

# TEXT\_ISH13\_EA1N&2\_Session2\_12032021

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00:01

Welcome back, ladies and gentlemen to this issue specific hearing 13 and to traffic and transport matters for East Anglia, one north and east Angular two offshore wind farms. My name is Ren Smith, the lead member of the examining authorities. Now, before we go any further, can I just check back with the case team that the live streams have commenced, captions are running and the recordings have restarted.

00:27

After a run, I can confirm that the internal recordings have started, I can hear and see fine and that the live stream has started and the captions are working. Thank you very much, Mr. Williams. Now, before I hand back to Mr. Rigby to resume item two, again, just a brief reminder, we're very conscious of the fact that there has been extensive technical dialogue between the examining authority and technical experts largely for the applicants in the counter counsel. This is important because it's it's it's entirely necessary for us to checkpoint, outstanding matters of detail and make sure that we have all of these in hand before the the examinations are drawn to an end. So Mr. Rigby is intending to proceed with all of these at for each individual agenda item before at the end of each agenda item, providing an opportunity for interested parties then to respond to the totality of the matters raised between the technical experts before we move on. So if you're sitting there, feeling a little frustrated, wondering when we're going to get to you. Yes, we will get to you. But it won't happen until the technical dialogue process on the agenda items has concluded. So having made that remark, I will now return to Mr. Rigby who will resume his dialogue. Thank you very much. Mr. Rigby.

01:52

Thank you very much indeed, Mr. Smith. And thank you for interested parties for being patient. While we hear the whole story as it were on each item. Thank you very much.

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So, continuing with

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the item that we're on the moment I want to go back to the applicants.

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Just to bottom out, we note your responses to our examination question 289, which is the proposed IRL route from lovers lane to Friston, and that it's obviously not part of HR 100.

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We also thank you for the useful clarifications about the use of the electronic service delivery for abnormal loads, which is our style process, which will happen.

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And in particular, in the rare occurrence of it needs to be needed in the operational period, because we've referred so far to delivery of transformers, which will happen at the very end, as I understand the construction period, pretty much.

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But there might be the need to have delivery of this type in the operational period.

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And

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we note that the probability of failure or transformer may be small, but the consequences most certainly won't be. And that's why we're sort of wanting to consider this.

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So in particular, you've got a duty to consult to consult the Bridge Authority. Now presumably the Bridge Authority will be Suffolk County Council on Network Rail, you don't do you in envisage need to consult any other people?

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Thank you, sir. Again, it's a similar issue that we raised before, if the contingency route is chosen, it will be highways England will need to be consulted for their structures as well. But of course, they're being consulted as part of the in our role as administer, administer administering ILLs, and presumably where they are not the Bridge Authority, you consult the Highway Authority as well, in the operational period.

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Indeed, and in the operational period, presumably you would envisage using the the route that you're going to use for construction, providing it were available, I'm assuming that depending where

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we're in about in the operational period, this might be necessary, the picture could have changed completely. We totally appreciate that. But at the moment, the understanding is that it would be the same as during construction.

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If that were possible, would you presumably still be subject to the the water preferred policy?

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Yes, should should, should all those all the above be valid in the event of

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some apologies for using the word in the event of a catastrophic failure? Yeah, yeah.

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But who knows? We've talked about Network Rail bridge. Yeah. Who knows? It's certainly

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not

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not something that's been

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a scenario that's been overly

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focused on. Although, yes, yes, in principle, the construction route would service would serve the same as an operational route. Yes. I mean, I totally understand we're talking sometimes in the future, but as a starting point at the moment, that would be your, your, your intention?

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That's really all I'm seeking to establish.

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It's difficult to categorically

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commit, there's so many variables. Sorry, I don't I don't mean to be obstructed. No, no. So I thought this thing was we we've got a long way to go. But I just wanted to sort of confirm that. As as of as of today.

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You wouldn't be looking at anything different. Your your intention would be that if you had a catastrophic failure in the operational period, that you would use a tried and tested route that you'd already used, if you possibly could, if all the parameters were the same as today. Yes. That's fine. That's all. That's all. That's all I'm really interested in establishing. Thanks very much. That's very helpful. If I could pass to Suffolk County Council, please.

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And

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do you have any comments to make or any reservations about the proposed arrangements in the operational period? We're talking about? We've covered the initial deliveries, but I'm thinking about catastrophic failure arrangements.

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microbead, for suffocating, and I'm gonna leave Mr. Marriage deal with that. Thank you, sir. Thank you very much.

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Thank you, sir, for giving us the opportunity. Steve Murray, Suffolk County Council, there is one issue that I think should be explored in this is that, as it is not a preferred route, there would be no protection at all. So not even

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through the circular 6172 to protect that route. So we've already brought your attention to a planning development on Abbey Hill in Ixiston, which is likely to put forward some pedestrian crossing some eye traffic islands in the middle of the road. So the concern from highways authority would be that that route is not protected, there is nothing to stop us or anybody else without permission to change the nature of that route. I'm thinking particularly of Leycester Road where potentially future developments or changes may come forward. So maybe road narrowing or other such things. So that is something that should be considered.

07:56

Thank you very much. And I was thinking Also, do you have reservations about the route to be taken, particularly from Lovers Lane at the end of the HR 102 Friston? In the operational period? I'm thinking particularly about the the 1894.

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The answer is yes, we have reservations, but those reservations are not strong enough to object to its use. So in all engineering, all things engineering measures can be put forward to resolve most things. And the one of the concerns is that the applicant has shown that there needs to be some widening and overselling at the a 1094 B 1069. junction. And that does require third party land. And obviously that wouldn't be available without some agreement at a later date, because presumably that land is then handed back to the original owner. Yeah, yeah. Yes. That's that's that's what we're thinking. But it's not something that can't be sorted is what you're saying. It's just something to be aware of.

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It's something to be aware of the land issue is probably the only major issue there because that is outside of our control. That

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is the highway land, isn't it? Yes. Yeah. Thanks very much. Indeed. That's that's been noted. Thanks very much. Right, we're finally on item to see.

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So the applicants we know your response to someone as question two point 18.7.

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Which concerns routing from the btn 69 via the haul road rather than by Freston. And you replied in spective. HGTV

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in you say that you acknowledge the deemed suitability of these routes for HGV traffic, but presumably the B 1069. Through leased and co fairgreen and the B 1122. Through Friston

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that would not really be

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suitsupply there, we're just trying to get a handle on whether the same holds for for abnormal, indivisible loads. And thinking about once you've gone through Colfer greed and you've got to the whole route, the

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Ai L route then continues down to the terminology for a long backup the 1122 through Friston. Now, given that that route isn't suitable for HGV traffic,

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what's the rationale for using it for abnormal indivisible loads rather than using the whole road? So I'm wanting to address the Africans on this issue?

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slight camera problem, I think possibly.

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Thank you.

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So it's essentially

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the question is why? Why is the Ai L strategy utilising the b 1121? For the last leg of the journey? Yes, in particular, we put a question as to why you simply didn't come off the 1069 and God the hall road.

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That that it would need to be strengthened, but we've just wanted to probe that a bit further, really.

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The issue is the level of engineering and associated impact to make that piece of infrastructure suitable for

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for AI ELLs.

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The

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as Mr. Murray pointed out earlier, to have the load bearing capacity for AI ELLs, you would need to put substantial construction in to avoid

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unplanned events, shall I say, you would probably also need to metal metal layer, put blacktop on

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and associated with that you need to start thinking about drainage.

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So there are knock on environmental impacts and land land land take impacts. Whilst

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the B 1121.

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isn't perfect, it is a metal route it's as wind report has identified it is of suitable width

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suitable geometry with the with the mitigation plan proposed at the junction with the a 1094 and the B 1069. And, and

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proportionately looking at two deliveries

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per substation site, it feels a proportionate approach to utilise

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that that route and

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bit first principles, but it's worth sort of pointing out that obviously, the return journey will not be anything like the magnitude of weight or or or dimension.

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Yes, I was just wondering whether you weighed

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the convenience of it was it of not having to strengthen the whole road, which could of course become a permanent road, as is the case with quite a few substation accesses. And of course, geotextiles might be an option, which would not be too awkward, but I was thinking about this that think about and then there's also the impact of having to go the other way around, which is obviously a much longer way around anyway.

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If you went up the whole route, it would be from what I've seen quite a bit shorter.

14:08

It's really just thinking about the environmental impacts of having to go further down with 1069 manoeuvre onto the 1094 and backup the 1121 and through Friston to the substation access because that's on the far side of the village.

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Um, I can't I can't really add add to what what what I've said the from looking at the proportionality

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to deliveries per project, yes, it is a slightly longer distance. Yes, there is some mitigation and manoeuvring required at that junction is a pinch point. But when you balance the pros and cons look

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came right across the environmental spectrum. It, it was felt that it was a proportionate

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strategy for the movement of AI ELLs.

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Thanks very much.

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Would Suffolk County Council want to add anything further to what

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we've just heard?

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So if I could just make one minor point is that one of the questions we have raised is, there may be the potential for abnormal loads to turn into the common with the access number one and not ashore into

main site compound, we have raised this with the applicant is that there is a swept path for an archetype, articulated lorry, and I'm sure we come to the details of this later. But we are slightly concerned about the overhang of abnormal abnormal loads in addition to the swept path of the articulated lorry. And that's something we'd like them to consider further if they are going to use that for that, that that axis for that purpose.

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Thank you. Back to the applicants. Could you comment?

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So this is the issue regarding vehicles turning in on access 10

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reporting to a consolidation centre and then crossing the road to access nine if I've understood this correctly.

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Yes, indeed, we've done swept path analysis for

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for maximum size standard, if I can use that term hgv's.

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The abnormal load

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study, we submitted a deadline

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to

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Parliament and I see if I can find the rep 1048.

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Set out the majority of abnormal loads that are not not an order that aren't order related AI ELLs

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would do would not be of a huge dimension or white.

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So they can, they can adequately use accesses that are designed for the largest articulated standard vehicles. There's also ample area within the red line boundary for the vehicle to turn around and come out in a forward gear

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which is mandatory for for most highway authorities and cross over to

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buy access nine.

18:04

Thank you. And just to be clear, we're talking about the veils which are not special order. They're actually veils only because they're either more than 40 tonnes or they're bigger than the standard, the HTV envelope for some reason. Yes, just just whatever. Just Just to clarify the

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the strenght

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term for Ai L is it the vehicle is a specialist vehicle to transport the load. I have used in my reps on in general talking and I noticed Mr. Murray did the general term abnormal loads, which covers loads that don't qualify as AI ELLs as well. And as you, as you point out, so they might be just a case of there might actually be a standard HD V with with a bit of overhang. Yeah. Just like he's just there not within not within the construction news regulations. That's the reason they have to be dealt with separately. Yeah. Correct. tackle that. Yeah. Thank you. Sorry. Please carry on. Does anything else you wish to say?

19:15

Sorry, is that director to Suffolk? Sorry to yourself, sir. No, sorry. I've covered that. Is there anything else before we close out item to see Is there anything else the applicant wishes to say on that subject matter? Before we move on?

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I suppose the

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the one outstanding point was the network rail bridge, and I'm not sure I 100% understood Mr. Murray's point earlier about it being 110 limit. But again, going back to that deadline to report

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the the abnormal loads that we've identified non special order

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Are all all within that parameter, so should be able to use that bridge.

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Notwithstanding, as I pointed out earlier, it's not about absolute weight, it's about applied load and axle, axle load in.

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Thanks for that clarification, I must say I had assumed that when we're talking about the AAR rooms, we're talking about the big indivisible 200 Tom jobs. And rather than the other ones, which you've detailed, where the size and weights would be accommodated on the network, well bridge without I think, any difficulty, particularly difficulty,

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if I've got that, right, if you could confirm that.

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The applicant, please. You seem to disappear. That is the case. Yes. Thanks very much. So he just went off my camera for a while. Yes, apologies. I'm trying to translate my phone's bandwidth, perhaps a bit and click on that, click on that. Not a problem I spoke on. Thank you. So that's the end of item to see. So we're now on to the last part of getting towards the end of item two, the need for additional works at mastered. And as I said earlier, we're looking globally and not at the detail. So we'll get over the next agenda item. Can I just interject for a second? Mr. Mr. Mr. Ross? Um, can I just ask you to check your hand setting, please, because we are on some elements of this very complex system, you're showing him a yellow hand raised, whereas on others, you are not.

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If

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it's gone, now, it's gone.

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Green, my, my apologies, I'll learn, I'll limit my use of the hand and forgetting switch it off from From now on, because of the structure this is,

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seems to be coming back from my response on matters. Anyway, without saying, I think all I just wanted to flag is that we are conscious of the fact that I think we've also got a technical and underlying technical issue about the operation of hands. So so just monitor any speaker, once you once you've been introduced, remember to monitor your hand. And if you can lower it manually.

22:18

That would be good. Because as staff we would normally be doing that process for you might not be able to do it on your behalf. And we just, we just want to make sure that we don't have hands raised once the point has been addressed. Apologies, I'll return back to Mr. Rigby. Thank you very much, Mr. Smith, this seems to be some problem where it's up for some people and not for other people. So we'll, we'll carry on as best we can. Thank you very much. So if we get on to item two D, which is basically

establishing the need for additional works of miles. But before we go into the detail of the next item, which is where we're intending to draw in the other interested parties.

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So just to establish that the works at miles furred. You refer to the precautionary approach, and they're only needed if Lowestoft is not available. And and so therefore, you've got to use Felixstowe. And the survey and assessment work indicates that works are required. So at the moment, that's the position is that correct?

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That is studies the position

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just to reiterate, the final tonnage and load is to be determined with very much use the worst case scenario.

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Under my the first, the first pass would be to save a vehicle can be

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configured to avoid

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intervention.

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Should that not be the case, then there will be more detailed assessment on the breach bearing capacity. And then as a last resort, if you like, we would look at

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structural intervention, that intervention isn't likely to be intrusive, given given the spanning produce 6.1 metres? Yes, I know what we discussed earlier, because that's right. I'm thinking you've made the point about it being 6.1 in the sense that that's a relatively short span. And therefore, it's less about the total weight of the load and more about the individual point loads as the as the load crosses the bridge, would that be reasonable?

24:42

There's two points. Yes, the applied load on the structure is likely to be less

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but, but also being only a 6.1 metre span.

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In the event that a temporary breach

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was required in the form of say, as a lay down steel girder.

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It can quickly be assembled. Yeah. And removed to to absolutely minimise the disrupt disruption on the,

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the highway network. And that's partly the reason why works area. Well, that's the main reason that works area 37 is I identified which is a large area, but only a small mount of that area will be required to lay down

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and that would facilitate for example,

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the structure to be removed on a on a nightly basis

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that requires rides. So in terms of works you envisage they, they would be

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non intrusive and relatively straightforward.

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So, when in the construction period, would you envisage work being required mastered?

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Just just prior to the

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so when when the

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the the transformer be required. So, that's really that's relatively late on man in the construction period. But that'd be right.

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To use the lead in time window to get the necessary

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approvals and principles. That's that's that's likely to be the case.

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Thank you. And we mentioned about the laydown. Area currently, there's quite a large area in the red line boundary on the floodplain to the north of the bridge.

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How much of that? Do you think you'll actually need given that you set it to be relatively non intrusive? operation?

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Certainly.

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But see my colleague, Mr. Gross, oh, yes, thank you.

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Thank you a primer.

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primer grasper outcomes, we do have an action for one of the previous sessions at next week's compulsory acquisition hearing, we'll be able to find more definition learned area within that network area that we are seeking. But I kind of hand across town to give you a bit more colour around the potential uses about it. Thank you very much. That's very helpful. And obviously there was a linkage between what you're asking for and the red line boundary, what you actually need, and that you've

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undertaken a precautionary approach at this stage, but we'll need to hone in on what you do actually need. So yes, that's right. Thank you.

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Mr. Ross. Were you wanting to say anything further? Yes. Just to provide people definition, the area would be would have to be big enough for a HDB to turn around.

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And to lay down the steel girder parts which bolt together?

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construction welfare, and crane edge.

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It's

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as

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as Mr. McGregor said, we'll provide more detail, but

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it's, it's not looking like anywhere near all area. Yeah. be required. That was that was that was very helpful. Thank you. Thanks very much, indeed. So if I could move on to Suffolk County Council, please. And the sorts of back and forth

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will be decided, and the necessary approval sought and granted post consent. is Michael Bedford for Suffolk County Council. Could I just say that certainly on my screen, you froze for a moment there. And we didn't I think, catch all of that introduction, or at least I didn't catch all of that introduction. I'll deal with Mr. Murray to respond to it. But I say I didn't quite catch all of the introductory remarks.

29:26

Thank you very much. Mr. Bedford. Apologies. I was simply asking whether the county council is consent that the survey and assessment and the need for and the type of works to be carried out or or as it were kicked down the runway, and the necessary approvals are sought and granted post consent.

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In terms of answer that that question is very much the same as it was before is yes, there are processes that can be put in place to manage this

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And we do so welcome that more information was provided at deadline six in the outline construction traffic management plan and that the, as we understand it, the the worst outcome would be a temporary bridge, there were a couple of points, if you'd allow me to mention is that as part of that, obviously, that any installation or temporary bridge will require some traffic management and some disruption the 812 we are conscious that that should be minimised and that does bring on consequential impacts is that they certainly from our perspective, there is a very little chance we would be happy to allow that ends on normal weekdays or certainly not being times. So it's quite likely that would have to be done evenings or weekends and do appreciate it is in a community. So there are the consequences or impact of noise and vibration that would be associated with that.

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The slight concern we have is the one experience we've had of something similar was on the a 137. At worst it were my understanding was that the bridge was in the temporary bridge was installed. The first weekend the load moved the second and the temporary bridge removed the third. So that that was the scale disruption. Hopefully it could be done quicker.

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Yeah, thanks for that.

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I think we covered it earlier, Mr. Mary, but presumably, if access were to be from the south and Felixstowe,

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you want some kind of assessment in more detail to be done on the farm and Ben's on the basis that the bypass wouldn't have been constructed yet.

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And there's quite close proximity between the sweat path and the buildings there.

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Yeah, so I would certainly need that once the actual dimensions of the load are no known as it has been pointed out, there's a number of different vehicles that carry it. But the same is also true of all of the structures. So but with reference to the to village bypass.

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Again, we haven't seen detailed implementation plans for these projects or for EDF, we have outline ones.

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But as my understanding is that the way they fit together is that two V's bypass should be open at all before this load needs to be moved. That's my understanding of it.

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The other thing I would suggest is in the coordination between scottishpower EDF is that

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if there is a strong likelihood of Felixstowe being the origin for these heavy loads that the Scottish power do talk to EDF as regards the design of the river bridge across the or to do with the not always the old to do with the two village bypass? Because at the moment, my understanding is that that is not like to be designed for very heavy loads.

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Yeah, thanks for that useful points. America. Thank you. Right. Applicants on item 2d, anything else you'd like to add at this point?

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Before we close out from today?

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Just really just to add a frame of reference for the

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for the the reason, transformer.

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And

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matter that Steve Mary mentioned, the actual bridging question was four times the span of the mall spit bridge. So

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cautious, similar techniques, but cautious use the word similar similar circle, similar is requested.

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Thank you very much. So item two, he is really just a sort of have a thing sort of item about good planning and integration in terms of the consequential effects of where we are with movements of big loads, and how pairing a good design can mitigate the traffic and transport impacts of both the choice of cable route and a substation site. So I won't ask for any submissions now about where we are just something to bear in mind as we go. And we'll come back to it at the end of item three, where we're at a closer look at the local effects. So where we've been so far is we're looking at concentrating on the lowest stops and the North if we can, and AI while going through Oxford, and possibly HGV as well.

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We've also got on the table possibilities in terms of a new access road south of Oxford in the event of sizewell C, going ahead and

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thinking about movements

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of AI and HGV in terms of as has already been mentioned by Mr. Mary at certain times, and certain days of the week, and perhaps flagging possibly also, the need to avoid the tourist season if we can. So just a few things to be thinking about while

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for move on now before we move on for item two, thank you for all interested parties for being patient. And I would like to hear interested parties on everything we've discussed so far about ports and abnormal indivisible loads. And I'll go in the order we've got. So to start with, I'll start with the Suffolk Council, if I may, as the planning authority. Is Suffolk Council, please. Thank you, Naomi gold eats up the council. And I don't think we haven't any further comments add on these methods. Thank you. Thank you very much indeed. So next, let's go to the town and parish councils. And we'll start with all the town council and Councillor fellows, please.

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Thank you, Mr. Rigby.

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Ladies and gentlemen.

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can I marry on fellows representing over town council? Can I please first apologise for my earlier interruption to be it? Because it was because it was two very short and very specific comments for you and actually to assist. But I do understand these are more technical discussions today. And Mr. Rigby when you said you'd come in order to stand the agenda. I thought you meant after each little item. Oh, yes, I'm sorry. I apologise.

36:57

No, that's okay. I'm sorry, I apologise. So the first the first quick one, and it's kind of resolved itself a bit now, but just to assist you. It's not least and it's laced in LA Why?

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If you more, thank you. Yep. Okay, thank you. And then the second one was very specifically on to be so if i may start there. So we agreed that the comments about rail is is that it is not going to be viable, as the consultation around size or sea has has shown and also not practical, as rail options do then add additional impact on local roads from the rail locations. But I must comment on the idea of a beach Landing Facility. First of all over town council and others do not agree that's that there's any potential use of a beach Landing Facility that may or may not be constructed for size, we'll see.

38:00

First of all the timings don't allow this unless the applicant is thinking of changing their timings. And the projects then will be even worse because they would both hit at the height of construction at the same time.

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And what might help me this morning is if the applicant can actually tell us which year in months, roughly the main three Transformers would arrive.

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Because over the whole period of time, it'd be really helpful because that does impact how we feel it would be managed.

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The beach learning facility that was proposed for size or sea was actually ruled out in earlier consultation rounds, both because of the adverse impact of piling and have the potential negative impact on coastal processes. If scottishpower renewables as the applicant think they might have their own temporary beach Landing Facility at the landfall, this would equally be subject to the same negative impact from piling

39:06

and coastal him in processes down the coast Sasa south of there but also would impact on the stability of the cliff. So I think we can all say being realistic, that small loads Vasey to the local area are really not going to be a practical solution, which then draws us to understand that it's actually the road impact that we need to consider and that all loads are probably going to likely to have to come along both regional and local roads.

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As you can see, sir, an examining authority colleagues, the cost and the environmental impact and the constraints with the sanderlings River 100 the A and B lockouts mean that these discussions

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Today a quite torturous, you know, to see how we could actually do it because the road infrastructure in this area is not sufficient to support an industrial development like this. I'm moving on to to see if I may.

40:18

Yes, sir. Thank you. So, first of all, I'd like to mention that there's actually more problems further north and south of the Oxford junction. No one's mentioned blys bruh. If the AI ELLs are going to come north to along the a 12 t Oxford, it is not by any means a dual carriageway. As I know you've you've travelled on that road, you'd know that there are sections the a 12, that snake, there are sections the a 12, where there's overhanging buildings, and where the curtilage of people's houses is very close to the road with no pavement at all.

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Then when we get to Oxford, going on to the

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B 1122. And then laced in the 1069. I travel from oberer to the Oxford junction at least twice a week every week. And I want you to know that it is the main road used by residents and tourists to travel news to get to the a 12. It's also a route used by cyclists, a lot of farm machinery horses, carers, there is a care home on that road located on that road. And it's also the main route to get to the west. So for example, if I was going to Burson Edmonds, I'd go to Oxford and then pick up the 1120. So I can't underestimate the use of this round on it on a daily basis. And I know we're only talking about three AI ELLs, and potentially some more that are not qualified as AI ELLs, but are large vehicles, that would cause an impact to traffic coming the other way overhanging the white line.

42:11

But I think is quite important to remember that these don't just happen, and then go away. It's quite a few days before and after, as you've heard from the applicant, when the road might be closed, while works need to be done to reinforce sections and things like that.

42:30

The next point specifically is still confused about sorry, one of the things that road the Oxford road is also part of the DPS Zed the designated emergency planning zone. And it's also the evacuation route from sighs lay the decommission site, from size will be the operational site and also during the outages

and temporary size We'll see. And we have experienced locally problems. If that road for any reason is subject close. The actual detour is not just 10 minutes, the detour is about 45 minutes. So it is quite a major problem if you were evacuating a nuclear emergency.

43:13

Then the main point really of Section two, sorry to see

43:18

is still not clear specifically how the load is going to get from lovers lane. Because as you heard hailing throat is very narrow. There's Victorian brick terrace houses adjacent to the road there. 282 tonnes is very, very much larger than anything else we've seen moved in this area.

43:40

Does it really go through not issue? Because your point Mr. Rigby that we've been told that HIV is can't go through not to show so so why can we now say that an AI I can go through that? And does it really turn at the junction with the 1894? How far does it stay on the 1894? How's it going to actually get to the Friston site, Pastor church? You know, there's

44:06

the whole road as you said, Mr. Rubik makes sense in a way that that's reinforced to the extent of being able to take an AI L. But if that is considered, and there was potential mentioned that the whole roadmap became permanent, which, which, you know, is something that's not been talked about before, a lot of our discussions in early Hill hearings would have to be redone, because a lot of the impact of creating the whole road as we thought it was going to be was commented on. If the whole road is now going to be strengthened or stay for longer, then then that does change things.

44:45

And then I'm not quite sure so we're not sure on the on the route. We're not sure how it could be enforced. And with best planning, great, but then what happens if if that planning doesn't happen and I would like to share with you

45:00

An article that was in the Stoli Daily Times in November 2018, when a transformer was moved to the brownfield site.

45:10

And

45:11

the road was closed at boerne Bridge and was prepared for the abnormal load to cross it. And a temporary bridge was constructed as you heard. But the the article says this closure caused chaos on the roads around Ipswich and Paul have suffered as it was originally only supposed to shop for 30 minutes. Instead, the closure dragged on for over eight hours. And worsted road had to be shattered again the next day to allow the road to actually cross Bourne bridge.

45:43

So something that was proposed and this is just one tiny example from a whole load of research I've done about the impact of that object. And most times I've asked you not to compare the two because obviously, Preston is not same as Bradford. But I'd like you to compare the two and understand that if something that was planned to take only 30 minutes in the west to Bradford area, which is on the outskirts of Ipswich would much bigger routes lasted for hours and the next day. Can you imagine the impact of that same transformer an even bigger load than the one that was delivered at Branford because the Branford one was only one for 6000 kilogrammes. So 146 tonnes.

46:31

Can you imagine the impact of that at Preston and our surrounding area. And again, please remember that the previous project, they only delivered two transformers. Here, they're going to deliver three Transformers because they have to deliver the one from the National Grid substation. So the route the frequency, and as, as the technical advisor said to you, there will be damaged to roads, potentially, or potentially structures after one goes through, then that's all really got to be repaired again, and then you're talking about a second happening. And then the third happening, the community of impact

47:12

of this least worst, you know, choice really does does bring concerns. And we do feel that it should be subject to more consultation and discussion and agreement now, not just be left to post consent, because what happens worst case scenario, that the project starts all this money is invested in all this work and construction starts and happens. And then we really can't get the Transformers to first it will really show that it is not good.

47:47

And then just finally on good planning. You mentioned the importance of citing being a factor that we would say that these discussions today show you that Freston is not the area that can sustain this, the infrastructure needed to deliver this project.

48:04

There is no prospect of a new access roads out of the box of size, we'll see that that's not even in the DCM. It's referred to as route D now, but it's not it's not made it into the DCM, I must advise yourself which starts in a couple of weeks time. And when you said we should avoid the tourist season, tourism in obrah, and tourists as well as residents, using the routes with the very roots we're talking about today is all year round. So to get to state Maltings for concerts is not just one month of the year, two months year, to get to oberer and sat or to enjoy the peace and tranquillity to go to a forest and to walk the 100 year old footpath. It's not just one time of year, it's all year round. Thank you for listening. And I'm sorry, that was so long, but it cost three hours of listening this morning. Thank you very much. That's very helpful. And could I ask when you put in your submission for deadline aid, which I hope you will, in terms of what you've told us? Could you make sure that you include the article you referred to in the ad t? Got made possible? Yes. Yes. Mr. Rigby, thank you so much. I will thank you.

49:24

Thank you very much indeed. The other hand I now see up is Michael Marnie, if you'd like to speak please.

49:34

Yes, thank you. So I wasn't planning to speak on this item. But I thought there are a few matters which might be helpful for you to be aware of pilots very conscious of what Mr. Mehra said for Suffolk County Council in relation to this being the least worst option and that being significant concerns as to the resilience of this route for the for the future, and are very much addressing issues around AI ELLs here.

50:01

First, we also had a long discussion during the week on flood. But the first time water cost passes underneath the B 1121. Under a culvert from the corner of the village green to the checkers pub.

50:15

It is unclear whether any work has been done in terms of what would happen. I do apologise, that's my phone.

50:24

thing

50:26

that I think same same problem that Mr. Smith had yesterday, my landline never rings, but it shows them to you now. Thank you very much to Barney. But the there is a culvert which is for the rest of the water course as I said, which runs under the B 1121. And therefore the question has to be, how will that be reinforced? And if it's not reinforced, or if it is reinforced and it collapses? What then happens if there is a flood event before it can be repaired? That is a very serious concern given where that is. In the middle of the village. We've heard often about how these Transformers of which there are four, two in each scottishpower substation, there's not one I believe in the National Grid substation.

51:12

Something very persistent.

51:19

I believe I've got your points about the strengthening of the highway, particularly in relation as I understand it to the B 1121. That's right, yes.

51:29

And the culvert which is the main route out for the forest and water courts, which is very, very choked with water, when we have serious rainfall. So that's the first point. Second point in relation to transformers. As I say there are four two in each Scottish power substation, I don't believe there was one in the National Grid substation. And we are told without evidence, I believe that their risk of failure is low. But it's a simple question of probability. Whilst the risk of failure for an individual transformer is low. When you have four, the risk of failure goes up by four times. And that's what a more sophisticated way of doing that calculation would accrue calculation means it goes up by four times. And I think we

need to understand a little bit more about what the overall risk of failure is of one transformer in this site. And that takes us back to the concerns that Mr. Murray raised about resilience for future projects. And course one of the things you mentioned there was issue about the future structural integrity of our firm

52:37

the future structural integrity of the of the bridges and other matters on the other structures on the way to the on the way to the forest and site. You also asked

52:49

Mr Ross about the access to the substations and the use of the haul road Hill Road, and you make comments about land take and the like, well, there is also very there is very substantial land take with what is called the operational access road, it has been reduced in width from point A from eight metres to centimetres. The length of this I believe, or that need to be corrected on this is 1.4 kilometres, by the way, that length is still not subject to a requirement in the in the decio. So, the operational access road which is being used for the ALS and the width, we are told is is necessary because of the ALS involves substantial land take. And in the absence of the operational, if the whole road was used, there'll be no need to build a road across that land at all. Because if the whole road was used as the access road for the future, then that pletely save the need for the operational access road. And also the other benefit of that is the traffic would not need to come through Stanfield from the a 12 or via the village to reach the operational access road in the future. So I think there are huge benefits of using the haul road in order to access the substation site for for the future. And one last point. counsellor fellows very eloquently talked about the problems in delivering Transformers to Branford but Branford is a comparatively or relative to rest and is a fantastic location for delivery of loads. It's just off the a 14 which is a major national trunk road which links feel as though to the national motorway network. There is a slip road which takes you straight off the a 14 onto a B road part of which is dual carriageway, you traverse you go down that for about a mile or half, two miles, and then you simply turn right into the substation site. That is a huge difference between this location and Branford. And at that point, I'd like to rest and thank you for your time. Thank you very much indeed. Mr. Mani. That's very helpful.

55:00

Now come on to the next hand I see from CES which is skill more please.

55:09

Thank you very much. Fiona Gilmore speaking to divorcees, Suffolk energy action solutions.

55:16

I would like to endorse what Councillor fellows concert

55:21

in terms of a very key issue, which is your point to E, good planning and consequential effects. We are here situated in a tourism destination site. And the applicant continues to fail to recognise the strategic importance commercially of old bruh and thorpeness. Within the miles of Preston, and the 194 is a key artery route. It is not like the north coast of Norfolk, we have discussed this in previous hearings. I'm not

going to repeat those points, except to say that tourism is such a critical aspect of our economy. And it is all year round. It is true all year round because people come here for ornithology for rambling. They don't just come here for beach holidays. And we have put forward a proposal. C's have put forward a proposal that there can be no major transportation of any materials for any major infrastructure programme during the tourism peak periods. And this is June, July, August, September, all half turns the Christmas week to New Year Easter week, the literary festival, the poetry festival, the documentary festival, the Food Festival, all of these periods, we believe have to be left free for visitors to call here easily without the hassle of construction, hg hgd. And so we would like to hear a response from the from the applicants as to how they're going to work around that. Thank you very much. Thank you very much indeed. Could I move on next to

57:29

save our samplings, please.

57:34

Mr. Chandler? Yes, Paul Chandler save our soundings. Thank you very much, Mr. Rigby. I'd like to pick up on a comment that was made by the county council that the b 1122 b 1069, b tenten 1094 is not a protected route.

57:54

Now bearing in mind, it was also mentioned about the abbey Hill development in leisten, which will reduce the width of the road with pedestrian islands.

58:06

In the event of a catastrophic failure of any of the Transformers at on this project,

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I'd like to bring to your attention that we have already had a catastrophic failure one of the Transformers for the wind farms that are already established at the two substations at least.

58:28

Now, of course, if if the limply 210, six 910, down the four is restricted.

58:36

After the four Transformers have been brought to site, it then presents a great problem as to how you're going to a remove the failed transformer and bring in a new one.

58:51

Because we've already established through the course of the discussion today that there is no other really suitable route for bringing in a large load of that magnitude. So I think it really

59:06

brings into doubt the the decision to cite this substation where it is at the present time, you can get materials and infrastructure to side, but in future, it may be impossible. And therefore that

59:23

brings into doubt the viability of the project. If you have a transformer goes down and you can't replace it, then you've you've lost a quarter of your your capacity. So that's really why I'd like to just make that that point. I would also like to thank you for I'm very grateful for your question yesterday about the access to all of the use of access to six, seven and nine. Whether the whole road would actually cross the river 100 it was something that we had great concerns over because we thought this could be

1:00:00

Potential rat run. And Mr. Magoo, Ellis confirmed that no, Paul road to will end east of the river 100 and won't be crossing over the old railroad at 1122. So I'm very grateful for you for that question. It's it's so easy, just a lot of people's concerns that we had over that matter. Thank you. Thank you very much, Mr. Chairman law. And if I could finally go to Mr. Cooper, please.

1:00:29

And ask you first which hats you're wearing? Or are you rather like Ronnie Barker, where you were both at once? And in terms of parish Council and yourself individually? Probably wearing both at the same time. But thank you. Take it from miles for parish Council. Thank you.

1:00:52

Richard Cooper on behalf of multiple parish Council, and Mr. Roth, when he was making some comments earlier on was talking about the possibility of using the Belvedere yar that Lowestoft described it as a pretty good opportunity that it would happen, and a pretty strong possibility that it might happen. Would it be unreasonable to ask the applicant to put some sort of timescale on them making a decision on which port they're going to use? Because at the moment, I don't think that we've got that. So that's that's one point. And I just pick up a comment that Mr. Mary of Suffolk County Council made that there are some concerns over the bascule Bridge and I just really wonder how feasible it is that the applicant is going to be able to use Lowestoft anyway.

1:01:54

Let's assume that

1:01:58

they can't use Lowestoft and therefore Felixstowe is used as a precaution at this stage. Could we ask that the applicant does a full structural survey on the bridge, miles hood, so at least, it's out in the public domain, the work that might have to be done, I know that there is a

1:02:21

suggestion that something can be put in place, place fairly quickly. But I would have thought it would have been extremely useful to have a full structural survey

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done fairly quickly, so that we know exactly what the position is.

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I would echo the concerns of humans to rugby and Mrs. Gilmore, that

1:02:47

this stretch of road is incredibly busy in the summer. And I think any work on on the bridge during the summer would be a mistake. And and weekends during the summer are particularly busy, busy. So I'd like the applicant to bear that in mind.

1:03:08

There's been some discussion on the lay down area.

1:03:12

I'm due to speak at the compulsory acquisition hearing three next week. And I'll pick that issue up again there when we've got more detail from the applicant.

1:03:26

Thank you. Thank you very much indeed. And Mr. Cooper that's that's very helpful. Now before very quickly, before we go back to the applicants for their right of reply, I see that Mr. Bongo is the rough, if I'm pronouncing him correctly, has his hand raised. Is there a very brief point you wish to make, sir?

1:03:50

Yes, please. Thank you very much for calling me at this late stage. bonkers wrath is the correct pronunciation for longest route from the obrah Society. I wanted to endorse the statements that Councillor fellows made in particular about the importance of tourism to the obrah and surrounding area economy, not just in the in the summer tourist season, but really right through the that is very important aspect as far as we're concerned, which we are underlying the hearing on economic and social aspects. She also classified has also made an important point about the whole road. If the section two Friston were to be proposed to be turned into a permanent haul road about a permanent road in evade then that does change the application quite significantly. And there would need to be another round of consultation about that aspect. I would have thought

1:04:49

finally

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Mrs. Gilmore from C's underline the point about the the length of the tourist season and I have

1:05:00

salutely endorse the point that she was making about that. Thank you very much. Thank you very much indeed. So, before we take our lunch break, could I return to the applicant, please? To address the points that have been made? Thank you.

1:05:16

Excuse me, I got my hand raised tall columns from the 70s. Bridge parish Council.

1:05:22

Is it something that we can cover in the more local?

1:05:27

No, it's actually about, it's actually about the beach Landing Facility. Quick fight in America. Yes, please, please, please. Go ahead, sir. Thank you. Very quick. What is not clear there was talk about sorry, Paul Collins, nice Rouge Parish Council. I also endorse what Maryann follows said about the various aspects of Ai L delivery. As far as the beach Landing Facility is concerned at size Well, for size, we'll see it is not clear. What sort of weights that that will actually be able to bring in size we'll see has a lot of other rather awkward loads to bring in which are long, are long rather than heavy. So until you know what the capacity of that is, I think it's it is premature to even believe that that could be a route for bringing in the AI ELLs the it is much more likely that these large things will come down to be 1122. For them, and down through lovers lane.

1:06:29

Thank you. Thank you very much, Mr. Collins. Now, I think we seem to be having the slight up and down hand problem here possibly good. I just checked a bit glitchy. What I'm going to suggest is when we take lunch, please can all speakers restart their teams during the lunch break? Because I'm advised that there are outstanding issues with the hands and restarting your device will sort it all out for us. So if we could all do that, that would be great. Meantime, are there any other people who want to say anything briefly at this point before I invite the applicants back?

1:07:08

I'm not seeing anything. Great. Thank you very much. That's Thanks, everyone. So applicant, please, if you would like to respond to the issues raised orally now and let us know if there's anything you're going to put in at deadline eight is by way of response to that the necessary.

1:07:27

Thank you.

1:07:29

Thank you, sir.

1:07:33

So just dealing with the matters raised in in order.

1:07:41

Yes, we would can concur the amorphous, sorry, marine Landing Facility is not is not practical.

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The assessment doesn't rely on it the assessment is, is a worst case assuming a total

1:07:59

road based logistics strategy. So that's, that's clear.

1:08:08

As a general comment, I'd draw people's attention to the winds report up five to nine, which is quite good in that it sets out. There's a number of photographs there. So although it's quite a technical document, it's also quite visual. And so there's a number of photographs that set out the route constraints and it's clearly clarified in there. After winds examined for potential route options on the two options. They settled for which we've which we've discussed and

1:08:46

and Mr. Mehra confirmed that the winds are a well respected company nationally.

1:08:55

I suppose another general point, it's not unusual to have abnormal load movements that are not on the designated abnormal highways, England's designated haul an abnormal, either heavy or high pole route. And that is only a limited grid, which as I said earlier, was its inception was to deal with with free frequent movements.

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So the kinds of circumstances we're examining here are not unusual.

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closures Well, there was some discussion on closures and the length of them.

1:09:43

Oh, we're not planning closures to accommodate the Ai L movements throughout

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the study area and the areas that were were described going northwards to

1:10:00

Oxford

1:10:02

what granted what would happen would be that the

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UN I'm talking now the special order AI hours would move

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under police escort and only at a time that was agreed with with stakeholders when it would would cause the least

1:10:23

disruption.

1:10:29

Yeah, it was confirmed actually by SES is that there's no

1:10:35

Ai L movements with regard to national grid substation transformers. So we are looking at for for deliveries only

1:10:51

small Cova on B 1121. This will have been picked up on our on our original risks we've identified mastered

1:11:03

bridge and notwithstanding the same principle applies it is a very small span, it would be typical to plate a colvert turn enable the Ai L to traverse over.

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And I won't repeat the discussion about white versus

1:11:26

go I'm repeating it but it's about actual loading and applied white not absolute tonnage

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operational access road well the route suggested is half a kilometre longer

1:11:43

than the operational access road

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proposed in the application that comes with associated

1:11:52

construction and unintended consequences or secondary impacts, if you like of the additional HDV demand required to construct that.

1:12:10

The closure at the West Gate Bridge I believe it was mentioned in Branford as I discussed earlier that that structure

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can't really make comparisons that structure

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was for four times the span of the one proposed at last but

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I can't comment about the timing and arrangements. But

1:12:39

it would not require the scale of roadworks that was that was required.

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For that example.

1:12:48

congestion and delay general congestion and delays and seasonal traffic. I

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take it we're picking that up in a later agenda item.

1:13:00

Yeah,

1:13:02

I'll be held development was mentioned. And

1:13:07

it's not.

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It's not unusual for

1:13:13

large AI ELLs to have to negotiate traffic islands and that is evidenced in the wins report. And the process for getting around that is

1:13:26

typically the street furniture is removed, which we discussed this morning. But also it might it might help interested parties to understand that

1:13:38

the girders on these vehicles are capable being jacked up over a metre. And that's primarily designed to get over fences when when going into the access but it's very useful for getting over curbs and other low level obstructions.

1:14:01

The road Yes, we had the discussion about what the operational route might be. Who knows, but if it is the same as the construction route

1:14:15

that is designated as a zone lorry distributor, an AI L. Di ELLs proposed have the same track width as a typical lane for the passage of hgvs ie three metres.

1:14:36

Providing a road maintains its status as a zone distributor for hg V's by definition an AI I will be able to teach a suitably sized Ai L will be able to to utilise it.

1:14:56

The Belvedere port

1:15:00

issues the the lift and bridge structures that were raised, I believe the opposite side

1:15:09

of the river to the heavy haul. Key.

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So I'm not sure they present a constraint

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I'm sure probably missed Oh, and France, transformer resilient and prone to,

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to failure

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isn't really anything to add on that they're not designed to fail. They're designed to be for the life lifecycle of the project. In the event of a catastrophic failure, the substation can continue to,

1:15:57

to to operate, albeit on reduced capacity. And we spoke about the lead in time, the minimum of 12 months to to establish an a delivery route.

1:16:11

Hopefully I'm

1:16:13

mistaken anything. Thank you very much, Mr. Ross. If on reflection you think you might have then you have the option of submitting it to deadline date along with your summary of your oral submissions.

1:16:29

Thank you. Okay, thank you very much. Thanks very much, everyone.

1:16:34

It's just gone five past one. So I think now that we're at the end of season two, we're going to take lunch, and could everybody please return at two o'clock for a two o'clock start, please, slightly less than an hour but hope that'll be okay for people. And please do take the opportunity to to restart your teams. And hopefully we will have fewer issues in the afternoon session. So back here at two o'clock and thank you very much, everybody.