. To answer the first part of your question, we cannot provide a plan which shows the, um, the exit pit locations and coffer dams at this location because that will be informed as part of detailed design.

00:36:44:09 - 00:37:02:17
I realize you can't provide the exact location. I think what we are for is indicative plan. Um, because what we've got at the moment, um, is this plan basically that shows large areas of works and it's very hard to, to understand exactly what's going on in those areas.

00:37:04:04 - 00:37:23:09
Laura Martin on both, um, behalf of both the applicant, yes, we can look to do an indicative plan. Um, and I would also just highlight that in the outline Public Rights of way management plan, which is document reference as 048. Um, there is a section one second um.

00:37:31:05 - 00:37:38:28
Appendix A apologies um, which provides more detail, um, on the access uh, during construction at landfall.

00:37:39:15 - 00:37:50:25
Yeah. I think it's a graphical representation that we're looking for. Um, so we understand everything that's taking place in this location, particularly because there's a lot going on there.

00:37:51:06 - 00:37:52:26
Yeah. Laura Martin would be helpful.

00:37:53:22 - 00:37:57:18
Could you make that an action then to provide that deadline one. Is that possible?

00:38:01:12 - 00:38:06:00
Yes, we can do that and we'll provide it in the outline management plan.

00:38:06:10 - 00:38:07:20

Okay. That's great. Thank you.

00:38:08:06 - 00:38:43:03
Is there also details? No, there's, uh indicative indicative. There's some design parameters for the the cofferdam or coffer dams. Is there actually a one which includes the, the height of it. It's quite difficult to get in one's mind what the cofferdam might, might look like. I know there are design parameters, but actually in terms of its potential height. And again, an indicative drawing of that might be quite helpful just as to what it might look like as coffer dams come in all sorts of shapes and sizes, large and small. And it'd be quite useful just to have an indication of that that could be added to that action point.

00:38:44:25 - 00:38:50:25
Yeah, unless it's not in the parameters already. I don't think it is. I don't think the height of it is in the parameters. I think the size of it in terms of.

00:38:52:23 - 00:39:16:19
Uh, Paul Elson, on behalf of the applicants. Um, the the height of the cofferdam would be difficult to determine at this time. Um, because we it's going to depend on how much tow you need in the ground below the bottom of the cofferdam itself and the equipment that you're going to utilize to install the actual piles to make the cofferdam. So it's quite hard to be specific at this moment to say it's going to be x meters above the sea floor.

00:39:17:04 - 00:39:20:25
So there's no maximum design parameter in terms of height of it.

00:39:21:04 - 00:39:39:19
For example sorry, less than half the up. Um, we can provide an indicative outline and sort of schematic of a of a worst case or indicative case for the cofferdam in terms of those heights. Yes, we can do taking on board Mr. Ellison's points, which is that it will be subject to detailed design.

00:39:39:21 - 00:39:41:03
Offering that music except that.

00:39:41:13 - 00:39:43:21
But it's just giving an indication. Yes.

00:39:43:23 - 00:39:49:20
Yeah. Obviously, we accept any caveats you sort of put on that. Um, okay. I think I'll open it up then.

00:39:50:09 - 00:40:27:19
Sir, if I may. Sorry. Apologies. Catherine Knight, Blackpool Council. Uh, we welcome and thank you very much for the request for a detailed, uh, plan of Stargate and also is of major concern to Blackpool Council as an indication, I asked yesterday who the users were of Stargate. And on a brief overview, because a detailed list came back to me. In summary, it's emergency services. It's the main access to the tramway. Uh, it's passive and active users of the beach. And then the users which have

been identified, such as the Lifesaving Association, these are important users to Blackpool and the tourism.

00:40:27:21 - 00:41:03:17
So we would welcome more detail and action for more discussion and a clearer idea of exactly what is intended for Stargate, uh, in respect of any closures are the seasons, the timing and the length of duration. Also, in respect to Stargate, which is in council ownership, the number of vehicles we've heard heavy construction vehicles towing. I mean, our minds just go from here to here. We're hoping it's here, not here. But we'd need to know that the access way can actually take and maintain those vehicles.

00:41:03:23 - 00:41:08:18
And so we would welcome an action for discussions with the applicants on this topic. Please.

00:41:10:05 - 00:41:11:24
Would you like to respond to that, please.

00:41:22:11 - 00:41:45:16
At least done on behalf of the applicants. Um, a large amount of this information is in the application already, and we've obviously discussed the usage for emergencies only, for launching a vehicle and for a certain larger, uh, larger pieces of of construction. Um, uh, vehicles. Um, but we're very happy to have a further discussion with the council about that and provide further detail, if that would be helpful.

00:41:46:00 - 00:41:48:21
Uh, is it possible to provide a note into the examination.

00:41:49:19 - 00:42:00:12
List on behalf of the applicant? I suggest we we provide something to the council and discuss with them, and then we submit it. We'll submit it probably to them earlier and then and then can provide it into the examination.

00:42:00:18 - 00:42:01:27
Okay. That's great. Thank you.

00:42:02:08 - 00:42:24:19
Sir. Catherine Knight, Blackpool Council. Thank you very much. That's welcomed. I've also had a nudge from, um, Mr. Robert Green beside me at his head of the enterprise Zone at Blackpool Council. Apparently there's an important internet transmission line that goes through the Stargate as well. So they're seeking protection of that line. So we would welcome a discussion with the applicants and thank them very much for that.

00:42:25:07 - 00:42:28:28
Yes, Dan. Are you aware of that particular e-mail?

00:42:37:08 - 00:43:01:04

Lays down on behalf of the applicants. Yes, we are aware of those services beneath Stargate. We also have protective provisions in the draft development consent order relating to telecoms operators. So there's from a from an impact and a works perspective. They are managed would be managed through the protective provisions. Um but again it's something we'll discuss further with the council okay.

00:43:01:06 - 00:43:04:23
Thank you. Okay. Anyone else please.

00:43:05:16 - 00:43:17:16
Hi Neil Stephens, Lancashire County Council I've got a huge number of comments to make, but if it's okay with yourselves, can I save those for tomorrow regarding access as part of the traffic and transportation section?

00:43:18:00 - 00:43:26:21
Yes. I think that's probably the right time to raise them. Yeah, you could keep those for them. Great. Thank you. Anyone else with any questions about landfill? Yes.

00:43:30:23 - 00:43:31:08
Uh.

00:43:31:14 - 00:43:32:09
Not the Wildlife.

00:43:32:11 - 00:44:03:00
Trust. Uh, going back to the North Beach car park. Uh, maybe this has been resolved already between the applicants and Alberta Council, but we are very dependent on that in terms of the dune restoration project for parking for volunteers, uh, and for active stores. It's about a thousand disused Christmas trees as part of the beach restoration program there. So, um, it's also used by beach schools, so we would need some kind of arrangement.

00:44:04:03 - 00:44:09:20
Okay. Technically, just after Christmas this time. Were you aware of that initiative?

00:44:24:03 - 00:44:39:18
Laura Martin, on behalf of both the applicants, I would just like to raise that. There'll be more than 75 car parking spaces left within North Beach car park. So we think that this will be plenty to facilitate. Those identified by Lancashire Wildlife Trust.

00:44:41:11 - 00:44:49:29
Okay. Thank you. Any other comments on the landfill section of the keyword? Bill Morgan.

00:44:50:02 - 00:45:01:09
Vice chair, Newton Clifton, parish councillor. Just the point I touched on yesterday and I was touched on yesterday about sandlers. What plans are there to mitigate the impact on Sandler's Landfill?

00:45:02:22 - 00:45:04:11

Thank you. Mr..

00:45:06:17 - 00:45:12:22
Dunn, on behalf of the applicant, I suggest that's something we pick up in the EIA ecology. Um.

00:45:13:04 - 00:45:29:03
Yes, it probably is more appropriate for that section, so we'll revisit it at that stage. Okay. If there's no more questions on that section, we'll move on then to approach the onshore cable works areas.

00:45:34:21 - 00:45:35:11
Okay.

00:46:03:08 - 00:46:38:05
Okay. Um, coming with all of these sections, I think we've got the same sort of queries. And that's basically why there are the HDD pits and compounds going to be located within these, these large areas that you've got marked within the, um, the limits. Um, I appreciate that this stage in the project, you can actually accurately define those locations. I know on previous projects, um, they do give an indicative area for those HDD pits and compounds and joint boxes.

00:46:39:17 - 00:46:58:29
So, um, I'm going to be asking the same question on each section. Where are those features within that section? Um, I think if you could provide a plan or a number of plans along the cable route giving indicative areas of those features, I think that would really help.

00:47:00:24 - 00:47:02:28
So I don't know what your comments are on that.

00:47:13:04 - 00:47:43:11
At least on on behalf of the applicant and the where the the the trench crossings that the project is committed to are shown on the crossing schedule. So there are there are those sections where there's a commitment to treacherous crossings or treacherous works are identified on the crossing schedule. So within those relevant the work areas that those relevant constraints relate to, the entry and exit pits could be located anywhere within that work area.

00:47:43:24 - 00:48:15:06
Um, uh, because that's defined by and and and at this stage to say we think it might be here or we think it might be here, we we don't know at this point because that's subject to detailed design in terms of where the cables are and the exit. Typically where you see entry and exit pits, um, are indicated. It's where they're well outside of the cable corridor or there are they're they're specifically there. So these are included within the cable corridor. As I said, the trench crossings are identified in the crossing schedule.

00:48:15:08 - 00:48:53:08
We can highlight those, but they are they are set out in the crossing schedule. The only other thing I would say is link boxes. Um, we're not in a position to provide indicative locations of loot boxes at this stage. So link boxes are the are the the things that join the sections of cable that they're quite

small. They're around a metre each. Um, and they are the location of those, uh, link boxes is entirely dependent on the detailed cable design specification and the cable links themselves, which haven't been determined at this stage because that's a matter for detailed design and procurement.

00:48:53:11 - 00:49:08:15
So the application has assessed, um, I don't know, off the top of my head, link box is along the cable route because they will need to be there. But we can't provide at this stage an indication as to where those link boxes might be, because that's subject to detailed design.

00:49:09:10 - 00:49:29:17
Okay. Um, could you therefore, um, provide an explanation of, you know, the width of the cable corridor that you're seeking? And I'll explain why. At this stage of the project, you need to, uh, indicate your limits. Um, on quite a wide basis.

00:49:34:21 - 00:49:41:23
I mean, and this is a general sort of principle, right? Throughout the cable route. Not related to any one particular section.

00:49:42:20 - 00:50:28:24
Yeah. So, Laura Martin, on behalf of both the applicants, the onshore export cable corridor, which traverses from landfall at Leatherman and the onshore substation site, has a typical total construction working width of 100m overall, which 62m is for Morgan offshore wind and 38m is for Morcom, who have two cable circuits and more. Morgan that has four cable circuits. The typical permanent cable corridor width is detailed in table Point 18 of volume one, chapter three project Description as 024, which is 70m overall for the permanent um width.

00:50:29:03 - 00:50:33:11
45 of that is for Morgan, and 25 of that is for Morgan.

00:50:35:09 - 00:50:39:16
Um, moving on to the 400. Do you want me to do the 400 kV as well?

00:50:39:24 - 00:50:40:26
Yes. Yes, please.

00:50:41:03 - 00:51:11:06
Um, moving on to the 400 kV grid connection cable corridor, which runs from the onshore substation sites near to Kirkham to the National Grid substation at Penwortham. The temporary total construction working width of the 400 kV grid connection cable corridor is a total of 76m in width, 38 per project, with up to two circuits per project. The typical permanent cable corridor easement width is 50m, with 25 being for each project.

00:51:13:03 - 00:51:26:20
Okay. Thank you. So? So why the extra width over and above the final permanent corridor? That's what I'm getting at. Just a brief explanation of why. Why? The order limits are the width. They are.

00:51:28:21 - 00:51:51:12
Laura Martin, on behalf of both of the applicants. There's key elements situated within the temporary construction cable corridor, which includes cable trenches, hall roads, and one for each project, which are up to six meters in width per one temporary fencing at both safety and security, as well as designated storage areas for topsoil and subsoil.

00:51:52:09 - 00:51:53:08
Okay. Thank you.

00:51:55:23 - 00:52:02:12
Okay. If we can go on then to the onshore cable works area. Explain the works in those areas in that area, please.

00:52:09:29 - 00:52:42:20
Uh, Laura Martin, on behalf of, um, both the applicant, it's probably worth just touching on building on what Miss Dunn said earlier. Um, the majority of the onshore cable group has separate worked areas, one for Morgan Offshore Wind, and they're identified under a work number, um, A's and one for Morgan, which are the Bea work numbers? Uh, and they are. This is because they are separate projects promoted by separate companies, and they're entirely electrically separate. And both projects need the ability to construct independently.

00:52:43:29 - 00:53:14:13
Um, separate corridors also provides a certainty regarding the extent of the land take needed for each project. And if only one project goes ahead only and is only able to use the land identified for that project and no risk of over sizing. This approach also minimizes disturbance to landowners by limiting each project to the areas needed to deliver that project. Finally, this approach has allowed for the separation of cables when needed to avoid the constraints or features.

00:53:14:18 - 00:53:48:06
For an example of this is the Quaker burial ground, where the cables separate where it's been possible. The onshore and offshore works plans have adopted a center line approach, whereby the specific corridors is identified for each wind farm infrastructure. The center line is not located in the center of the route, and instead delineates a set and separates the works. The areas required for each project in accordance with the maximum design parameters, which I set out earlier where I center line or separate works areas have been identified.

00:53:48:08 - 00:53:56:24
This also provides certainty over the areas in which each offshore wind farm proposes to, and would have the ability to install its infrastructure.

00:53:57:21 - 00:54:00:07
If I could just stop you there, that's sort of very general.

00:54:00:09 - 00:54:01:09
Yeah. And now, yeah.

00:54:01:11 - 00:54:27:07
We just focus on the approach, the onshore cable location itself. Um, obviously you've got the nursing home there. Um, you're on either side of that. Is that, um, entrenched methods? Are you proposing trenches? What's the impacts on those, um, buildings and locations?

00:54:34:24 - 00:54:51:16
So just to touch on and build on what my colleague Miss Kowski said earlier, the, um, offshore export cables will be jointed to the onshore export cables in the TJP, which is identified in works number ten, eight and ten be situated in Blackpool Airport.

00:54:51:18 - 00:54:53:01
Transition Joint Base. Oh, yeah.

00:54:54:00 - 00:55:24:04
Yeah. Um, this is also where there will be a trenches, um, entry pit, which will then um, as which is where it then goes underneath the railway, the dunes, the road, the golf course and then exits on the beach in works number five, eight, five B or 484B. So just to recap.

00:55:24:06 - 00:55:27:21
So the area between six. So 6A6B.

00:55:29:27 - 00:55:34:00
A b and nine a, nine b is all trench less.

00:55:34:16 - 00:55:50:10
Okay. And um could you, could it potentially go through either route or both either side of the, the nursing home or one side or the other or both. One project. One side, one project. The other side.

00:55:50:17 - 00:56:01:12
Yeah. Laura Martin, on behalf of both the applicants, um, that is all part of detailed design. And we could use either, um, corridor. Right. As part of that.

00:56:02:17 - 00:56:36:18
Is done on behalf of the applicant. Uh, just again, just want to stress what the applicants are proposing. Is there a is there a single single per cable circuit single continuous drill from ten A, ten B to five A, five b. So this the this this section of the cable will be drilled in one go. Um, for each of the cable circuits so it doesn't come out to the surface at any point. Um, it will, it will go straight down to the, um, uh, to the, um, the exit pits that are on the beach.

00:56:36:22 - 00:56:52:24
And the reason for the flexibility here is because this this is quite a long drill. Um, in terms of taking it goes underneath a number of features. Um, and there needs to be that flexibility around actually where the drill locations are given, given the complexity of that route.

00:56:53:24 - 00:56:59:27
Okay. And approximately, um, timescale for that at um cable to be installed.

00:57:27:07 - 00:57:49:16
List done on behalf of the applicant. I suspect we might need to come back to you on that one. Okay. Each of the drills will be a continuous drill from from the TJ beams to the exit pits. It's the duration of time that that drill could take. And then obviously you've got up to six drills going through each of those. One for each of the cables. We'll take it away and come back in terms of what that maximum duration.

00:57:49:18 - 00:57:54:01
Okay. Um, so what do you envisage the impact would be on the nursing home?

00:58:01:16 - 00:58:03:10
Sorry, sir. Could you repeat the question?

00:58:03:19 - 00:58:07:26
I was just inquiring what you think the impact would be on the nursing home itself.

00:58:14:14 - 00:58:40:28
At least on behalf of the applicant. And obviously, the nursing home is not within the order limits. It's been excluded from the order limits. Um, and given the fact that there will be treacherous crossing, it will be a treacherous drill here for the purposes of, um, whichever part of the corridor is used here. And the applicants aren't anticipating any impact on the nursing home as a result of this project.

00:58:41:19 - 00:58:44:14
Okay. Thank you. My colleague has a question.

00:58:45:12 - 00:59:02:25
Yeah. Just a quick question on the flexibility of going either side of the nursing home. And I understand your answer about, I think, why that flexibility is required. But does that mean that if one corridor is chosen, after all, the sort of detailed design and explorations, etc..

00:59:05:05 - 00:59:23:28
Is it the case then, that both projects would come down that same corridor? So i.e. one corridor. One of those options would be effectively ruled out. Or would there remain optionality in any case to go either side. Or will it actually come down to going one side or the other for both cable corridors.

00:59:24:11 - 00:59:46:19
Lays down on behalf of the applicant. It could be any of those things. So it could be that one side is, is that when the detailed design is done, it becomes clear that the only one side of the corridor that all the cables can go through one side, or it may be that both are needed, or it may be that both go to the to the north. And that's why that flexibility is sought.

00:59:48:23 - 00:59:57:06
Okay. And a similar question. We get to the recreation ground, but I'll hold off until Doctor Morgan gets to the recreation ground. Airport options on on that.

00:59:57:24 - 01:00:06:16
So just a follow on to what my colleague just asked. Um, both widths could actually accommodate both cable routes.

01:00:09:06 - 01:00:16:15
Liz Dunn, on behalf of the applicant. Yes, both. Either side of the nursing home could accommodate all six cables.

01:00:17:15 - 01:00:22:16
So what's the driving factor between. Between determining one or the other route?

01:00:22:26 - 01:00:36:25
Uh, determining factor will be the, uh, uh, there'll be two elements to this. And, uh, Mr. Elson, who is an engineer, which I'm not. Will stop me if I start to. Or you might want to even do this before I start.

01:00:38:09 - 01:00:38:27
Um.

01:00:39:26 - 01:00:54:01
The determinant will be, um, the, uh, the the location of the drills as they come from the transition joint base. In what number? 1018 B it will then be the, um, the, the.

01:00:54:12 - 01:00:54:27
Uh.

01:00:55:21 - 01:01:05:23
The location of those drills as they come through, and then as they come out into the beach. So it'll be it will be a consideration of all those elements to determine where they come out.

01:01:06:29 - 01:01:09:27
So it's basically geometry, not ground conditions.

01:01:14:23 - 01:01:40:05
The pull outs on behalf of both applicants. Um, the it's not so much the, the trench technology that's driving the corridor width. It's the approach of the offshore cables that's yet to be determined through detailed design, which will determine how each project is going through that area and where the trench technology needs to exit to meet the oncoming offshore cables.

01:01:40:18 - 01:01:49:12
So it's the geometry of a cable route rather than geology. Uh, so the.

01:01:50:05 - 01:02:04:24
It's a yeah. So, so the approach of the offshore cables from offshore to onshore is driven by the root, is driven by the offshore cable requirements and the vessel requirements to get it there. The,

01:02:06:12 - 01:02:26:07
um, the definition of the treacherous technology to meet the oncoming offshore cables is driven by geological considerations and cable considerations as to depth, size, etc. um, and that is going to be subject to further detailed design.

01:02:27:19 - 01:02:45:01
That's the depth, not the line basically is what you're saying. So it's the it's more the geometry that's dictating the geometry of the cable coming off onshore. And then the geometry will then dictate which which of those legs is actually used.

01:02:45:06 - 01:02:47:24
Um, Andrew Garner on behalf of both the applicants.

01:02:47:26 - 01:03:08:25
So we need to do the detailed offshore route surveys before we can define the approach onto the beach. So we need to be sure that we can actually land a cable vessel in an appropriate place on the beach that may be in the north, it may be in the south. Once we know where we can actually lay the cable offshore, then we will drill the HDD to meet that position on the beach.

01:03:09:19 - 01:03:11:23
And that's why you need the flexibility of the two corridors.

01:03:11:25 - 01:03:18:25
So because we haven't yet done those surveys yet. So once we've done those surveys we'll be able to define which areas we'll be using.

01:03:20:03 - 01:03:25:03
But you're confident you don't need to go through that section that's excluded from the order limits.

01:03:25:22 - 01:03:29:18
In the middle underneath the code. Yeah. Yeah. We won't be going through that.

01:03:30:10 - 01:03:37:23
Okay. Thank you. Okay. If I open that up to any other questions then on this section. Yes. File council.

01:03:38:15 - 01:04:04:02
Yeah. John Fylde council. And so just a specific comment or question really in response to a question you asked about the anticipated impact upon the nursing home. And the response given was that it was envisaged there would be no impact. So whilst this relates to a broader point about noise and vibration that we have commented on on our relevant reps and we will comment on further in our local impact report, um,

01:04:05:20 - 01:04:42:20
even though we have requested further detail, the detail that is available in those chapters of the environmental statement does suggest that it is anticipated that there will be impacts arising from noise and vibration, particularly in relation to drilling and cable dragging, even where, um, even

where trenching techniques are used, that includes nighttime working. So it doesn't seem it doesn't seem likely to me, or it doesn't seem reasonable to me to say that it is envisaged there would be no impact, given the proximity of those works to the nursing home.

01:04:42:22 - 01:04:52:04
So this is something that we have and will continue to request more information on. But I would just like to kind of, um, push back slightly on that response that you were given.

01:04:52:06 - 01:05:00:23
Yeah, thanks for that. And that's, as you say, something. We'll get into the detail probably in in future hearings on that. Thank you. Yes. Lancashire.

01:05:02:05 - 01:05:14:17
Lancashire County Council. It's one really of confirmation required. Whilst it's highlighted you can use touchless techniques under highway under network rails provision etc.. And there.

01:05:14:19 - 01:05:15:04
Are.

01:05:15:16 - 01:05:16:09
Rivers.

01:05:18:05 - 01:05:46:11
I'm quite specific about roads. Do you envisage having to do a road closure when going onto highway? If not, how are you going to protect the highway and what regard have you got to other utilities, whether it's planned or emergency works required within highway? Because in some ways the whole world still moves on all developments. So let's move forward. All utilities still need to be maintained while your project goes forward.

01:05:47:02 - 01:05:54:13
That's, uh, you know, quite a detailed issue. But, um, if you've got a brief answer. Grateful.

01:06:04:21 - 01:06:35:02
Let's run on behalf of the applicants. Um, there is a commitment from the applicant, um, to do trench crossings of all roads. Um, save Leach Lane, which we will come on to. Um, so, uh, the, uh, the use of trenches techniques is to avoid obviously impacts the surface, the need for road closures, those sorts of things. I suggest we pick this up separately. Um, tomorrow, as part of the, um, consideration of of traffic and transport.

01:06:35:06 - 01:06:39:20
Yes. Yeah, that's a good idea. We'll do that. Any other questions on this section?

01:06:41:10 - 01:06:48:18
Okay. We'll move on to Saint Anne's Golf Club then. outline the works. It's a couple of works in this section of the cable route.

01:06:57:22 - 01:07:10:17
Laura Martin, on behalf of both the applicants, I would just highlight that, um, old Saint Anne's Old Links Golf Club is incorporated within the trenches technique that we've just spoken about. Under works number.

01:07:12:21 - 01:07:37:24
88 B and the only other works number which is in connection with um old um Saint Anne's Old Links Golf Club is 3042 A and 42 B, and that's a pedestrian access which comes in to the cable corridor from the south. Um, and this is just to monitor that trenches technique during construction.

01:07:38:10 - 01:07:41:26
So do you envisage any restrictions on the use of the golf club itself?

01:07:43:07 - 01:07:46:15
Laura Martin on behalf of both the applicants. No.

01:07:47:08 - 01:08:00:26
Okay. Thank you. Okay. Any questions on this section of the route? If not, we'll move. Move on. No. Okay, we'll move on then to works at Blackpool Airport, please.

01:08:16:00 - 01:08:51:04
So the onshore cable corridor starts at the transition Joint base within Blackpool Airport. Ten A and ten metres Tenby moving eastward. Um, as we outlined this morning. And the area is very constrained around landfall and therefore to minimise potential impacts, the project has retained the flexibility to install the cables within Blackpool Airport and Blackpool Road Recreation Creation. Ground 989 B is the most western work area within Blackpool Airport. 989 B is part of that trenches technique installation which we've just spoken about.

01:08:52:11 - 01:08:57:12
This this trenches technique commences in 1010 B.

01:09:01:24 - 01:09:39:26
From the JB's, the onshore export cable corridor splits. Part continues in a north east direction within Blackpool Airport. Works number 11 811 B and the other part continues in a south east direction within A within Blackpool Airport. 12 A, 12 B and then traverses to across across Leach Lane and into Blackpool Road Recreation Ground and the hamlet works number 51 851, B 52 A, 52, B 15 A, 15, B 53 A, 53 B and 54 A.

01:09:39:28 - 01:09:40:27
54 B.

01:09:40:29 - 01:09:44:25
Okay. If we could just, uh, keep to black Label in the first instance.

01:09:44:27 - 01:09:47:09
Okay. Um.

01:09:49:29 - 01:09:58:24
The two parts of the cable corridor, um, rejoin within Blackpool Airport at works number 13. 813 B um.

01:10:01:27 - 01:10:22:04
And it's probably just worth the reason I joined them together. It's probably worth, um, just iterating that there'll be up to four cable circuits installed in either corridor, which I've just outlined, and up to a maximum of six circuits in total as secured under schedule one, part one of the draft DCO as 004.

01:10:22:08 - 01:10:32:19
So can you just explain, um, is this all trenched loose across the airport? Is is it open cut? No. Which part is which?

01:10:33:09 - 01:10:44:11
Laura Martin. On behalf of both applicants, if we just focus on Blackpool Airport, we retain the flexibility to do either open trenching or trenches techniques.

01:10:45:04 - 01:10:46:19
Sorry, could you repeat that again?

01:10:47:27 - 01:10:56:12
Laura Martin, on behalf of both the applicants, we remained, um, the flexibility to either open trench or use trenches techniques.

01:10:56:17 - 01:11:00:27
And what determines which technique that you actually use if the project goes ahead?

01:11:05:06 - 01:11:35:23
Is done on behalf of the applicant. Um, the ability the retention of trench trench down trenches techniques in the airport is within the DCO. There are discussions, as we alluded to yesterday, going on with Blackpool Airport, about how the works within the airport will be undertaken. Um, and um, those discussions are going well. Um, it as I've said, the the DCO was submitted with that flexibility.

01:11:35:27 - 01:12:06:24
There are further discussions ongoing with the airport, and we should be in a position to be able to update the airport, um, during the examination on where those where those discussions get to around, um, how the works within the airport will be undertaken. Recognizing the importance of the the operational side of the airport and that the works that are, uh, that are undertaken, um, can be done with the airport and ensure that the airport can continue its safe operations.

01:12:06:26 - 01:12:18:00
So those discussions are going on with the airport directly outside of the examination at the moment. Um, and we will, um, will update the examination as needed as we go forward.

01:12:18:07 - 01:12:25:05

Okay. Just one last thing on the airport for me. I think there's a permanent maintenance access proposed.

01:12:27:01 - 01:12:28:20
Can you explain how that would operate?

01:12:40:21 - 01:13:00:24
So there are two operational accesses identified for the works at Blackpool Airport. One is on Leach Lane and one is to the south. Um um of Blackpool Airport comes in. No, sorry. From the north. Um, what?

01:13:02:02 - 01:13:11:26
I was just interested how how they actually operate in practice because I think one actually comes through the airport itself, doesn't it? And appears to go across some of the runways.

01:13:12:00 - 01:13:15:11
Yeah. So we are in discussions with Blackpool Airport regarding both.

01:13:15:13 - 01:13:20:29
Of those with that agreement. Yeah. Okay. Yeah. Okay. I'll open it up then. Yes.

01:13:24:05 - 01:13:57:08
So thank you very much, Catherine. Blackpool Council is a shareholder of Blackpool Airport Companies and landowner of the Blackpool Airport land. I just want to reiterate, my colleague Alison Paul may want to say something as well. The Blackpool Council cannot financially afford for there to be any impediment to the services and operations of Blackpool Airport. The safe and efficient running of Blackpool Airport and no impediment. May and I may be twisting legal words, and I would like to think that we are all on the same page. Ah, we cannot actually ah.

01:13:57:21 - 01:13:58:08
Have.

01:13:58:13 - 01:14:02:03
Occur. So there can be no impediment to operations.

01:14:02:12 - 01:14:04:29
Yeah. Thank you. Okay.

01:14:06:17 - 01:14:36:18
So on behalf of Blackpool Airport, I'd just like to support. But both both the statements made by the applicants and also Blackpool Council there. And that certainly reflects the position and the current position. I think the only point I'd like to add is that, as I alluded to yesterday, we are hopeful that the agreement that we enter into with the applicants will address all issues relating to the operation of the airport. But we do reserve our position. To the extent there are issues that we cannot resolve through that agreement.

01:14:36:27 - 01:15:01:27
And I think just as a follow on to that, and this may come into the DCO, um, agenda item later today or probably tomorrow now. And it's just it's a point of, um, that certainly hasn't been resolved on, on, on sort of my list. And I think we've started discussions with the applicants on this is how we dovetail anything that's agreed in respect of Blackpool Airport through that agreement with the controls in the DCO, that could also affect the airport.

01:15:02:27 - 01:15:03:23
Okay. Thank you.

01:15:05:28 - 01:15:13:29
Did you want to say anything else on the airport? Okay. Uh, we'll move on to the next section then, which is Blackpool Road Recreation Ground.

01:15:16:09 - 01:15:49:05
Uh, Laura Martin, on behalf of both the applicants. So I highlighted earlier that the Blackpool Road Recreation Ground includes works numbers 51 A. 51 B. Where we have retained the optionality to use tranches, techniques or open cut. And then as we head eastwards we have 52 A, 52 B, which will be an entry or exit pit of a trenches technique underneath 15 A, 15 B. So 15 A, 15 b there'll be no surface works.

01:15:49:07 - 01:16:08:11
It's all trenches, one continuous drill. And then we will pop out into 53 A, 53 B before then entering back in or exiting into black into Blackpool Airport. So 54 854 B is also trench less.

01:16:10:05 - 01:16:21:25
Okay. So what do you envisage the impact on the recreation grounds of use of the recreation grounds during the construction period, and how long would those restrictions be in place?

01:16:42:02 - 01:17:05:23
So the fencing surrounding 15 A, 15 B will be in place for a maximum of two months within the overall construction duration at Blackpool Road Recreation Ground within the total duration, which is five months within the grounds, and that secured under commitment one, two three via DCO schedules two A to B, requirement eight.

01:17:06:24 - 01:17:19:12
So so practically, what does that mean for the playing fields themselves with regard to restrictions on on their use? You know, how you know, for instance, how many of the playing pitches will be affected?

01:17:21:22 - 01:17:26:20
You know, Roughly, just to give us an idea of the scope of the works in that location.

01:17:45:15 - 01:17:59:09

Laura Martin, on behalf of both the applicants, we have been in conversations with Saint Anne's Football Club and file Council regarding the impacts and therefore the appropriate mitigation in this area.

01:18:01:01 - 01:18:19:18
That is done on behalf of the applicant. So I think we probably need to come back in terms of that understanding of the proportion of the, uh, of the Recreation ground that could be effectively fenced off during use and otherwise, if okay, a bit like the car parking spaces at the beach, I sense you're looking to get an indication.

01:18:19:20 - 01:18:26:27
Yes. That's right. The potential impacts of the works. So can you take an action then for deadline and write that note? Yeah. Thank you.

01:18:30:01 - 01:18:30:19
Yes.

01:18:32:03 - 01:19:03:07
Uh, John Kotek uh, borough council. So, um, we the we note that the applicant has said that discussions are ongoing with the, uh, football clubs on site and also the council. Um, the council has two roles to play here as landowner, but also as planning authority. Um, it's, um, a very, although a relatively small part of the overall scheme. Um, the sports activities there support, um, over 650 players of all ages. It's a very significant, important asset.

01:19:03:16 - 01:19:37:17
We have been asking for further details about the, um, the nature of the impacts. Um, and whilst we note that the applicant has, um, been engaging with, um, the council, um, and the sports teams there to some extent. Um, we don't believe that there has been any engagement with Sport England and we have enquired about this. Um, so we would like confirmation from the applicant of that. Now, we have reached out to Sport England for comment and we hope to have that to, to feed into their local impact report.

01:19:37:19 - 01:20:03:03
But just to reiterate, this is a very important asset. And the from the discussions that have been had, the sports teams have made it clear to the applicant that, um, simply seeking to find offsite provision for a whole range of reasons, um, isn't going to be possible or appropriate. So we do have significant concerns around these impacts, and we feel we don't have the information we need at the moment to properly understand them.

01:20:03:17 - 01:20:05:22
Thank you. Miss Dan, would you like to respond to that?

01:20:07:11 - 01:20:45:21
Uh, les, down on behalf of the, um, applicant, um, as as, um, Miss Martin said, we have been in discussions with both the council and and the sports ground. Just in terms of sports, England's position would welcome hearing from them. They're not a statutory consultees for the purposes of this

application. Um and I think their interest is that they provide some funding to the ground. So what I very much welcome their input in terms of understanding what their role might be. I think really this is about the management of the impacts on the ground, minimising those as far as possible, which is the applicant is, is keen to do.

01:20:45:23 - 01:21:15:28
And that's where the commitment to actually doing trench techniques through the majority of the playing fields has come from um, in order to minimise the amount of time, uh, that the that that works will be taking place. Um, uh, had that been an open trench section? Uh, it may well have the works may well have gone on for many, many more months. So the use of technology in this area has been, has been included in order to shorten the duration of works as far as possible.

01:21:16:15 - 01:21:30:23
But those those discussions are ongoing. Um, and, um, the applicants are very keen. They recognize, you know, they recognize the concerns and are looking to minimize and mitigate those impacts as far as possible.

01:21:31:13 - 01:21:36:05
Okay. Thank you. Any other questions on this section of the cable route?

01:21:38:21 - 01:21:41:03
I think there's a hand on line 18.

01:21:44:27 - 01:21:45:22
Yes. Yeah.

01:21:45:24 - 01:22:20:21
Uh, my my name is Doctor Andrew Trahan. I'm a resident close to the playing field. Um, when I asked during the consultation about the playing fields, at first I thought they would be digging trenches. But then when I heard it was going to be trench less, I asked why they would need to close off approximately half of the fields. And the answer I got was it was something to do with health and safety and people being able to use the ground above it. But what I don't understand is why that applies to the fields, but not to the golf club or to the roads, because the idea of the trench trenches there is, it's obviously allowing roads to continue in use.

01:22:21:00 - 01:22:25:13
But why is it that the golf club can continue in use, but not the playing field? So that's my question.

01:22:26:15 - 01:22:29:21
Okay. Thank you for that. Could you respond to that please?

01:22:53:15 - 01:23:16:28
Laura Martin, on behalf of both the applicants. Blackpool Road Recreation Ground is well used by the residents around the area as Doctor Trahan just identified. Whereas the approach that we've taken around Saint Anne's old Links golf course is to do the monitoring and therefore it would be managed as appropriate depending on what the monitoring is saying.

01:23:18:04 - 01:23:26:05
So basically what you're saying, it's the golf club. It's more of a dynamic, uh, risk assessment approach that you're going to be taking.

01:23:26:18 - 01:23:30:18
Nora Martin, on behalf of both the applicants, yes, you are correct.

01:23:31:07 - 01:23:33:11
So so what form would that monitoring take?

01:23:38:21 - 01:23:42:06
Well, that's an on behalf of the applicant. Sorry. Could you clarify your question?

01:23:42:18 - 01:23:59:25
Yeah. You you just explained that you're going to take a risk management approach when using HDD under the golf course. I was just enquiring basically. Or what what would that consist of? How would you ensure the safety of the golfers during your operations?

01:24:00:04 - 01:24:37:12
So the purpose of the pedestrian access into the golf course is so that you can have roving personnel walking the drill line, making sure that, uh, nothing untoward is going on and ensuring safety of the use of the golf course. With regards to the recreation ground, it's a much larger area and more popular, you know, more used area. Um, and the control of that many people or the management of that many people, and that interface is difficult, and therefore it's easier to, um, to fence off an area during the duration operation itself. Um, but that, that that would not necessitate half of the playing fields being closed off.

01:24:37:14 - 01:24:39:21
It just needs to be in proximity to the drill line.

01:24:40:24 - 01:24:45:13
Okay. Thank you. Any other questions on this section of the route?

01:24:47:15 - 01:24:58:00
Nope. Okay. Well, we've removing the proposed service stations to later in the agenda. So the next section was the River Ribble crossing.

01:25:00:06 - 01:25:04:13
So if you can explain the scope of the works at that location, please.

01:25:27:05 - 01:25:59:06
Laura Martin on behalf of both the applicants. So the River Ribble includes work numbers 26 A, 26 B, 27 A, 27, B, 28 A, 28, B 29 829 B, 30 A, 30 B and 31 A 31 B. The river river will be crossed using a trenches installation technique and due to its length and expected technical challenge to potential trenches technique, um options are proposed for the crossing of the River Ribble.

01:25:59:12 - 01:26:18:27
These are micro tunneling and direct pipe depending on the direction of tunneling, entry or exit pits will be located in 26 A, 26 B on the northern side of the River Ribble, and in 3830 B and 31 831 B on the south side of the River Ribble.

01:26:20:21 - 01:26:24:26
I can provide an overview of each trenches technique if that would be helpful.

01:26:26:19 - 01:26:37:15
Um, I think that's probably a bit too much detail at this stage. Um, well, I do want to know, though, is, um, on what basis will you make that final decision on which techniques to use?

01:26:45:09 - 01:26:55:14
Laura Martin, on behalf of both the applicants. Um, it will be based on, um, further ground investigation and surveys, um, to inform the detailed design.

01:26:57:07 - 01:27:01:27
Okay. And how how does that then dictate the actual technique?

01:27:08:09 - 01:27:28:28
Paul Elson on behalf of both applicants. So the we've got further investigation work to do in the review itself. Um, the outcome of that, uh, geological interpretation will determine which trench technology is better suited to deal with the geology that we find, um, at the cable depth requirements under the rubble.

01:27:30:04 - 01:27:36:03
So basically, it's the geology. Um, what about the geology that dictates the technique?

01:27:36:23 - 01:28:09:10
So for instance, um, not necessarily applicable to this area, but if you were talking about feasible explanation, if you were talking about using HDD, HDD is not very good with dealing with um cobbles, uh, or um, granite nodules, that sort of thing. Uh, it can divert and um, uh, deflect the cutting head, um, for direct pipe. Uh, direct pipe is, in some ground conditions better. We're dealing with with those cobbles, um, because it has the ability to take it in within the cutting head itself.

01:28:09:28 - 01:28:48:15
Um, the same applies with, uh, micro tunneling. Um, with there's other factors also to consider with the various technologies as to whether you can maintain a stable bore, um, during the drilling operation itself or whether you need to stabilize it by inserting an indirect pipe or steel sleeve, or whether it can be maintained through the use of bentonite to support the ball. It's things like this that, uh, have an effect. Um, you know, furthermore, there's, uh, the your approach angle to underlying bedrock where you're going to get deflected off of that depending on what technology you're going to use or whether you can actually get the trench technology down through and into the more stable bedrock, and at what depth that bedrock is going to be encountered.

01:28:48:17 - 01:28:56:13
So that's what we need to to, to find out through the For the Ground investigation campaign, which will inform the trenches design.

01:28:56:28 - 01:29:00:10
Okay. And what depth would the crossing B.

01:29:02:18 - 01:29:05:06
And then what's dictating that depth.

01:29:10:07 - 01:29:44:16
And looking at the depth. So with regards to um minimum depth, it's basically basically ensuring that you've got stable enough geology for the trenches, technology used to, if it's applicable to the transfer of technology used to make sure that you're not going to have a potential for bentonite breakout into the, uh, into the upper, upper structure, uh, geological structures, be they fractured or unsupported. Um, and with regards to the maximum depth and then the maximum depth is going to be more dictated by, um, possible cable requirements.

01:29:44:29 - 01:29:53:03
We have an indicative typical minimum minimum drill depth of seven meters and indicative, um, typical maximum drill depth of 45m.

01:29:53:25 - 01:30:08:26
Okay. What about electromagnetic effects? X. What's the minimum depth below bed level that you need to ensure that there's no no effects from those electromagnetic effects on on fish and wildlife?

01:30:17:14 - 01:30:24:05
This is done on behalf of the applicant. So I think this is an EIA issue to pick up on fish and ecology tomorrow.

01:30:24:09 - 01:30:35:19
Yes I think we've got a question on that anyway. It's a bit of a crossover issue, but yes, if you want to leave it to that session then then we can raise it then. Yeah. Okay. Yeah.

01:30:35:24 - 01:31:08:04
Just ask one just for the very quick clarification for the, uh, direct pipe option. Just for our understanding, the indicative maximum depth for the entry and exit pits are six meters, whereas the which is a lot less than the ones for the micro tunneling option, I think. But the indicative typical maximum drill depth for direct pipe option is 45m. What is that? Is that actually correct? Because I know the 45m is makes more sense.

01:31:08:06 - 01:31:27:03
I think it does sound like quite a lot for the micro tunneling option, because that maximum depth of the entry exit pits is also 45m, whereas for the direct power option, pipe option, it seems to be a big gap between seven meters for the actual pits and the actual for 45m for the drill depths, which I don't quite understand.

01:31:42:15 - 01:32:11:08
But that's done on behalf of the applicant. Am I understanding your question to be so? So within, um, table 3.32 and 3.33. Yes. Document as 024, which is, I suspect, what you're looking at. Yes. Um, there's an indicative minimum drill depth of, uh, seven metres. Yes. Um, and there's an indicative maximum drill depth of 45m. Yes. So the question is.

01:32:12:26 - 01:32:49:12
Question is for direct for table 3.33 for the direct pipe option, the indicative maximum depth of the entry and exit pits is six meters. So why is the indicative typical minimum or maximum drill depth 45m. It looks like when I first read it it's just a mistake because as it's being carried. So it's not. Could you explain then because in the previous table for micro tunneling option, the indicative typical maximum drill depth is 45m, which is the same as the maximum depth of the entry and exit pits.

01:32:49:14 - 01:32:55:04
I sort of understand that. I don't quite understand why the extra depths required for table 3.33.

01:32:58:09 - 01:33:28:27
So pull out some of the help of both the applicants. So, with regards to the differences in the entry and exit pits, it's determined by the technology that you're using. Typically with a micro tunnel you'll have an entry shaft and an exit shaft dug at the entry and exit point locations. And at the bottom of the shop. Those shafts will be where you start your micro tunneling activity. More on a horizontal plane with regards to the direct pipe on the entry and exit pits.

01:33:29:08 - 01:33:39:17
Again, it's more along the lines of HDD type technology. So you are you are actually sort of entering the ground from a relatively shallow ground entry depth.

01:33:39:19 - 01:33:47:29
Right. So you're going you're going in at seven meters, then you're going further down underneath. So the 45m is the underneath the river. Putting it putting it simply. Yes. Right.

01:33:48:03 - 01:33:51:24
So you Think if you think of one as shaft or cross shaft.

01:33:52:00 - 01:33:52:15
I understand.

01:33:52:17 - 01:33:54:20
You say the other one is a more of a curvature.

01:33:54:22 - 01:33:55:07
Okay.

01:33:55:19 - 01:33:56:08
Thank you.

01:33:57:25 - 01:34:05:25
Okay. Thank you. Um, I'll just open it up then. Any other questions on the crossing? Yes. Mr. Morgan. Uh, yes.

01:34:06:01 - 01:34:13:09
Morgan. Newton with Clifton Parish Council. Uh, just checking. There's no interference with the guild wheel. It's a circular cycle.

01:34:13:11 - 01:34:13:27
Route from.

01:34:13:29 - 01:34:15:18
Preston with 22 miles.

01:34:17:12 - 01:34:18:14
If you could answer that.

01:34:26:20 - 01:34:38:15
Laura Martin, on behalf of both the applicants. Um, yes. We have a construction access, which is to the north of the River Ribble. Um, crossing. Got it.

01:34:40:05 - 01:34:42:05
We'll just find it to identify it.

01:34:52:18 - 01:35:10:28
So that bit that you can say, which, um, my colleague, Mr. Johnson, um, is zooming in on now, that's where we've got the interaction with the guild. Will, um, and mitigation measures are outlined within the outline public Rights of way management plan in order to, um, deal with this interaction.

01:35:13:28 - 01:35:20:24
Lancashire Neil Stephens, Lancashire County council. At this point, we can pick up tomorrow because I've got safety issues with HGVs using the guild.

01:35:20:26 - 01:35:28:05
We'll yes, we'll put that up into the traffic and transport section. Yeah. Any other questions on the crossing?

01:35:30:18 - 01:35:38:09
No. Okay. I think that's a convenient time to take a break. Um, so please be back at 5 to 4. Yeah.