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00:04

Good morning, everybody. And welcome to the resumption of issues specific hearings number four for the East Anglia, one North and East Anglia to offshore wind farms. Before further introductions, I will just deal with some preliminary matters. So I'll check with the case team first, that I can be heard, and that the recordings and the live streams it

00:28

morning can confirm that we started the recordings and that the live stream is working. Thank you very much, Mr. Williams. So, two introductions again, my name is Ron Smith, lead member of this panel, which is the examining authority for the East Anglia one North offshore wind farm application. And of the panel which is the examining authority for the East Anglia to offshore wind farm application. I will be chairing today. And I'll now ask my fellow panel members to introduce themselves starting with Caroline Jones.

01:02

Good morning, everyone. My name is Caroline Jones panel member. And this morning I'm going to be dealing with the fraud risk and drainage elements of agenda item four.

01:14

Good morning, everyone. I'm Guy Rigby, also a member of these panels, and I'll be dealing with agenda items five and six. And also the air quality noise and light elements of agenda item four.

01:34

And then I believe we have Mr. Hockley with us is Mr. Hockley on camera.

01:40

Sorry, Mr. Smith, I was on mute my apologies. Good morning, everybody, John Hockley. I'll mainly be observing and taking action notes in this hearing, but may ask questions if they arise.

01:50

So now you know who we are and why we're here. I'll hand over to Mrs. Jones, who will ask our participants to introduce themselves. And we'll speak briefly about procedural issues arising from public health controls and the current lockdown.

02:03

Thank you, Mr. Hockley. Shortly I'm going to be running through our list of participants and ask them to confirm who will be leading on their contributions today. Before I do, can I also reintroduce our planning

Inspectorate colleagues working with us on these examinations, some of whom you will have already spoken to already, and Ray Williams is the case manager leading the planning inspector case team for these applications. He led the arrangements conference this morning and is managing the team today. He is accompanied by Kj Johansson, Caroline Hopewell and Tamika Hall.

02:33

As I know Mr. Williams has run through in the arrangements conference today's hearing is being live streamed and recorded. The recordings that we make are retained and published. Therefore they do form a public record. They can contain your personal information and to which the general data protection regulation applies. Does anybody have any questions about the terms on which our digital recordings are made?

02:54

I'm not seeing any one.

03:01

Today's meeting I'm now going to ask the participants to introduce themselves. If organisations attending today do have a number of representatives attending Could I ask that you nominate a lead representative to introduce your team on behalf of your organisation? Because I know that for a number of the organisations here today we do you have several different individuals that may wish to contribute during the course of proceedings. It would also be very helpful if you could let us know at which point in the agenda you anticipate participating. In the first instance, could I check the name of the main speaker that we have representing the applicants today, please?

03:37

Thank you, Adam. Good morning. My name is Colin Innes, and I'm at the law firm chapter wherever and appear on behalf of the applicants. today. I'm instructed by Miss Fiona Coyle, who divisional solicitor of scottishpower renewables. And I'm also accompanied by Stephanie mill of my firm as well. There'll be constants throughout the day. And also, it's also likely that Brian McGillis, who appeared yesterday, on short, consents manager will also be appearing over all the topics. It would be my suggestion to introduce my various speakers at the various sections, probably rather than going through a long list now, which will probably be forgotten if that's acceptable. Yes, that's absolutely fine. Thank you. Thank you very much.

04:26

Okay, turning to Suffolk County Council, please.

04:36

Good morning. My name is Michael Bedford greens counsel for Suffolk County Council.

04:42

We are speaking on agenda items four, D, five, and six.

04:52

And I have different personnel for each of those three items. I'm happy to either do those now, or to defer those until we get to each of those items.

05:00

Is it just the three? Did you say there are potentially four people?

05:07

I think I think probably the best thing to do is as we get to each agenda item, we'll ask people to introduce themselves as they as they speak them.

05:14

I'm grateful. Thank you. Thank you.

05:19

Can I ask for the representative from East Suffolk council please?

05:24

Madam Andrew Tate, Queen's counsel, we will be participating on for a quality for being noise and for seed light. And I'm happy to introduce the

05:41

experts on air quality and noise when we come to the particular items of the agenda, no problem. Thank you very much. Good morning to you, Mr. Tate.

05:53

Next, do we have a representative from milesplit parish Council, please?

06:01

Yes, good morning. Thank you Madam I'm Richard Cooper. I'm representing Lansford parish Council and I will be speaking on item five on onshore traffic and transport and specifically on Item A

06:17

thank you very much Mr. Cooper.

06:21

Turning to Snape parish Council, please

06:29

Yes, flying madam

06:32

beach. Yes, I was wanting to speak on items five probably a BNC. I wasn't entirely sure as to the distinction between the regional and local issues but what I'm going to say probably covers both of those. So with your guidance I'll come in at the appropriate point.

06:55

No problem thank you very much Mr. Beach.

07:00

Okay, could I have the representative from Old Town Council please.

07:12

Good morning Madam panel members, everyone it's Maria fellows over town council and I would like to speak on for a b c and to a lesser extent D

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items five B and C. And then if we go on to 668 and six B little r

07:38

thank you very much Council.

07:42

See we have a representative from EDF please.

07:48

You do hi madam says My name is Katie Abraham's and I am here on behalf of EDF energy nuclear regeneration limited who the owner and operator of size will be nuclear power station. And we would like to speak please to item five be on the agenda. And I have with me my colleague Brian McLeish.

08:07

Thank you very much. Good morning team.

08:12

Could we have the representative from CS please?

08:23

Good morning, madam. My name is Jonah Gilmore from Suffolk energy actions, solutions. And today we have a professional specialist, a professional environmental scientist called Mr. jefra. Read more, I propose on introducing him at the appropriate time to speak on for air quality. We also had Professor Walker pion, who is an air quality and environmental professor of health who

08:56

talks and specialises in environmental impacts. And I was asked only to have one specialist per agenda item. There isn't an agenda items specifically on health related issues emanating from air quality issues.

09:14

And therefore, what I would like to do is to ask your permission to give a short precis a very brief summary of Professor her pions presentation for this morning. And then submit his full written representation with his evidence in the next deadline written representations and would also like to be able to speak on transport. Thank you, Miss Gilmore, and we would allow and you're experts to speak on air quality if you would like to do that if we can still get him into into the hearing today if you think that would be possible.

09:58

Thank you very much, Madam

10:00

I will quietly go off and call him. And I know he is lecturing today. He is also

10:09

a university lecturer. But if by any chance he was free at his lunch break and if it happened to tie in, otherwise, I will have to just give a summary plus not much either, either is absolutely fine. But obviously Mr. Williams is watching so he'd be aware that there is potential for him to join us. But obviously that is coming up early on in our agenda this morning. Thank you so much.

10:39

Um, do we have the representative from Stacy's, please?

10:45

Good morning, Madam rich attorney counsel instructed on behalf of sizes. I'm going to be assisted this morning by two experts. First of all, Rupert thonburi tailor on noise matters. So that's agenda item four be an m by Clive Carpenter on flood risk and drainage matters, which is agenda item four D. And then I'll be dealing with agenda items, five and six on behalf of my clients.

11:19

Thank you very much, Mr. Attorney. Good morning to you.

11:23

Do we have a representative from sable samplings please?

11:29

Yes. Good morning, madam. My name is Paul Chandra, save our sandlings on the country today by Richard Reeves. We've gotten interested in agenda items five and six, but also for

11:44

looking at the agenda, I guess that is predominantly interested in the construction of Friston the substation rather than the cable route itself. But we would like to be given the opportunity to comment on any matters that may arise. Should they be?

12:03

Should they affect us? Absolutely. Mr. Chandler, and you know, the normal procedure. If you do have anything? Raise your hand. That's right. Thank you very much. Thank you.

12:14

Okay. And finally, do we have a representative from the old or Association please?

12:25

Can't make the camera turn on. And sorry, yes. As an Andrew scam, your association. I was mostly attending this hearing for item three. But

12:38

I'd like to sit in particularly and maybe comment on items five and six. But I suspect that probably others may cover the points on me. So I'll try not to take too much time. Thank you. No problem. Mr. Andrews. If you do have anything you wish to say at any point, just raise your hand so that the examining authorities know. Thank you very much.

12:57

Is there anybody that I haven't introduced who wishes to speak this morning?

13:06

Okay, let's move on. Anyone who is not participating directly in this session, but is observing is welcome to set out any observations. But what they hear this morning in writing by deadline five, which is Wednesday, the third of February. The introductions are now complete. I'm now just going to raise three issues emerging from the current public health position. Participants in these hearings who have been involved in the examination since they started will be aware that the examination timetables were prepared, enabling flexibility so that if by New Year, we were in a position to plan for return to physical hearings, then we could do so. But it is fair to observe that the Coronavirus situation remains difficult, perhaps more so than many of us would have anticipated. And on that basis, the examining authorities consider that it is important that all interested parties are clear that we now consider it is most likely that all remaining hearings in these examinations will be virtual equally and for the same reason the examining authorities have recently taken steps to significantly limit attendance at the site inspections timetable to be held next week. Only people whose attendance is essential will now be supported to attend them. It is important to place on record that the examining authorities consider that the site inspections must be delivered in this limited matter manner to enable them to be safe and compliant with public health regulations and guidance. Finally, if you do consider that you cannot participate in these examinations in the manner or to the extent that you deem necessary due to the current public health controls, please write to us by deadline five, setting out your concerns. The examining authorities will consider any such submissions in our planning for events programmed for both February and March and for the remainder of the examinations as a whole. I'll now hand back to my colleague Mr. Smith to the next part of the session.

14:52

Thank you very much Mrs. Jones. Now we're resuming and partway through issue specific hearings for for both of us. Thanks

15:00

Get one North and East Anglia two projects in parallel. And as you're now, I'm sure thoroughly familiar, there is a single agenda for both hearings issued on the eighth of January 2021. And we're returning to it. And at item four, which is onshore construction and operational effects. And whilst the agenda has been designed to enable us to here are all submissions for the two applications in parallel as far as we can, we do have the discretion to break out and consider each project individually during these proceedings, if necessary. And if you specifically would like that to happen for good reason, just draw our attention to that request.

15:39

Now, before I move on to the main business of this morning's hearings, does anybody have any further questions of a preliminary or procedural nature about how today's hearings will run that must be dealt with now because there's no other place where they will arise under the agendas?

15:57

I'm scanning for digital hands? I am seeing none. And so on that basis, we will now move directly on and

16:10

so for agenda item for the lead will be taken by my colleague Mr. Chi Rigby mystery. Agenda item four is yours.

16:21

Thank you, Mr. Smith. Agenda item four, is covering onshore construction and operational effects. And part A of this item relates to air quality, both in construction and operational impacts.

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So the way I'm going to run it is like this, I'll do it for all the items. First, I'll have some questions to put to the applicants for them to respond. I'd then like to hear from the Councils including the town and the parish councils, and then from other interested parties, and then I'll return to the applicants at the end of each part of the agenda item for their reply. So that will be at the end of agenda item for a. So starting off with construction related issues, and starting with air quality on public roads,

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as distinct from air quality on the construction site itself. So to the applicants,

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submissions were put to us by CMS at deadline one about highway traffic during construction.

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Also, East Suffolk council commented on your deadline to submissions, and was asking for a full commitment to the use of your oh six vehicles, rather than where possible.

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Your air quality clarification note puts a deadline one

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says that the air quality figures in chapter 26, which is the part of the application relating to traffic and transport uses 80 an hour

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traffic figures rather than the 24 hour ADT figures which are used in chapter 19 of the environmental statement, which is air quality itself, and therefore they're conservative. So perhaps just a little further explanation of that for people.

18:33

Also a deadline three you put in an air quality clarification notes. But it only dealt with nonroad Mobile machinery and our wam That is to say on site construction vehicles. So I wondered if you could update us on how that translates into public roads, and also public rights of way, which we can steal that from item six, perhaps as roads

19:02

as distinct from the site itself. In the end, I suppose what it boils down to is that various methodologies have been used to assess air quality effects. And it's the ability of these methodologies to capture the real world real time effects rather than the overall average effects. So if I could hear from the applicant, please on those items. I hope I've listed Oh clearly for you. Thank you.

19:37

Yes, thank you. So colonists behalf the applicants. In terms of this session of the agenda. The applicants have two potential speakers. Charlotte Goodman, is a senior air quality consultant with royal for skinny. She has extensive experience working both in the public and private sectors in the assessment of atmospheric

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pollutants, she has been involved in a wide range of development types, and has also fed into numerous environmental impact assessment. She also has experience of subsequently designing and implementing air quality monitoring schemes, and the production of air quality compliance reports

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and risk for UK Government and the inspection and permitting of industrial facilities. She will be dealing with the technical aspects. And we also have Brian McGregor is the onshore consents manager for East Anglia, two in East Anglia, one north, who is obviously got the oversight in terms of the interface with some of the connections with the various consultants, and also the wider public authorities. So in terms of responding to your questions, I would invite Charlotte Goodman, I think in the first instance, to respond.

20:57

Thank you. Thank you. Thank you very much.

21:01

Thank you, Colin, Charlotte Goodman on behalf of the applicant. And so just to give a quick overview of the the quality work that we've done, to date on the projects, and we've assessed the impacts of traffic on the road network within the environmental statement, and just to touch on your query about the difference in the traffic flows that are presented within the air quality chapter being a 24 hour annual average daily traffic flow, as opposed to the figures that were presented in the traffic and transport chapter, which were based on an 18 hour. And that's really in terms of the convention of how air quality impacts are assessed. In terms of how we consider air quality impacts, we consider them in relation to the government's air quality standards and objectives. And those are in terms of road traffic, primarily relating to an annual average air quality concentration. So in terms of the assessment of air quality effects, it's more appropriate to use the 24 hour annual average daily traffic flow. That's a standard assessment methodology that's used across equity assessments. And so the outcome of the traffic modelling that we've done has shown that we aren't predicted to give rise to any significant effects across the study area. We know that there's a particular area of sensitivity within Stratford, Sir Andrew, that's declared as an air quality management area, we've done a lot of detailed work in that area. And I think you will have seen in some of the council's responses, particularly a deadline for we're working towards agreements of a way forward to control any potential impacts there. Although the assessment methodology that we've used is robust, and we haven't predicted that there would be any significant effects on that area. And those discussions are ongoing between the applicant and the council's at the moment.

22:55

And the assessment of the nonroad mobile machinery that we put in a deadline three

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was in response to a query raised by the council's on potential effects on ecological receptors, particularly near the landfall and at the crossing with the sandling wspa. Those receptors are in close proximity, potentially, to the works that are going to be undertaken in those areas. And, and therefore, they were considered to be of a higher sensitivity to potential effects. And so we did a detailed dispersion modelling assessment of those effects. And those results were presented and interpreted by the ecologist because it relates to ecological receptors. Those plant effects in terms of across the rest of the cable corridor and at the substation, in terms of human health effects are not expected to be significant. In the last chapter, we refer to guidance that's provided by Defra, which states that the emissions resulting from nonroad Mobile machinery are unlikely to have a significant effect on air quality when used on construction sites. And it would only be if there were an exceptional risk of an issue occurring that quantitative assessment might need to be done if those emissions, the work that we've done in

24:17

the areas where there are ecological sensitivities could be used as a proxy, and shown that actually, in terms of where the human receptors are in relation to plant along the cable route, and would equally

apply it substation as well are unlikely to have a significant effect on air quality or give rise to any exceedances of the government's air quality standards.

24:40

Thank you. You mentioned just then.

24:46

If I got this right, and some kind of extraordinary events, which might require an assessment, what kind of event were you thinking about in that context?

24:58

I think you just

25:00

Now you were talking about the effects were assessed to be not significant, but there's a possibility that might be an event which might be significant. So that was in context of the deference technical guidance document, which says that were those considered to be an elevated risk of any local air quality issues arising, then an assessment might need to be made of emissions from non road mobile machinery. Given that the location in question is very rural, there are no other significant sources of pollution in the area. And given the lightly methods of working in fact that the work would be undertaken sequentially. And so it wouldn't be all plant involved in the whole construction of the project working at any one time, the construction would generally be for 12 hour days rather than a full 24 hours unless there's a specific activity that requires that. But that will be by exception. And so in terms of an annual mean effect on our quality, it's unlikely that it would be significant, particularly given that the area is very rural and air quality in the area is generally very good.

26:11

Thank you. That's very helpful. Does that conclude your submission for the time being on this item? Yes, it does. Unless you have any further questions. No, that's fine. I'd now like to hear from the council's so if First, we could go to

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Suffolk County Council, please.

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Sir Michael Bedford, Suffolk County Council.

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As I think I said in the opening section we intended in terms of item four, to focus on su D flood risk and drainage, as opposed to air quality noise or light.

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We weren't therefore intending to cover this as a specific issue because it's dealt with by Suffolk council aubade. Obviously, you did to suggest there might be some linkage with item six. Sorry, item five

matters on transport. And I do have Mr. Mary, available. And it may be just helpful to bring him in at just this point, particularly in relation to your question about euro six vehicles case, there's anything he wanted to add on that particular

27:24

point. So if I could prep First of all, just introduce him. This is Steve Mary. And he is the transport policy and Development Manager for Suffolk County Council. And just in case there was something he wanted to add on this point, but I say for the most part, we're leaving this to the Suffolk Council. Thank you. That's very helpful. I understand your point if I did think that you might want to make just to speak to that point about the Euro six vehicles. That was all so if you'd like to do that, that's fine.

27:57

Good morning, sir. It's Steve Murray from Suffolk County Council on the transport planning and transport policy and develop manager I will restrict my comments to the the issue we raised in item deadline for which was to do with controls. So we will be very keen to see that the the assumptions made in the modelling of the air quality are controlled and adequately monitored through the outline construction transport management plan. Other than that, I would defer to my colleagues in East Africa or the experts on air quality in this matter.

28:34

Thank you very much, Mr. Mary. If I could now move on to suffer counsel, please.

28:44

Thank you, Sir Andrew Tate, for his suffer cancel. I'm going to call upon Dr. Mark Broomfield shortly, who is the council's consultant on air quality from Ricardo energy and environment. And if necessary, I've also got the council's ecologist

29:03

as well, Mr. James mare.

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Very briefly, in summary, if I may, the detailed statement of common ground with

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the applicant has left the council with two outstanding concerns. The first is that there should be a commitment to at least a proportion a high proportion of Euro six construction vehicles with the balance euro five and that's particularly in the context of

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understanding the issues at the Stratford St. Andrew aq Ma.

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We've seen what the applicant has said at D four, which is that there should be

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euro six vehicles where possible subject to availability, but we are concerned that is a rather Willy expression. And we've seen a reason why it can't be tightened.

30:00

To be a meaningful minimum commitment. That's the first point. And the second point relates to non road mobile machinery, which is similar given the designated habitats that need to be protected. And again, we think there there should be a commitment to machinery meeting the relevant emission standards. And that is consistent with the concern expressed by natural England on this particular matter. At deadline for I haven't got the reference, but that that is submitted last week. So those are the two points, and I get to ask Dr. Broomfield.

30:43

To elaborate on those briefly, please.

30:48

Yes, thank you, Mr. tator. Good morning. Mr. Rigby, Miss Jones.

30:53

My name is Mark Broomfield. I am associate director with Ricardo energy and environment. And I'm an air quality specialist consultant. I've been working with colleagues on behalf of the Suffolk Council for about a year and a half providing support on air quality issues in particular.

31:14

So as Mr. Tate said, we do have the two issues that that you summarised at the start Mr. Rigby

31:21

both relating to the construction phase of the project.

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So as regards Firstly, the Stratford St. Andrew, Air Quality Management Area, we set out our concerns in East Africa councils deadline for submission, you'll find that on pages seven to nine of that submission.

31:42

And the issue, the concerns that we have relate to the impacts that would arise in combination in that area, if both the wind farm developments and the sizewell C, development were both to go ahead. So it's a it's an in combination effect, which makes the situation slightly more difficult to manage. So we have developed two possible routes for dealing with the problem. And as Mr. Tate said, our preferred option is to specify a minimum proportion of euros, six standard vehicles in the construction fleet of both schemes. So obviously, we're having to negotiate and discuss with both both applicants

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based on analysis provided by both applicants, our current view is that a minimum figure of 70%, Euro six from both schemes would enable us to rule out the risk of significant in combination impacts in that area. So that is a provisional figure, because we're dealing with information that that's just coming out at the moment in relation to both schemes and further assessment.

32:51

But there is precedent for such commitment in schemes such as the Thames tideway tunnel, where, for example,

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heavy goods vehicles are required to comply with the requirements of the London

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clean air zone. And that is effectively a requirement for Euro six without exception.

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So there is precedent for that, and we feel so 70% is the figure we currently have.

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But in the event that we're not able to reach agreement on that because it does require

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input from other parties, then we we have developed an alternative approach, which would involve the applicants to to fund a monitoring programme in the air quality management area. And so we might we measure the levels during the construction programme, and then there's also would need to be some form of management process. So if a problem arises, then suitable additional controls could be applied to the construction fleet, you know, whatever that might might be in terms of, for example, limiting the types of vehicles that go on specific routes or changing the timing or something, whatever it might be. So that's, that's a less satisfactory route, because it's more open ended and requires ongoing management. So our preferred option is, is the minimum percentage of Euro six vehicles.

34:12

Thanks me. That's the first Yeah, that's our first concern. Yeah. Thank you. And if you'd like to carry on the other ones, yes. Okay. Yes, I'm happy to do so.

34:21

So our second concern relates to the non mode, mobile machinery. It might be helpful if I'm able to share my screen to show you to use to share a document that's been submitted to the hearing or I don't think probably going to be a very good idea. Okay. You could summarise what was in it. I think.

34:40

Mr. Broomfield is it tends to slow the network down? quite understand. Yes. Okay, that's fine. Thank you. Just briefly summarise big briefly if I can just speak on that point. And what is really helpful is if a reference is actually in the examination library, the reference to

35:00

The document individually can be given as part of an individual submission, then we can all individually lift that document onto our screens and see without having the network burdened by document sharing, which as Mr. Rigby has said, really does slow things down quite dramatically. So I think if that's useful guidance, we can then we can move on, and we'll see the document that you're referring to Mr. Greenfield. Thank you. So the document I refer to in my, in my response on the first point was the

35:31

the Suffolk council deadline for submission, which I understand doesn't yet have a reference number.

35:36

The document I wanted to refer to is I think it's cn rep 3061.

35:45

Which is the the applicants deadline three air quality change note.

36:01

So just pause until you, you confirm are happy for me to continue. You're happy to carry on? And yes, surprise it, I thought that would be preferable. So yeah, things moving, that's fine. I was going to highlight in that. There's a figure, which shows the layout of the

36:20

where nonroad Mobile machine would be located in the landing area. So that's referred to as NAMM emissions assessment scenario, a sheet one of three, it's the first map. And that shows the road mobile machinery being located close to the leiston site, a special scientific interest to the east, and the sanderlings, SBA to the west.

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And then that report on pages 20 starting at page 20. And going through to page 31, provides modelled pollution concentrations that would result from that arrangement of non road mobile machinery. So, in particular, I can refer you to graph 2.1.

37:08

On that document, which shows predicted annual main NOx concentrations at the leston site of special scientific interest above the air quality standard.

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So that is a

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that at face value is a concern because it's showing an exceedance of an air quality guideline at that habitat site. And that's really and other similar figures is why we flagged that as a as a potential issue. So that assessment is carried out on a worst case basis to be to be, you know, to be sure that impacts

aren't underestimated, but nevertheless there is we feel there is a risk of significant impacts. And that occurs in an area where horizontal directional drilling is essential.

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So the applicants deadline three onshore ecology clarification note, which is cn rep 3060.

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In sections 32, and 33, reaches a conclusion that these impacts

38:08

are not significant.

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So there's not there's relatively little detail provided on that. And we feel that from our point of view that that conclusion doesn't seem to be sufficiently robust. And very similar concerns are raised by natural England. And that's in Appendix C six to natural England's deadline for submission paragraph seven to 12. And I understand that doesn't yet have a reference number. That's That's fine. Mr. Broomfield. I think we'll be tending to deal with the more ecological aspects as a later herring, we really just want to focus on the air quality impacts, yes, focused on traffic and transport issues, I understand that you want to make the distinction between the ecology and humans, but we will be dealing with that again a little later in this examination.

39:01

So perhaps Can I just then

39:05

move on to other things, thank you, okay. So, in terms of the air quality impacts, the one of the main the main means of control of nonroad Mobile machinery impacts is to use a plant that complies with the relevant emission standards.

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So, we would feel that the plant that should be used at any location should comply with stage four emission standards, which is not the latest but the one before that, which is what the applicant is used.

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In the area where horizontal directional drilling is, is required, that's where the impacts are greatest. So we feel that Firstly, that non horizontal directional drilling should be minimised and avoided wherever possible and that's consistent with the suffer councils previous submissions on that point.

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And where horizontal directional drilling is required, the plant should require

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With stage five emission standards and additional mitigation might be required. But we would also support the steps and the representations being made by natural England in that regard. Thank you very much. Thank you very much. That's very helpful. If I could move on now to Old Town Council Next, please.

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You have

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all the time capsule wish to make a mission here. Thank you very much. Good morning, sir. Maryann fellows, representing ombre Town Council. Now, I'm very well aware that we are not experts in the field of air quality. But we do wish to address you specifically considering community of impact in an area which is very rural. And as you've heard already, this morning, has an excellent level, and quality of air. Currently,

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the impact of any project of this size is going to be significant on humans and on wildlife. And how this links to the issue specific hearings on Thursday,

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it will have an impact on the social and economic future of the area, both from perceived or actual impacts.

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As we know, air quality is about the dust. And there's going to be a lot of dust from drilling from piling. And yesterday, we heard that HDD was actually vital to the project. In fact, the applicant said it will happen, we will use this technology regardless we have to yet again just now we heard that HDD should be minimised and shouldn't be used, because that's where there is going to be a lot of impact.

41:51

As well as dust. The issue of fumes from vehicles, I'll use the word fumes, you know obnoxious particles and all that sort of thing.

42:01

It's not just about hgvs. And even LG V's it's also about work or traffic, especially at shift time. So key points where there may be other events happening, for example, community the impacts of potential size or see construction. But also, which has not been mentioned in the applicants documents size will be shift times. So I happen to travel on on a certain road three times a week at the same time. And that coincides with a shift change. And the volume of traffic is actually huge and significant at that point. There's also outages for the size will be reactors when each reactor is taken on down and large amounts of work. maintenance work is undertaken with contractors. That's every 18 months for each reactor. So it's every nine months on average. There may be also a local event and a concert Snape with a queue of traffic approaching that time at a particular time. So what I'm trying to say is I don't think

it should be looked upon as what's the average added onto a very quiet wonderful, good quality of air we have now. So that doesn't make it significant. It's what is the worst case scenario?

43:25

I mean, what is significant in the applicant size?

43:30

Is it somebody who regularly walks their dog on a road at the same time that happens to be passed by a stream of traffic, and that person happens to have respiratory problems? Would that be significant? Is it the fact that you know, I didn't know there were hedges at the time and the in the air was trapped there. And so the pollutant went into that person's lungs?

43:57

Or is it significant if a child walks past the cable routes? Because we heard in the earlier issue specific hearings in December that the cable routes go go alongside a route where children walk to the local primary school?

44:14

Or what if they walk past a substation site when a piece of equipment is being used?

44:19

The applicant said this morning, it won't be significant because no piece of equipment will be running at the same time as another. Well, we can't actually plan that now. We don't know. And how on earth is that going to be monitored or enforced? The damage that occurs in that split second. When we have if we apply the ruptured envelope approach, which we should do because the applicant certainly does, then to me, the impact on air quality is significant. Because at one moment of time, on a Wednesday morning at 1045 there could be a huge impact

45:00

to one person that resulted in their death. And we heard earlier this week or last week, that the first case of a child where air pollution was quoted on their death certificate.

45:14

So I do think this is a significant matter. Unfortunately, because the applicant has taken the stance that it's not significant. I don't believe that the evidence in the documentation has been given the careful treatment it should have.

45:32

I'm just summing up Sorry, sir. 12 hours a day, unless required. So it could be more than 12 hours a day. And the applicant said that it's all going to be sequential, which we don't know that to be true. And just to summarise, so we surely have to go with the worst case scenario happening at a tremendous peak in time. And because of all of this, the benefits are outweighed by the sorry, the harm definitely outweighs any benefit of having this located in this area. Because the baseline is a quiet and is safe, and a good quality of air. And that means that it shouldn't happen here. Thank you.

46:18

Yes, thank you very much indeed. Now, I'd like to move on to the parish councils, noting that you've both said you don't wish to speak to this item. Now. If either milesplit or slate parish council would like to change their minds on that, then I would like to hear them now. On this item for a please.

46:41

I'm not seeing anything. Yes, Mr. beech? I see your hand up. Richard coupe. It's, it's both of us, Richard

46:54

tomiko. Thank you. Okay. Just decide which of you is going to be able to see your hand Mr. Beaches. Okay. It is it's fine. If If Richard.

47:08

He's going to shut his camera down, then I'll I'll raise the issue that I wanted to raise.

47:15

Thank you. Please. Go ahead, sir. Thank you, Tim, the snake parish Council, I will come back and intended to to this specific issue of the junction of the a 1094 with the V 1069.

47:32

It's a church common.

47:35

And we've raised this persistent consistently and persistently with scottishpower.

47:44

The amount of traffic on the a 1094. If

47:48

either of the projects, spr or EDF go ahead is likely to increase the level of queuing traffic on the B 1069.

47:59

Which tails back all the way along Church Road into the village itself. And we've made the point that that is often seasonal. It's pretty unpredictable. And it can follow some of the events that Councillor Fellowes has mentioned already. As far as I'm aware, despite his asking, and I'll come back to the traffic issues later. There has been no assessment of the air quality issues that that junction, it is a fact. And we we have got some photographs that on occasions, particularly over the summer, and even this summer, they're accused of traffic at that junction that go back into the village in into Snape itself for about a mile. And people will spend some extended period queuing

48:52

and obviously that impacts on air quality. But as far as I'm aware, there's been no measurement of that. Obviously, that's not taking account of HD D traffic because predominantly most of it is likely to be just transport either agricultural or people travelling to the coast are trying to avoid the 12th. So the impact of lorries and hgvs and green lorries isn't likely to impact on that. But as far as I know, my point is, I'm not aware that there's been any assessment of the air quality at that junction when there is large amounts of queueing traffic. Thanks very much. Do you miss the beach? You mentioned queueing from sleep obviously that's turning left or right out. It is it's the same apply on the main road for people who want to turn right in to get to snipe. No, I was going to try to cover this more comprehensively later. The main issue is on both roads. The main issue is the traffic coming up the V 1069. Trying to turn left or right

50:00

Got your thanks very much indeed. Thank you. If I could move on now to master parish Council, Mr. Cooper, would you like to speak?

50:10

Thank you, sir. Just a quick comment. And we are particularly concerned about the in combination effects of air quality from the scottishpower renewables project and size We'll see. As you'll know, the a 12 comes through the middle of March wood village got properties on either side of it. So some of them extremely close to,

50:37

to the main road.

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And through the sidewalk project, the a 12 miles with little diamond will remain

50:46

improved, unlike farnum and Stratford son, Andrew, which will get bypassed. So we're anticipating that we will get the full force of the impacts of the traffic.

50:58

I would echo the council's request for

51:04

use of Euro six vehicles. I think that's essential. Thank you. Thank you very much. Indeed. That's very helpful. Thank you, sir. Are there any other parties here? Who would like to speak to this item before we move on?

51:22

Ah, right, Miss. I see. Mr. Charles hand raised. Paul Chandler, would you like to speak with me? Yes. Really, again, the in combination effects. Alongside we'll get road as we mentioned, signs will be has an outage every 18 months and runs due in March of this year and has actually been pushed back one month.

51:48

So at some stage during the project,

51:51

in 2023 2025, and 2027, there will be an increase in traffic because of the outage. And they all travel down size of that road, there is no alternative to that should size we'll see be given permission to proceed during the first two to three years of that project until they are able to build their new access road, they will also use the size of that road as the means to get to the development site.

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Additionally, sizable a which is currently in a decommissioned state or semi decommissioned state,

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wish to at some stage possibly during the next two, three years, start to D plant the turbine Hall.

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So there'll be an increase in traffic

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related to that project. And I think we've been given sort of two to three years for that project to actually

52:55

take place.

52:57

Plus, we have a lot of holiday traffic. Last year, we had a very hot summer.

53:02

And we had something like 200% increase in traffic on that road, and they were actually parked all the way up the road, because there wasn't enough space in the carpark. So we do have a lot of traffic coming down that particular road.

53:16

Some of it is seasonal, some of it is every 18 months. But of course, if you get this, if you get the perfect storm, you get all of that together, then there's going to be a tremendous impact on the air quality. And we do notice that when during shift change for size will be and also for sizable a.

53:39

during those periods of time, there is a decrease in the air quality in our in our front garden, front onto the road.

53:47

And certainly during outages, there is a significant decrease again as the traffic flows up and down.

53:56

Now the other issue that I have the properties on sidewalk that road, they are the main access to haul road one and haul road two. So we have properties that front on two sides of that road. We have core road one to the east, we have whole road to to the west. And we have the Cobo corridor to the south. So in fact, the halfway houses are completely surrounded by traffic. So whichever way the wind is blowing, we're bound to get some loss in air quality. Now, we've never had any

54:33

discussions with the applicant about litigation. I don't know how you can mitigate against this, but it's never never been any discussion

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to take to take any account of our concerns over this. There's also the properties that are fronting onto sizable haul roads, the cable corridor there, again runs along

55:00

parallel with sizable Hill Road. And if the wind is blowing from the west, again, there will be a loss in air quality for those properties. And of course, this also includes noise as well, which is your next agenda item. So I won't speak on that, but that this is another concern that we have.

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And also moving to the the landfall area, obviously, that is where it's going to be HDD drilling,

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and the generators and the pumps, we understand that once they start drilling, they have to complete the process. It's not a stop start project. So that could go on for 2436 hours, 48 whatever.

55:43

Like the time it takes, and of course there again, there will be an increase in the noise being generated from those that that plant and of course, a decrease, decreasing air quality and has already been mentioned, this is a very rural area, so there's not a lot of noise. It is a very quiet area. We are blessed with relatively clean air. So we do notice if there is a an appreciable loss in quality it is it's

56:16

noticed quite readily. Thank you very much, Mr. Sharma. Thank you. Thank you. I see a hand up from Fiona Gilmore CS Would you like to speak?

56:29

Thank you very much, sir. As you know, Suffolk energy action solutions CS has presented written representations on the subject of air quality from the very outset of these examinations. Georgina young, a young Georgina King, a young graduate has spent many happy hours monitoring traffic and writing about air quality.

56:54

Today, we would like to introduce Jethro read more a director at read more environmental. He has two degrees in Ben in and first of all in energy engineering and an MSc in environmental pollution control from Leeds University.

57:12

He is a chartered environmentalist, a member of the Institute of air quality management, a member of the Institute of Environmental Sciences and a practitioner of the Institute of Environmental Management and assessment. He has sat on the Council of the Institute of air quality management, and being involved in working groups for the production of technical guidance. He has worked as a professional environmental scientist for over 16 years, and has been responsible for conducting environmental studies for major road improvement and construction schemes, power stations, oil refineries and other large industrial complexes. We have asked Mr. Red more to review the scottishpower renewables of submissions on the subject of air quality. And to give us a report, and that is the first half of our presentation today, the second half of the health issues emanating from, if you like the assessment on air quality. So could I hand over to Mr. Read more, please? Yes. Could you tell me how long you expect to take to summarise the main issues? Because obviously the report can be put into the examination at the next deadline? Yes. Would it be possible for Mr. Read more to take approximately five to six minutes giving a presentation. And for me to give you a three minute Summary Report of the health issues, there is no specific issues to discuss our health relating to air quality, but we believe that it is a very critical issue and should at least deserve three minutes of your time. That's absolutely fine. That's just one of the get a handle on things. So we see other hearing is running. Thank you very much if we can proceed on that basis. Thank you. Thank you.

59:18

Good morning, everybody. I'm Jeff I read more. As introduced by Fiona, I would like to read more environmental quality consultants and have been so for the past 16 years, I've reviewed the quality submissions in support the proposals and identified five main areas of concern. And these are sort of relevant to both applications. I'll just run through those quickly now.

59:47

The first issue that identified was air quality impacts associated with vessel emissions have not been considered and have been scoped out of the assessments and there's no real justification.

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For this to have happened and vessel emissions can be quite significant particularly close to the source. There's a loss of oxides of nitrogen and sulphur dioxide emissions vessels, which can cause significant impacts particularly ecological sites. Because this hasn't been assessed, it's not possible to determine whether the effects are going to be significant or not.

1:00:24

The second issue I'd like to talk about is air quality impacts associated with ammonia emissions from both road traffic and non road mobile machinery have not been considered within the assessment. Ammonia emissions have been shown to contribute up to 40 between 40 and 70% of the increment of

nitrogen deposition, and this proportion is likely to increase in the future as emission standards tighten. Without assessment of this pollutant. The conclusion on the effects of the ecological designations may be significantly underestimated, both from ammonia concentrations themselves as well as increased nitrogen deposition and acid deposition.

1:01:09

The third issue is in regards the detailed dispersion modelling of non Bode mobile machinery and haul roads that was discussed earlier on today. There are some optimistic assumptions been adopted in regards the generator exhaust positioning because vertical emissions rather than horizontal. This coupled with the non inclusion of ammonia emissions from these sources, may have again led to significant underestimation of the effects on the ecological receptors.

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And without that work being done, it's just not possible to determine whether those are a problem.

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Moving on issue four,

1:01:54

there was a sensitivity analysis undertaken of exhaust emission reduction, and how this may affect predictive pollution concentrations at the development receptors, both human and ecological. This was presented in appendix 19.4, the environmental statement, the results indicated that if it was assumed that vehicle emissions do not reduce in line with

1:02:19

current predictions, then the air quality standards are going to be exceeded human receptors and also the air quality impacts would be classified as significant in accordance with the issue of air quality management guidance. This sensitivity analysis wasn't provided any weights within the conclusions it was just provided, and then no no real discussion given to it. However, given the government's poor record on forecasting of future emissions, it seems unreasonable not to give us any weight within the overall conclusions on air quality impacts our human receptors.

1:03:00

Moving on, the last issue that I'd like to just discuss briefly is as covered separately by CS, there's potential for a number of other developments within the local area that are going to lead to increased traffic on the a 12 and also other roads leading to the various construction sites.

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If these have not been considered

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properly within the traffic generation, then there could potentially be quite considerably more ACV traffic going through certain areas of particular concern, as we heard earlier, is the air quality management area within Stratford St. Andrew.

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If the traffic is greater than that has been modelled and the emissions do not fall, as discussed earlier, sensitivity analysis, then those impacts within the air quality management area can be going to be significant, and there is going to be potentially exceedance. Again, that may have underestimated the predicted impacts of IQ receptors in that area. Thank you very much indeed, Jessica. Is that does that conclude what you want to say for now and you'll be putting this into deadline five understand. But that's correct, sir. Yes, that's right. I'll be summarising these points in my written submission. Thank you. That's very helpful. Thank you. Thank you.

1:04:24

And so now, I would like to just give the top line summary sir, from Professor her pyun.

1:04:33

Thank you, please go ahead. Thank you. So, Professor, her pion is an academic general medical practitioner, a GP for 36 years. During construction of the Sizewell B nuclear power plant, he worked as a GP at least and acted as the medical officer supervising the medical centre on the construction site. He therefore has personal experience at the impact of major construction project on a small population.

1:05:00

In this locality, he is an appointed doctor to the Health and Safety Executive under the ionising radiation regulations has relevant experience in assessing environmental influences on health. He is currently a professor of Family Medicine with special interest evidence based medicine. He has served on the National Institute for Health and care excellence. Professor pion has given me permission to give this top line report and as I say the details will be provided at the next deadline. First of all, it's important for us to know that the local population who are in if you like, direct impact

1:05:47

of any construction and traffic includes the villages of Kristen ordering, I'm Nadia Shaw, Thorpeness Snape, and on a wider basis or rather the population of the first five is 2500 and the population of the totality is 5000. Of that 1000 are children. And it is also important to note that 44% of this population are over 60, which is above the national average for England.

1:06:20

What Mr. What Professor pion has done in his report is assess the effects on the health of the local population and they can be categorised into three categories, direct impacts, such as the effect of air pollutants, and these can be short term or acute during the period of exposure, and they can be long term or chronic, continuing after the exposure. The second aspect is indirect arising from changes in the social as well as physical environment. And the third are effects on the actual health service itself.

1:06:54

And if I turn immediately to the conclusions Scottish Power has commissioned an air quality assessment and having model changes in concentrations of dust, nitrous oxides and particulate matter. at several

sites, the conclusion was that the exposures will not be significant. There are three lines of reasoning to consider why this conclusion is unjustified. First potential underestimation of the changes.

1:07:23

Second,

1:07:25

failure to consider differential impact. Third, failure to consider cumulative effects over time, on the basis that there could be as many as eight substations and interconnectors present at Friston over the 12 to 15 years of construction. If we take the first one potential underestimation, there are four aspects to that, first, ammonia emissions have not been considered. Second, the additional plans relating to as many as the eight substations giving rise to cumulative and in combination assessments have not been considered. The third is the potential for horizontal exhausts on generators. And the fourth is the potential for emissions not reducing in accordance with current forecasts. The second aspect is differential impact. You've heard today that mean averages is not necessarily relevant to this particular population.

1:08:23

Pollution does not affect all groups equally.

1:08:28

The proportion of people over the age of 60 is 40 44%. And therefore, the hazard ratios for all causes of mortality, hospital admissions and chronic bronchitis in the local population will be higher than those in the UK average. Children is the second group.

1:08:50

You probably know that cold fairgreen is on the transport road for the project, and also Snape schools will be impacted. The B 1069. On the approach to the B 1353. will be a hotspot for traffic, exposing a concentrated gathering of children. The problem will be magnified by the temporal concentration of car emissions from employees private cars going to and from work at the same time that children are arriving and leaving school 130 children at Cole fairgreen school and 78 Snape will be affected.

1:09:33

cumulative effect is the third aspect. The hazard ratios relate to annual risk increases. These projects could run for as long as 12 to 15 years. So the effects of chronic diseases will be a cumulative. This is of major concern for all local groups. We have received as a campaign group more letters on this subject than anything else but it's

1:10:00

Especially for children who will be a cocoa Green School for much of the formative period of their lives when they are at risk from developing lung disease, and neurodevelopmental delay. The scottishpower submission has made its case on the grounds that the predicted concentrations of particulate matter 2.5 particulate matter 10, and nitrogen dioxide will be below the prescribed limits. However, this case overlooks the fact that there are no accepted safe lower limits.

1:10:39

I would like to conclude by saying that the indirect effects of this project have so far not been considered plausible predictions have been made on the likely unemployment that will arise at a loss of tourism. Unemployment can cause mental health problems, and loss of well being peace of mind and tranquillity can also cause mental health problems. We believe that these hearings should allow another session just to consider and discuss mental health issues, as well as the physical health issues. Thank you very much. Thank you very much. Now, just looking at the time, oh, I don't see any more hands raised for anyone else wishing to speak just now. So before I asked the applicants to come back on item for a, we've concentrated on the construction aspects of air quality, presumably on the understanding that people expect those to be the worst effects. Is there anything anybody wants to add about the operational aspects?

1:11:53

Suffolk County Council he suffer Council, or any of the other councils before I move on to the applicants?

1:12:03

Just No, no, no, thank you, sir. From the County Council. Thank you. Yes, no, thank you, sir. From the district. Thank you.

1:12:13

Right, if I did is Mrs. Marion fellows olbrich. Council, your hands still up? Is that a is a digital hand I see up? No, I just puts us up as a new hanser. Right. Is there anything you wish to draw out about the operational side of things? Because we've done now I must apologise. I just grabbed a breakfast. Well, we'll

1:12:34

be fine. Okay. Right. So what I wanted to raise that we haven't covered, which comes under operational,

1:12:44

these periods of maintenance or in fact, decommissioning. So although there's going to be impact during construction over a long period of time, I would also imagine that at some point in the future, when the site is decommissioned, there may also be equipment, or buildings that have to be demolished, which would then have a similar impact. But again, it's a later period of time.

1:13:11

Thank you. Thank you. Yeah, I'm just thinking about anything that was different. Yes, I take your point and completely on that. Is there any other anybody else wanting to add anything about the operational impacts?

1:13:23

If not, I'm thinking in view of the time. We'll take a break shortly. And I'll invite the applicant to come back on the air quality points that have been made. So far, this hearing. Is that agreeable to everybody?

1:13:42

See, no hands raised. So, Mr. Smith, I propose that we take a break at this point and return for the applicants submissions on for a

1:13:56

absolutely on that basis. Ladies and gentlemen, let us call the break. We'll call it at around 1115. So ladies and gentlemen, if we resume on the.at 1130 Thank you very much.