

Transcript Export

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FULL TRANSCRIPT (with timecode)

00:00:04:08 - 00:00:10:14

Okay. Thank you very much, everybody, at some 1140 hour service, you. Thank you all for coming back so promptly.

00:00:12:12 - 00:00:38:12

15 minutes didn't seem that long, actually, so I had some comments from a colleague. So maybe we'll do 20 minutes breaks in the future. So but thank you all for coming back promptly. So if we move on to agenda item three, schedule nine protective provisions, again, this agenda item is fairly self-explanatory. If I could start by asking the African please if I could have an update on the protective protective provisions included in Schedule nine.

00:00:39:03 - 00:01:14:17

Thank you, sir. It is done on behalf of the applicant all I think probably the easiest way to run through this. I'll talk through the protective provisions that we included in the draft submitted and talk about where we are in terms of negotiations with those. And then there has been some movement in terms of looking at additional protected provisions that would be added, and I'll give you an update on that and then we can have any questions following that. So the protective provisions are set out in Schedule nine of the draft DCO and which refers to Article 38.

00:01:15:14 - 00:01:48:27

And we included a set of protective provisions for undertakings that we were aware of at the time of submission. We were considered were likely to be in proximity to that apparatus. And some of them are also sort of standard protective provisions, rather generic. So that's the case for part one sets out the protective provisions for electricity, gas, water and sewerage undertakers. These are have been taken pretty much straight from other discos.

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They're a pretty standard set. We've had no comments from anyone in respect of those safe that you'll note that there are specific protective provision times that went against specific protective provisions for certain electricity, undertakers and water and sewage under undertakers, which are included. So these are a generic set that would protect any that are not specifically referenced with their own specific protective provisions.

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And as I say, there's been no comment received on those from any party in terms of part two. These are protected provisions that are included that they accommodate Welsh water and those have been the subject of some discussion.

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We are still in negotiation with the academy on those and we've just provided some further technical information to them. So so those discussions are ongoing

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in terms of giving a timescale for resolution, and I'm not going to do that at this stage. But I will say that we are in active discussions and negotiations, and it's certainly in all parties interest to resolve those as soon as possible.

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In relation to part three, those are protective, very protective provisions for National Grid.

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And you will be aware that we obviously have our connection to the National Grid electricity network apparatus. And so there has been quite detailed discussion with National Grid in the context of that connection and also in respect of National Grid as a statutory undertaker, there is there's clearly that kind of key interface upon us. And in terms of how the projects will work together,

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National Grid have recently changed listed. So we've had a slight shift of of of dealing with one party and then another. But we all in active discussions on the protective provisions. We are also envisaging that we're likely to require a site agreement with them as well, so that the site agreement and protected provisions will work together. And again, we are in active negotiations and discussions and we'll update as soon as we can on those.

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Sorry, Chris, what's what's the site group? Chris, explain what.

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So so this so it's it's quite standard

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for as well as protective provisions there to be a signed agreement between an applicant and parties which often provides more detail in respect of how those interactions will take place between the parties. So that will be a it's a private it's a commercial site agreement effectively. So it's not something that would be put in to the examination. But the, the the position would be that that both the side agreement and the protected provisions would be negotiated together and effectively.

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Once those are complete, you would get confirmation from National Grid that they're satisfied with the protective provisions, although there will be further. Vision's in that signed agreement and it in this case its with in relation to that interaction that borrower within between national grid and its operation and and hourly more.

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Is that okay? Yep. So part for all the protective provisions set out for ESP man, you'll be aware that we are in discussions with ESPN.com web about those and I suspect Mr. Edwards may want to make some comments on those today or may not. So again, we're in we're in very active discussions there and have recently been

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talking in a lot of detail around actually how what the likely interactions are between the project, between ESPN's existing infrastructure and the project. And we anticipate those those discussions continuing and being able to make progress on the protective provisions. And I would just point out that those the Spider-Man Web protect provisions and those in relation to other undertakers do set out

already that it isn't possible for the undertaker or the applicant to compulsorily acquire rights in land or land that is of that undertaker without their consent.

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So that's that's a sort of starting point in terms of not being able to, to acquire those rights. And that's in paragraph four of the draft protective provisions that we have spoken with. Just for reference,

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part five includes protective provisions for electronic communications code networks. Again, no comment from the networks on those. I have never had any comments from network communications providers or any protective provisions. There will be a first, but I'm not sure it's going to be this project. So we've had no comments on those at all. So those are in there a standard protections for for those network operators. Part six includes protective provisions for network rail.

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We have a the tables will go underneath a railway and that will be horizontally directionally drilled under that railway. So there is a key interface with network rail there. And I'm aware that we've had a recent representation from Network Rail that was accepted into the examination which sets out Network Rail's position. I think it says that they're confident we'll reach agreement, which I'm sure we will do. It is worth pointing out that the applicant has had a basic asset protection agreement or buffers.

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They're known in place for many, many months with network rail. So this isn't the first network where I know about this project and there have been some very detailed discussions already. We're delighted now that Network Rail are engaged and hope to be able to progress that as quickly as possible. And again, network rail is another where there will be protected provisions. But as set out in Network Rail's representation, there are also other agreements that need to sit alongside that that will be progressing

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and that's it in terms of the protective provisions that we have that we included in the draft DCO. And I said I'd also give an update on protect additional protected provisions. And the applicant has been in communication with Will Flats, who are one of the

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who are an existing offshore wind farm in proximity to the development and have recognised that because of that proximity it would be sensible for there to be protected provisions in relation to rail flats. We've prepared a draft which is with rail flat solicitors for consideration and we all we are in discussion about that in terms of including those protected provisions. So those are the additional protected provisions that we feel will be included.

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Thank you very much. That's very useful. Just on the last point about the rail flats. Was there any need for an update, some relevant representation to protect your provisions for no foil? Well.

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Thank you, sir. Lays down on behalf of the applicant. No soil is a greater distance than a significantly greater distance from the proposed works than rail flats. There will need to be a cable crossing agreement with North Oil. And again, the applicant's position is that is the appropriate place to deal with with the interaction between the projects. We don't consider that protected provisions are necessary because apart from that single cable crossing, which as I say, is normally dealt with through a pretty standard cable crossing agreement, they don't need to be.

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They don't need. Those protective provisions. I think there was perhaps reference to some onshore interaction between the cables. It's our understanding that the cables that the distance between North Wales cables and outermost proposed cable corridors over a mile. So on that basis we don't think that need to be any protective provisions to cover the on any onshore interactions because there won't be any. Thank you, sir.

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Thank you for that.

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Mr. Grech, did I propose and if any comments you wish to make under the protective provisions we've just heard about.

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And yes, certain of my online account is appealing. The North Pole position is relatively straightforward. I think so.

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Instead, I buy.

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By Mrs. Dunn. There is the draft cable crossing agreement in circulation, and we look to revert on that quite shortly. It may be possible to deal with matters in that agreement. It depends on where we get as to whether we are able to reach agreement or whether we need to

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proceed by but by means of proposed provisions. But I would hope again, they are in relation to agreement, in relation to rail flights again, and that's correct. That draft protected provisions are with us at the moment and we are considering them.

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There is a fairly major dispute between us on this point, sir, which is probably worth exploring with you, and that is that

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there is no case of a no consideration as far as we are aware before the examination in relation to the potential impact of the proposed development operationally on rail flights, in relation to potential loss of energy, of yield or weight loss. And our submission so we can go into this and further detail if we need to, and it's appropriate and necessary for the examination to consider this issue and in particular certain in terms of the relevant national policy statement and three, where a proposed offshore wind farm potentially affects other offshore infrastructure than

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what they what the relevant guidance advises is that the Secretary State should expect the applicant to minimise negative impacts and reduce risks to too low as reasonably practicable. At the moment, sir, there was early

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discussion between the parties on all potential impacts and it seemed to be suggested that there might be a degree of weight loss and albeit that the the extent of it is quite, quite, quite a low impact. The difficulty for providing perspective, sir, is that we haven't seen any assessment of this to understand

what the potential impact might actually be and whether there's a need for for any provision to address or mitigate that impact.

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So that, as I say, sir, this position, we have a draft protected provisions and circulation, but from our perspective, there's a fairly major addition in relation to the issue of weight loss.

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Thank you, Mr. Grech. I wish to respond.

00:14:00:17 - 00:14:35:14

Thank you, Celestin, on behalf of the applicant. We have been in discussions with DLA Piper on behalf of real facts in respect of this. The applicant's position is this is essentially a commercial matter between the parties. We have addressed impacts on other windfarms or other existing infrastructure insofar as require is required by the national policy statements and indeed, as was scoped through the environmental statement. And there are discussions going on between the parties in respect of this.

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Our position is that that is a commercial matter between the parties and not something that is in the same way as potentially compensation in respect of onshore interests. They are not matters that are really for the for the examining authority in that sense. Thank you.

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Thank you.

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Do we have any other utilities or statutory undertakers who wish to raise any concerns or updates on their respective positions?

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Thank you. Yes. From SB Energy Networks, Stephen Edwards. I suppose if it's yesterday's comment

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or any other comments anyone else wants to raise before I speak for a few minutes.

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Just bear with me a second, please, Mr. Edwards. I've just seen a hand pop up on a screen, but I can't see who it is. And I wonder if it's Mr. Gregg wish to come back. It says, get back with me, Mr. Edwards. Thank you, Mr. Gregg.

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Sorry about that. And again, just to come back and I hear what said, but certainly from a commercial perspective, but I don't accept the point that's been put. This is not just a private matter, because

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the national policy statement

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makes it clear, amongst other things, that

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the examining authority and the Secretary of State requires to be satisfied that site selection and site design has been made with a view to avoiding or minimising disruption or economic loss or any

adverse effect on other offshore infrastructure. So this is this is not simply a private matter. Apart from anything else, if if there is an impact on on real flights and then it has them that that potentially has an impact on the overall contribution which this particular development makes towards renewable energy targets.

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So this is a matter which the and which the examination requires to consider because it impacts it goes to the heart of what what this typical development will contribute towards renewable energy. If there's interest, if there is an impact on the next door windfarm, then there's a net, then be a netting off of of that against whatever this development may produce. So there's there's that plus, as I say, purely in relation to the national policy statement itself, that makes clear.

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And again, so you'll be well aware that the development and certainly the examination requires to have regards to the national policy statement and and it requires to proceed in accordance with the national policy statement. And that policy statement

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makes it clear that the applicant is expected to minimise negative impacts and reduce risks to to existing infrastructure. And that's exactly what we're dealing with here. So that's the position. It's not it's not a purely private matter. It's a matter of which and which is relevant to the examination and assesses that we could do assessment from the applicant of what impact is. Obviously, if, if, if we, if we can get that from them, then and we can consider that. And I would hope, sir, that what we could do is come to an agreement on on what the technical impact is, because Mr..

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What I don't want to do is get to a situation where we what we have to lead evidence on this country, evidence you have to make findings at that. So that's a nobody's interest. So simply said, what we want to do is to

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have discussions with the applicant on what the technical impact is, to understand their assessment of the position so we can reach agreement on that. And then once we have that, we can then determine what the way forward is and hopefully if we can reach agreement on that, then then again, so we don't have to bother an examination with it.

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Thank you, Mr. Grech. I've certainly noted your concerns that.

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Two did applicant which respondent come back on the technical assessment potentially?

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So nothing to add in terms of what I've said previously. We are in discussions with with no thought of sorry with real flats and and deal I promise and will continue to do so. Thank you.

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Thank you for that. I could still see a hand up. Mr. Grech, is your hand up from before or is that someone else who wishes to speak?

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Oh, it's gone now. Thank you, Mr. Gregg. That's useful.

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Mr. Edwards, if I could come to you. Thank you for your patience.

00:19:27:06 - 00:19:59:07

Though. Thank you, sir. Well, I thought, as I said just now, allow me a couple of minutes, please, just to give some context first. So we've come to the hearing today, expenditure networks on behalf of ISP man, what is the licence holder for the distribution network? And I think it's we a couple of points worth mentioning that we're in a sort of price review period. We've come to the end coming to the end of the price review period. It's our how our investment is managed through Ofgem.

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Customer security of supply is at the forefront of our mind, as is increasing net zero targets.

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Now the price review involves setting out a programme for future work, so that work has to be identified.

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In addition to that, any other work would be brought to our attention through connections process, which is customer charged, so that way avoids any unseen costs, which is critical at the moment, as I'm sure you appreciate being placed on the existing customers. So we need to manage, maintain and operate the network in the best way possible. Economical as Section nine of the 1999 Electricity Act requires in a economical, coordinated and safe way.

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So that's always at the forefront of our mind, as I say, with increasing net zero demands. Now, bearing in mind that the generation of the new project, which we don't have any objection to in principle, will be finding its way to the customers, homes and businesses through our network.

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So if not from this particular scheme, then from other schemes. So I would emphasize the importance of us maintaining a network that is capable of providing the required energy levels of energy security and net zero challenges ahead. And I've made these sort of comments in a written in my representations. I can follow them up in written submission for that line one.

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So we know we come to the hearing just with the importance of trying to maintain our network and we don't share undermined.

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Likewise, as Mr. Green was referring to and as we heard yesterday, reference to national policy statements, perhaps slightly, although I did just notice a reference in the end PCN five to net zero, which surprised me reading it just this morning back in 2011. So even then it was identified as a key objective for the UK economy. So we're coming to this hearing knowing that we want to try and maintain and safeguard the network.

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I think with the provisions, as we've heard from the applicant, yes, we've been engaging I've made comment already about the method statement which we'd like to try and progress the way forward would be to also, as I mentioned yesterday, would be to progress the mapping of our network. So you're aware, sir, and other members of the panel essentially issues arisen where mapping that you might have looked at in documents already referred as being based on line data, essentially.

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And what we're looking at providing and working with the applicant on is more detailed shapefile of data, which shows our supports and poles and towers. So it's critical that where there is a clearly if there's an overhead line and we're here talking about an onshore underground cable, one wouldn't expect too much of an interaction and impact. But where there's a support or a tower, then we need to make sure those foundations are avoided so and avoid undermining that support and more so where there is an underground cable.

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So whilst a degree of danger has been a sort of gothic by the applicant, we're now providing to the applicant more detailed data that they can map. And I'm sure that yesterday that mapping processes in place and then we can identify where any impacts on existing network may arise, where any network may be impacted on then clearly needs to be. It's a measure of construction.

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Agreed. That avoids any new cabling

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of our existing network. Now, from from our mapping, I can advise and to give you again some idea of the background and context. One, three, two cables this way. Generally, as I proposed in this application, we generally go deeper. That's my basic. I'm not an engineer as you start, but my basic level of understanding is that 132 cable we generally go deeper than the lower voltage cables that we have in operation of existing already.

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Now again, it's a bit of detail, but that's the type of detail I think we'd like to see fleshed out in the method statement. A rather be left to the provisions

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so we can understand more about the proposed installation

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and critically the

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interest from outside just to avoid faults. So we would not want to see any work taking place at what time that is. And that suddenly made it over me myself to go back and look at other documents. But if anything, any program could be shared more quickly. I'd appreciate that. But at the time of that installation and construction works and in full would be

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the key to be avoided

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of for obvious safety reasons. Also, any consequence from work that needs to carry out after that.

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So we'd like to see any sort of up front

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diversions and movement of network through proper channels, and I'm sure the engineering can pull it up and we'll see that will be the case at the right time. But I would like to make that clear that we need to see that in the programming upfront, please,

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on the provisions themselves. So we, with that background and context in mind to come to the provisions, we engage with the applicant perhaps

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some time ago, several months ago with sharing our version of protective provisions. We've since had a response from the applicant, although provisions I think the provisions sort of fall into two groups, really the areas of discussion.

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So I will go through these because it's useful, I think, for you to bear in mind what discussions are taking place between us and hopefully those discussions will lead to a position where we can agree.

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So the sort of first, which is in the second half of the provisions in

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part four,

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relate to sort of more engineering works around our assets. And

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I know forgive me if you're hearing it for the first time, but help serve on the well, I think a sort of a clause one refers to and so obviously I'm reading from our proposed shows suggests wording it. You will not see in the submitted draft this year as in paragraph seven. And so so that's the first reference in to

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avoiding apparatus within 15 meters there by and large might not be so clear and we can work on that, but that would refer to overhead and underground apparatus. I think the section that been deleted by that we'd like to see reinstated is a section that refers to supports and structures within ten meters of any proposed works. So there is a difference between in the provisions that we provided to safeguard both overhead and underground network, linear network, as well as the sort of in situ support that might be associated with that network.

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So it's important that we see that those sections put back in and these would be covered by written submissions as well. So I've dealt with them there. And then secondly is on the Landrover side, where we earlier on in the provisions in paragraph

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four, where we just need to I think

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I appreciate, you know, there's an attempt to make it as brief as possible and to

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not avoid and repetition. But there was some was that was like. To see reinstated along the lines of extinguishing or reinstating any

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rights to

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any any proposals to extinguish rights, then we'd like to see reinstated. So to educate sort of relatively minor in the scheme of the draft issue, but nonetheless important to us running what we see as a reliable, secure network. I don't know. I mean, I will unless I hear otherwise, unless the applicant wants to advise me today, but would be looking to make these points in a written submission by us on starting 24th of October.

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I. I. It's in the applicant's gift, I suppose, to provide me any reassurance. I guess it would be the 22nd of October before I start drafting those submissions. But if the applicant wants to

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reassure me prior to that, then a very much welcome.

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Thank you, Mr. Edwards. A written submission would be useful on the detail, so thank you for that.

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Would you like to come back?

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Thank you. Sir is done on behalf of the applicant. Thank you, Mr. Edwards, for your submissions. We are at the moment considering a further turn of the protected provisions from SB Mann and we will consider those points in terms of where we are. I think the information that is now coming together in respect of the precise location of moneyweb's equipment and the extent of the interaction between the projects is very helpful in terms of understanding that context further.

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And I would hope that we're able to resolve some of these before a representation for the 23rd of October, if that's not possible, clearly. Mr. Edwards will make his representation and we will respond to it as part of that. So thank you.

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Thank you very much, Mr. Edwards.

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Thank you, sir. Thank you. Mr. Dunn. I think with again, in terms of background, something the reference was made to the temporary rights as well.

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You may have seen and I just want to clarify in my last week has been MONEYWEB is listed in 149 plots of 499. So it's a significant number.

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Many of those rights relate to temporary rights.

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I've heard this morning, but it might be written down. If it is, I'd appreciate being directed to it. But

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the the temporary rights cover a land use and less excavation. There might be some soil stripping on the face of it that would not involve, one would think, too much of an impact on our network.

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In the event any temporary rights go beyond the soil stripping exercise and the temporary placement of a construction compound and involve any other such works, then we would need to be advised at the moment. My own interest related to the blue coloured land on the land plan where you expect there to be more

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excavation and

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detailed works. So currently, I think. SIEGEL Well, yeah, we would like to try and reach agreement with the applicant on the scope of the temporary works.

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However, I do like, I think, what I've heard today to be either directly, if it's in a document already for it to be directed to, where is all for it to be stated that the area is showing what is temporary works will not have any direct impact on or anticipated impact on operators. However, provisions themselves would still need to cover that point to, I suppose, provide some kind of backstop.

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Thank you. Thank you, Mr. Edwards. As usual, stunt anything you wish to come back on?

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Thank you, sir. Is done on behalf of the applicant and noted for Mr. Edwards. I think I think looking at this in terms of the extent of the plots where I hope my work does have rights and a number of those plots are parts of plots, whereas the Imam Webb said parts of a title or something like that, where Spamalot has equipment a very long way from the works that are proposed. I think as. As we spoke to Mr. Edwards yesterday. I think there is more to be done to probably sit down with us to talk through exactly what is proposed and why.

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But we are certainly confident that a vast number of those plots, and particularly in respect of temporary works. There will be absolutely no interactions with ACP members equipment there at all. So I think there's just that there's that further discussion to take place, I think, just in terms of those details. But we're confident that will happen. Thank you.

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Thank you very much. Thank you. Okay. Do you have any other utilities or statutory undertakers here wish to raise any concerns or provide any updates?

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I just had a question on whether any of the offshore such seekers who are affected.

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Listing on behalf of the applicant. Not that we're aware of. Okay.

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So I saw the other relevant representations. Are you in discussions with them or is there any effect in that regard?

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Was a great. Consideration for.

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Thank you, sir. Is done on behalf of the applicant. In respect of our grid, we have. I understand that we will be crossing grid cables potentially. We have sent them a crossing agreement several months ago. We haven't had any feedback on that yet, but we are not anticipating protective provisions. Again, the same position as for north oil where there's just a cable crossing involved and that would be dealt with through a cable crossing agreement. Thank you.

00:36:03:18 - 00:36:15:00

Okay. Thank you. And just one last thing was on Network Rail's submission. Will you be responding to that after they want sick leave? I think they suggested

00:36:16:18 - 00:36:22:25

rather than having compulsory acquisition, you could come to some of the arrangements. And also. Can you comment on that, please?

00:36:23:19 - 00:37:13:25

Thank you, sir. Certainly not on behalf of the applicant. And we will respond to those elements of of network rail's representations we think are necessary. There is discussion ongoing behind obviously behind the scenes with them. I think I'd just in respect of of compulsory acquisition of network rail's interest, it's I'm anticipating that what we will have is a position, as we will with all plots required under the project, which is that those plots will remain within the DCO and those powers of compulsory acquisition, whether that's temporary powers or the limited permanent powers we're seeking, will compulsory acquisition of land will remain in the DCO safe that in respect of statutory undertakers like network rail, that will be an undertaking not to exercise those powers.

00:37:13:27 - 00:37:39:28

And that is standard in terms of of how how that how that's done. It's something we need to take further instruction on and consider with Network Rail. But it certainly wouldn't be our intention to exclude those rights from the DCO. It will be a separate agreement that those rights would not be exercised outside with consent, which effectively means they could be exercised and anything has to be done under agreement. Okay.

00:37:40:00 - 00:37:44:03

So it was Network Rail that engages section 1 to 7. Is that correct?

00:37:44:23 - 00:37:45:08

Yeah.

00:37:45:10 - 00:37:47:15

And that's the only statutory take at the moment.

00:37:47:27 - 00:37:48:16

That's right, yes.

00:37:49:07 - 00:37:49:27

Okay. Thank you.

00:37:50:06 - 00:37:50:21

Thank you.

00:37:53:06 - 00:37:57:27

Okay. Thank you very much for that. Any of our issues related to this agenda item that no one wishes to raise?

00:38:02:06 - 00:38:13:12

Okay. Thank you. So we'll move on to the agenda item for which it consents, licenses and other agreements. So said the last item. If I could have a brief update from. You have to complete some progressive and public consent to licenses.

00:38:13:26 - 00:38:39:23

Thank you, Celestin, on behalf of the applicant. So are the consents licenses. We submitted a document with the application document 5.4. I'm sorry, I haven't got the the examining authority reference number for that. It was our document 5.4, which is available on the website which set out those consents and licenses required under all the legislation.

00:38:40:07 - 00:38:43:02

Sorry. I appreciate. Didn't have to reference. What's that what's the name of this document.

00:38:43:05 - 00:38:55:19

It's it's called consents and licenses required under under other legislation. Oh, there we are. Perhaps it was AP AP 0383093737. Sorry.

00:38:55:21 - 00:38:56:06

Thank you.

00:38:58:19 - 00:39:29:01

So there are two kind of main sections of that. The first section two is in relation to consents which are to be supplied, which we've covered already through the discussion on the draft development consent order and the and the consents which are being supplied through through the DCI and that includes the ordinary watercourse consent, the flood risk activities permit. And we talked about the temporary regulation orders as well. So the second not the second.

00:39:29:03 - 00:40:03:17

It's actually part three of that document talks about other consents which will be required. So they are future consents. And just looking at that document, page 13, the first of those is the Marine licence, which is required under the Marine and Coastal Access Act. I can give you an update on that one. In terms of I think we spoke a bit about this yesterday, but I think it's here, it's actually quite important just to provide a bit of context. I think this will feed into the next item as well if you're happy with it here as well.

00:40:04:02 - 00:40:10:00

So this is the first offshore wind farm in Wales to be applied for under the Planning Act. So whilst

00:40:11:17 - 00:40:51:23

as our level is wholly within Welsh inshore waters, the jurisdiction for the marine licence remains with the Welsh ministers who delegated that to Natural Resources Wales and is dealt with by Natural Resources Wales Marine Licensing Team. The applicant and the Marine Licensing Team have worked very closely together through the Pre-application process to really try and understand and work out how the DCO examination and marine licensing processes can be aligned to ensure that those are a streamlined as far as possible, but without affecting due process for each of those, which is very, very important.

00:40:52:12 - 00:41:22:17

And we've also had regard to other decisions which have involved marine licences. So Swansea Bay, Tidal Lagoon and onEarth being examples of those to really try and ensure that the examining authority has the visibility and understanding it needs of the progress of the marine licensing process. Because we see and I think it's important, those are separate processes and it's very important that they don't seek to duplicate or overlap with each other as they should otherwise do.

00:41:24:03 - 00:41:52:27

And the DCO will provide development consent for those works that are in the marine environment. So effectively the DCO is almost an umbrella which provides that the consent that's needed and that the marine licence is a separate licence that's required under that. And we were obviously talking this morning about in the context of the DCO about what will be covered by the marine licence and what should be covered by the DCO and

00:41:54:15 - 00:42:33:16

our clear position and, and I believe that supported by Natural Resources Wales is that whilst the DCO process needs to have regard to what is happening with the marine licence, it shouldn't seek to duplicate that. They should be separate. And that's why we again working with, with the Marine licensing team came up with the Marine Licence Principles Document, which we sought to put together to really explain how is almost to look ahead to the marine licence to be saying these are the things that we expect to be covered by the marine licence.

00:42:34:09 - 00:43:14:16

These are the documents that will need to be signed off. This is this is the sort of scope and extent of the marine licence so that the examining authority and others have visibility of that as we progressed through the process. It's really important to note, though, that unlike where a marine licence can be included, responsibility for drafting that marine licence sits with the marine licensing team. So it's not a situation where we have or would. Be looking to prepare a draft marine licence. That is absolutely for the Marine licensing team and it's our understanding that that wouldn't be done until much later in the process.

00:43:14:18 - 00:43:51:04

So it won't be that the examining authority could have a draft marine licence, for example, from the Marine licensing team to consider. So again, that's the purpose of the principles document is really to extract from the marine licence the things that we would envisage being there, the conditions that would be included, that the scope of those licences so that you have visibility of that and we will progress that with the marine licensing team as we go through. And we've really sought to follow that approach that would have taken place if there had been a marine licence.

00:43:51:06 - 00:44:23:21

So we're reflecting that as far as possible, but recognising that that the format and the wording and the the approach of that marine licence, it will look different to a deemed marine licence. And I think again, it's important that everybody is aware of that and respects that in terms of of another police position. So just in terms of updates, then the Marine licence application for our email was submitted shortly after the DCO application was accepted for examination. So that process is ongoing.

00:44:23:23 - 00:45:05:13

It was deemed as being duly made and our email has recently had a formal response from and I'll tell you, following the consultation that it carries out on that marine licence, you won't be surprised to hear that there's quite a lot of duplication in terms of the comments that have been made in respect of those processes. And so we've had that response from an all W with requests from additions for some additional information. And what we had agreed with the Marine licensing team is that once the examination timetable has been formally published, so we know what the timetable is going to be, we know what the questions are going to be.

00:45:05:15 - 00:45:52:21

Those first questions is we will then have a further meeting with them to work out how we can align those processes as much as possible, again, without any without seeking to affect the proper marine licence principles process, sorry, the proper marine licence determination process as we do that. So it's about trying to align as far as possible. So we are providing information to the Marine licensing team that they need from the DCO examination. We're not duplicating and we're expecting to be working with the team to really make sure that information is being provided at the right time through each of those processes, because it's easy to see how that could get out of sync and effectively that that not be working and not be working well.

00:45:52:23 - 00:46:34:12

So, so that's what we will be doing. And I think it's also just relevant to note for the purpose of the marine licence application that we made a single application, but it is effectively for three separate marine licences. So again and I want to probably refer to it as if it was a de marine licence, but I think that's understood just in terms of the sort of offshore context. So one Marine we are seeking one marine licence for the generation assets, one Marine licence for the transmission assets and a third marine licence for the connection to go into more.

00:46:34:26 - 00:47:12:22

And the reasons for seeking those as separate marine licences do very much follow the process that's developed for projects that have come forward previously, which is to facilitate that ofto transfer that offshore transmission network, sorry, not the offshore transmission operator and transfer post construction where effectively the marine licence would transfer with that rather than there needing to be any change or a variation to that. We've also agreed with the Marine licensing team that those marine licences will cover construction operations and maintenance and decommissioning.

00:47:12:24 - 00:47:43:18

So effectively they'll be whole life licences. And I think that's important from our perspective in terms of again that that that separation between what's covered and controlled through the DCO and what's controlled through the marine licence. And it's our position that again that there shouldn't be that overlap between the two and there shouldn't be a duplication of marine licence conditions on the DCO.

00:47:44:03 - 00:47:49:08

I think we would have significant concern about that for a number of reasons,

00:47:51:01 - 00:48:32:04

starting with the kind of different drafting that potentially there is going to be and again, that recognition of and not needing to follow its process. In terms of of the marine licence. We also know from practice that the marine licence itself may well require a number of different iterations. There will be variations to that. Anybody that's worked through the implementation of marine licensing will know that there need to be variations to those where you have a D marine licence and that is done under under a DCO and done under the Planning Act and they are dealt with outside of the non-material a material change process for discos.

00:48:33:23 - 00:49:05:29

And it's important that they are because they need to be they need to be able to be dealt with in a different way. There may be some very minor variations. And putting those through that that material change or non-material change process is very lengthy and we would say unnecessary. So again, it's important here that the marine licence operates separately in that if those changes need to be made, they can be done to the marine licence. And we're not in a position where we're having to amend the DCO as well because that's sort of to effectively cover over the two things.

00:49:06:16 - 00:49:29:01

So that's where we are with the marine licence process and I think it's agreed with another body that it is important for the examination that you have visibility of where that is and where it's progressing. And we will we have we will be providing those updates every deadline in terms of whether there are material things, in terms of talking about about that process, that progress.

00:49:30:06 - 00:49:34:07

Okay. Thank you for that. That's useful. And listeners, and if you want to add.

00:49:35:15 - 00:50:28:19

Any to add John Lewis for Natural Resources Wales only to thank the applicant for that helpful and accurate summary of where the parties stand in relation to the marine licensing process. We would underline so what came through loud and clear in the applicant's presentation of the issue just now, which is the importance of avoiding regulatory duplication. We welcome the applicant's emphasis on that as a general principle in the approach that it's taking, and our discussions so far in relation to that have been constructive and we anticipate continuing very much in that vein.

00:50:29:27 - 00:51:03:08

We also recognise the importance of this process being properly updated as to the progress that the parties are making in relation to those discussions. As the applicant has indicated, it is not in our WS practice when exercising its marine licensing determination function to provide this process with any form of draft licence or anything to that end.

00:51:04:21 - 00:51:37:20

But we will certainly do as much as we consider to be appropriate having regard, as the applicant has said, to the need for due process considerations to be respected. We will of course endeavour during the process to keep the process updated as to where we stand in relation to those discussions, which clearly have to happen in parallel to a large extent because of the overlap in relation to some matters.

00:51:38:22 - 00:51:49:12

But we would certainly endorse the approach in principle that has been taken so far and welcome it as an example of good practice in relation to managing this issue.

00:51:51:05 - 00:52:00:18

Thank you. That's useful and especially useful that the two parties are fully agreed on the avoid to the need to avoid duplication.

00:52:03:02 - 00:52:06:09

I suppose my question would be because this is a

00:52:08:17 - 00:52:11:29

phrase in a novel place for us to be.

00:52:14:03 - 00:52:42:09

So we have potentially offshore environmental effects of the proposal to mitigate any environmental statement by various measures in place plans and strategies. But they're secured in a marine licence rather than the DCI. So could it be said that we may have to rely on provisions in our recommendations which will be secured in a document which isn't within our control? That's my question, and that's the tricky part, if you like, from our side.

00:52:44:19 - 00:52:54:22

So I'll allow the applicant perhaps to deal with that first in terms of what its intention is in terms of approach. If I can help on the on the principle of that,

00:52:56:11 - 00:53:30:24

there would be no difficulty in law as far as we see it in taking that approach, provided that the examination and ultimately the Secretary of State can have confidence that those other matters will be dealt with appropriately pursuant to another decision making regime. We will, of course, be saying to the this process in our representations that the Secretary of State can have that confidence.

00:53:32:11 - 00:53:40:24

And we will explain so far as necessary in our representations why that so. But I'll allow the applicant to

00:53:42:11 - 00:53:45:12

elaborate on what might be its intentions in that regard.

00:53:45:28 - 00:53:46:13

Thank you.

00:53:46:23 - 00:54:47:18

Mr. Chairman. Thank you, sir. Later on, on behalf of the applicant, I'm not sure I have anything to add actually to that. It is a curious a curious process. It is it's unusual in the offshore wind context that we're not in a position to include a D marine licence, and that because of the nature of the Planning Act and the DCO consent, inevitably we will we will be considering marine licensing issues. I don't know if it's helpful sort of conceptually, but the way we've been thinking about it is in the context of that of, of the DCO providing that overarching consent with effectively the the requirements in the in the DCO being almost like the deemed planning permission that would be granted and the marine licence and again being being separate but being dealt with by a different party.

00:54:47:27 - 00:55:15:14

So where there are considerations that relate to that overarching consent. So the sort of the, the policy principles about whether the development consent should be granted at compliance with the national policy statement, those sorts of matters, those should be dealt with through the DCO because they are, we would say, in the nature of the principle consent that's required,

00:55:17:03 - 00:55:52:15

the marine licence is and this is going a bit far, but it's, it's almost like an operational consent as opposed to that fundamental consent in terms of the principles of the document. I'm not meaning any disrespect there to the marine licensing process, but I think almost seeing them in those sorts of terms may help in terms of understanding how those things will fit together. So so where we are, inevitably the offshore environment is important. This is a generating station in the offshore environment and therefore it sits within that regulatory framework.

00:55:53:02 - 00:56:25:12

The marine licence, in a sense, isn't about the the why should we? It's about the how. And and again, you know, recognise that there are there are challenges, particularly around things like mitigation and being confident that where we're relying on mitigation, that that mitigation will be secured and that it will be secured appropriately. I'm pleased to hear Mr. Lewis saying that he's confident that we should be confident that that that can and should be done.

00:56:25:14 - 00:57:03:14

Marine licences are granted very often and I think it is. And again, that was the fundamental reason for the Marine Licence Principles document was to be able to provide that transparency into the into the examination as far as we can around those things that we would expect to be included. And, you know, we are very grateful for the Marine licensing team's presence here today. And I think that, you

know, would encourage that continuation. We absolutely recognise that that process can't be fettered and and, you know, an ultimate decision on that marine licence sits with them.

00:57:03:25 - 00:57:34:18

But to be able to say, yes, this is a matter that would be dealt with by a marine licence condition. I think, you know, should be very helpful for the examining authority and others in terms of understanding the scope. Also, everyone will be aware that we've done this on a single set of documents. So there's a single environmental statement recognising perhaps that overlap in terms of the offshore plans within the DCO. But those documents are there for inspection. You know, they are there for examination.

00:57:34:27 - 00:57:49:13

They're being considered under the marine licensing process. And here and I think it's our job and and on top of the Maltese job to make sure that it is aligned as far as possible. So that those comments are going across and feeding into that process as they need to. Thank you.

00:57:51:01 - 00:57:52:04

Thank you. That's useful.

00:57:53:27 - 00:58:01:15

One thought that we did it did occur to us is that you mentioned before you mentioned Swansea Bay, which I don't think was ever made, but

00:58:03:02 - 00:58:17:11

there was a separate article in there specifically referring to the Murray licensing as Article 60, which could be worth, could be useful to look at in terms of providing a clearer separation within the DCO.

00:58:19:01 - 00:58:26:11

Duffy For the moment we have kind of articles four and five which use them, but it might be worth looking at that Article six and Swansea Bay.

00:58:28:01 - 00:58:31:08

Thank you, sir. Liz Dunn. On behalf of the applicant, we will have a look at them. Thank you.

00:58:32:20 - 00:58:33:20

You can present a visual.

00:58:37:07 - 00:58:48:24

Can I just say the application for the marine licence does not include all the documents that form the application for the the DCO in that case. So we will see.

00:58:49:17 - 00:59:23:02

This list done on behalf of the applicant includes all relevant documents. So there are a number of documents that, for example, the onshore code of construction practice that aren't relevant to the marine licence application. So we, we sought to include those documents that were relevant. I think the list of documents that was provided for the Marine licence application is probably on the website in terms of what was there and if it's useful for us to provide a list of what we did provide for the Marine licence application, we're happy to do so.

00:59:23:09 - 00:59:55:18

But it is, it is the same documentation and, and the reason for, for submitting the Marine licence application after the DCO was accepted was so we could pick up those minor changes that needed to be made to the application post acceptance started DCO application post acceptance. So and there is a,

there's a marine licence guide to the application as well which indicates which documents from the DCO application would be provided for the marine licence.

00:59:55:21 - 01:00:07:19

So for example, the Yes chapter on marine mammals would be the same. It's exactly the same. Would be looking at the same document the way yes, we look up. Okay. And those are any plans.

01:00:10:06 - 01:00:17:09

Are there any draft mitigation documents that maybe go to the to the read license that aren't submitted to the

01:00:19:05 - 01:00:20:06

DCO application?

01:00:28:25 - 01:00:45:01

We will check, sir, but we're not aware of any additional documents that went into the Marine license application that weren't included in the DCO application. Certainly on the mitigation plans. Okay. Save that my license application form and things like that, which obviously weren't.

01:00:46:09 - 01:01:32:16

Okay. So the licenses are relying on any draft mitigation documents. Right. So one document that it is important perhaps to highlight is that into this examination, the applicant submitted a schedule of mitigation, which within that includes conditions which have been included in previous marine licenses issued by and our WS Marine Licensing team. And we understand that they're in there because the applicant, as we understand it, would expect those to be incorporated in the Marine license and in any Marine license granted for the licensable marine activities that will add more.

01:01:33:03 - 01:01:50:12

And we certainly welcome that approach. I will comment in more detail in due course on that aspect of the schedule of mitigation, but that is an important document to highlight perhaps in that regard. Okay. Thank you. What else?

01:01:52:15 - 01:02:26:13

So just on behalf of the applicant and just I apologize if this is clear, but I'm not sure I was clear in terms of the last question. So where outline plans have been provided through the DCO application outline mitigation plans that relate to the marine environment? Those have been provided to A.W. as part of the Marine license application. And our expectation is that through the Marine license conditions,

01:02:27:29 - 01:02:36:27

a plan in that type of form. So for example, the marine mammals mitigation plan will be secured through the marine license

01:02:39:13 - 01:02:41:27

as as one of the marine license conditions.

01:02:42:08 - 01:02:49:04

Okay. But there are no draft plans that have gone to the mitigation license that are not submitted to the to the DC application.

01:02:49:07 - 01:02:49:24

That's correct.

01:02:50:01 - 01:02:50:16

Thank you.

01:02:58:18 - 01:03:06:23

Um. Can I just check with the applicants? You mentioned that there were three separate green licenses.

01:03:08:17 - 01:03:16:08

The second one, in terms of transmission, the extent of the transmission. So the start and finish where this is finished.

01:03:17:19 - 01:03:48:20

Thank you, sir. It's done on behalf of the applicant. The if we talk about sort of red line application or the red line area for the transmission, it covers the whole of the generation area because at this stage, we don't know where the where the offshore substation platform that will form the the start of the transmission assets will be located. So the red line for that has included the whole area.

01:03:49:28 - 01:03:59:27

And it in terms of going towards shore, it goes to mean high water, mean high water.

01:04:01:16 - 01:04:07:20

Does that include the intertidal? Yes. So that's wonderful as well. Okay. That.

01:04:21:15 - 01:04:32:22

That's. There is one extra element that has been raised by Natural Resources Wales in its recent correspondence, which is around a marine licence for the River Clwyd crossing.

01:04:34:14 - 01:05:09:12

So this is something that was considered within the application and it it wasn't specifically applied for in the marine licence, but it will be picked up through some additional material to be provided to the marine licensing team. The River Clwyd is a tidal river and therefore there does need to be a marine licence element which covers that. It's under a horizontal directional drill onto the river, but that will need to be covered with a marine licence as well.

01:05:09:14 - 01:05:13:29

And our expectation is that will be a separate marine licence to those for the offshore element.

01:05:15:27 - 01:05:16:12

Thank you.

01:05:21:06 - 01:05:27:00

Thank you for that terrific fluid license. And would that be submitted imminently or not later on?

01:05:28:03 - 01:05:43:12

Natural Resources Wales have the information because it was all included within the environmental statement. We are just through the provision of additional information agreeing how we effectively bring that forward within within the project.

01:05:44:28 - 01:05:45:24

Okay. Thank you.

01:05:47:11 - 01:05:49:07

And if you want to add something.

01:05:49:11 - 01:05:50:13

To add from us, I thank you.

01:05:54:02 - 01:06:10:24

Yeah. Sorry. Have one final question. The documentation has been provided as part of the marine licence. Just checking environmental statement. The report to inform the appropriate assessments that form part of the package.

01:06:12:29 - 01:06:15:03

So it's done on behalf of the applicant? Yes, it did.

01:06:15:06 - 01:06:16:14

Okay. Thank you. Okay.

01:06:18:10 - 01:06:33:28

Okay. Thank you very much. And as you saw, I suspect there'll be more questions for examination. And I know there will be a written questions next week, but thank you for your positions on that. That's very useful for us. I just have a couple of other questions on. Of consents and licences.

01:06:37:11 - 01:06:57:27

Well, that's okay. I don't. Yeah, if you want to go back. So one question was why not submit a statement of reasons at 21 states? An agreement for the area right is in place for the Crown Estate for work number one and agreement for the cable group and Interlink Cable are being progressed. Do you have the latest position on those agreements place?

01:07:08:00 - 01:07:19:24

Thank you, sir. Done on behalf of the Afghan. We are in detailed discussions with the Crown State around that and consider it to be imminent. But we can provide an update to do the examination as necessary.

01:07:22:00 - 01:07:26:07

Okay. Thank you, sir. Would that be an update for deadline? More on this.

01:07:26:09 - 01:07:26:24

All

01:07:28:04 - 01:07:28:19

right.

01:07:30:04 - 01:07:35:15

So we can certainly provide an update on progress. We are obviously trying to push that forward is critical.

01:07:35:21 - 01:07:36:06

Okay.

01:07:36:08 - 01:07:37:00

Thank you. Thank you.

01:07:40:11 - 01:07:45:12

Does that need to be in place before the DCO? Could be granted? Could be granted?

01:07:58:17 - 01:08:05:05

So I laid down on behalf of the applicant. It's certainly our preference. That's the case, isn't it? As I understand it, it's not necessary

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because the

01:08:11:12 - 01:08:48:13

saying that the sort of grey area in the transmission, the transmission separately, clearly the array area is defined far earlier than the transmission element and and the agreement for lease has been secured over that area. It's then just the process of agreeing the, the area for the transmission lease and and and sorry, the transmission agreement and then putting that in place. We've been in discussions with the Crown Estate, who has an approval process around applications that are made, and they have approved the application in terms of the location of the cable.

01:08:48:15 - 01:09:00:04

So we don't see any issue with that. And I, I wouldn't consider it. We're certainly hoping it will be in place by then, but I don't think it is a legal prerequisite to any DCO being made.

01:09:00:29 - 01:09:17:26

Okay. Thank you. Of course. So the relevant representation from North Hoyland Blue Flats saying that that consent was also required because it falls in that lease for Crown State. Can you comment on that as well, please?

01:09:24:01 - 01:09:35:19

So it is done on behalf of the applicant. We have looked at this. We don't believe that we do fall within the project least area. There is a buffer zone outside of the leased area

01:09:37:09 - 01:09:48:03

and I think we consider that there might be construction work within that area. But we as far as we understand it, we don't fall within the lease there and we have provided that plan to

01:09:49:20 - 01:10:01:03

yeah, we have provided the plan to its real flat rather than the North Pole because we've clearly got the cable crossing. We've provided that plan to real flats to show that.

01:10:02:05 - 01:10:06:05

Okay. So you'll address that's a deadline on as well. Yes. Brilliant. Thank you.

01:10:09:14 - 01:10:18:25

Okay. Thank you. Just one final question. Said this, you have two separate planning application consent required from Denbighshire for the extension of National Grid substation.

01:10:20:13 - 01:10:23:10

Is our latest update or programme on the application.

01:10:26:25 - 01:10:38:03

So less done on behalf of the applicant? That's a matter for National Grid. It's their substation, it's their application and we don't have an update to provide on that.

01:10:40:13 - 01:10:43:13

Okay. Thank you. Nothing updates some more questions about that next week, so.

01:10:43:21 - 01:10:44:18

I appreciate them.

01:10:46:11 - 01:10:51:09

Okay. Sorry. Are there any other issues related to this agenda item that anyone wishes to write?

01:11:02:23 - 01:11:22:27

Okay. Thank you. I'm just going to move on to agenda item five. Just a quick question. Ready, because obviously, we're definitely break for lunch about one, but we don't have a great deal left on the agenda now. So in your hands, to a certain extent, if you are content to carry on, to go through five, six and seven.

01:11:23:13 - 01:11:26:13

So let's start off that. We're more than happy to carry on.

01:11:26:28 - 01:11:28:16

That's acceptable to everybody else.

01:11:29:19 - 01:11:30:19

Certainly. Yes. Okay.

01:11:32:00 - 01:11:34:12

Thank you. Okay. We'll go let them.

01:11:42:28 - 01:11:53:06

Thank you for telling. And if I could just check anyone online, if they're happy to. If we're happy to carry on. If you if you're not. If you could let me know by put your hand up or your camera on.

01:11:56:04 - 01:12:24:07

I'm not seeing anyone. Okay, so thank you. On that basis, we'll carry on and agenda item five statements of common ground and see if the actor could provide a brief update on the request since a statement requested statements of common ground. Please. Obviously we heard your representation yesterday on the likelihood of allies of certain statements of common ground. But equally as stated in our Rule six letter, we can find drafting status common ground at drafting deadlock. One can be useful to clarify areas of dispute.

01:12:26:17 - 01:13:03:15

Thank you, sir. Done on behalf of the applicant. To be honest, I don't have much to update from from yesterday. We're in the process. We've noted the examining authority's list of requests for 29 statements of common ground, and we will be working our way through those and expect to get drafts out shortly. Obviously, we heard from the local authorities yesterday around working on the statements of common ground, the joint statement of Common Ground, particularly in respect of landscape, seascape, landscape and visual matters. And and we we will be providing an update on deadline one in terms of the progress of those statements of common ground.

01:13:03:25 - 01:13:12:10

I would just reiterate what I said yesterday around provision of drafts and two points in respect of that. One,

01:13:14:21 - 01:13:48:14

recognizing that for some parties really engaging with statements of common ground before they've submitted their written representations or in the case of the local authorities, their local impact reports

can be difficult and also that we do need to be aware of the sensitivity around submitting draft statements for common ground when those are in discussion between the parties. And certainly at this stage it would not be our intention to submit a statement of common ground in draft unless that was agreed with the other party as well.

01:13:48:16 - 01:13:52:01

So we will update at every deadline in terms of where we are

01:13:53:23 - 01:14:08:21

and and review progress and do understand entirely how useful those statements of common ground can be. We just wouldn't want to be providing things that we feel actually aren't really moving matters on particularly.

01:14:10:29 - 01:14:14:01

Okay, thank you. That's understood. And Mr. Russell.

01:14:14:19 - 01:14:23:17

So when you provide an update, that'll be really helpful for us to really specify where there is not agreed or is still in dispute

01:14:25:23 - 01:14:36:23

because that helps us in terms of questioning any future hearings. So if you don't know what that says early on. Kind of makes our life a little bit more difficult, so just bear that in mind.

01:14:37:18 - 01:14:39:04

Thank you, sir. That's understood.

01:14:41:04 - 01:14:47:10

Thank you. I don't wish to raise any comments or queries over the signing of the agenda statements on common ground.

01:14:50:00 - 01:14:59:13

Okay. I'm not seeing any hands in the river on lights. Thank you for that. So I'll now hand over to Mr. Cassini for agenda item six. Thank you.

01:15:00:18 - 01:15:33:06

Thank you. I'm going to run through the actions that we've taken there Will and the applicants personally. And what I'll do is I'll go through them. And at the end of each action, if you just want to agree or disagree, unless I think they're all for deadline one, unless we've agreed otherwise. So the first one was to expand, revisit the definition of commence for the next submission of the draft DCO. Yes. To provide a definition of what an operation of a proscribed description is.

01:15:33:16 - 01:16:05:21

Yes. Yes. To review the consistency and use of terms of pre-commencement and preliminary. Yes. Article 40. To review the content of the list contained within that article? Yes. Mr. Hockey suggested that it might be useful to review the Norfolk Warriors and East Anglia details in respect of Article 43. Yes. You going to look at reviewing the existing parameters table and potentially provide some greater clarity? Yes.

01:16:06:22 - 01:16:17:21

Are you going to provide details? No. Details of the offshore decommissioning to be reviewed. And you made reference to a base guidance? Yes. We'll provide that document

01:16:19:14 - 01:16:24:11

with you and confirm position in respect to the need for specific onshore decommissioning requirement.

01:16:27:00 - 01:16:31:09

We have an idealistic mission to look at the scope of it. Yes.

01:16:33:04 - 01:16:43:22

Drafting of Article 27 to be reviewed? Yes. Mr. Hockey suggested a review of Article 16 of the Swansea DCO may be helpful. Yes,

01:16:46:05 - 01:17:20:06

this is one that I think you may have potentially going to be in action. Provide a list of documents provided for the marine licence and copy of the guide? Yes. I'm not sure we had it as an action, but that was what I was just mentioning when I wasn't listening a moment ago. I think it would be helpful, I think, for the examining authority that those documents are available. And if you look on the website and website that they're but we're happy to provide a list of documents that were provided in respect of the Marine licence.

01:17:20:19 - 01:17:38:08

And the guide that we provide to the Marine licensing team are happy for us to do that. And in terms of agreements with the Crown estate you've signed up to deadline. Yep. Those are all of the actions I've recorded. Unless you have anything to have.

01:17:40:00 - 01:17:40:15

Think.

01:17:43:15 - 01:17:44:00

Yeah.

01:17:46:08 - 01:17:46:23

Actually.

01:17:48:15 - 01:18:03:25

We didn't have any of the actions that it's just been suggested that might be helpful for the Marine licensing team to provide a link to where the documents are that we could share because sometimes it can be quite difficult to find them. Generally.

01:18:08:09 - 01:18:18:11

Well, thank you. Thank you for that. Unfortunately, we can't accept links. Okay, so documents are only.

01:18:18:14 - 01:18:23:15

Yeah, we can't accept hyperlinks. Nobody. Because the the place where they go to could be changed.

01:18:24:05 - 01:18:27:29

I thought you were alright as long as it was a government but site.

01:18:29:18 - 01:18:36:02

Sometimes it's because things change, so they disappear. So. Yeah, probably so. Yeah. It's horrible. It's okay for that reason.

01:18:36:08 - 01:18:40:03

Mr. Joe just confirmed. That's okay if it's government website. Thank you for that.

01:18:40:17 - 01:19:04:01

I think it's just it I, I mean, we may it it should be provided with suitable caveats in that this is a link that's provided to an active application and at some point it won't be active any more. But certainly for the purposes of what we're looking at through this process, that's where the Marine licence documents are available if anybody wants to review them at that stage. Thank you.

01:19:04:12 - 01:19:13:03

Just check also if any documents relate to this post that this application, they're also automatically updated and resubmitted. That's vice versa.

01:19:14:00 - 01:19:15:29

Sorry sir, I didn't mean to look across.

01:19:16:21 - 01:19:17:24

All the other way round as well.

01:19:19:06 - 01:19:49:29

That is something we need to talk to the Marine licensing team about, and that is the sort of next stage of our discussion in terms of how we are aligning process as far as possible. There will be things that aren't relevant to the marine licence application that are being discussed here. So so we have a meeting arranged where we are going to discuss what it is that would be useful for the Marine licensing team. Bearing in mind they're also going through their own determination process and requesting information.

01:19:50:01 - 01:20:20:08

So it's about the alignment of that we have suggested and almost providing a round up at the end of each sort of phase of the examination, if we say that. So if you imagine you have the examining authority questions and the responses to questions, then hearings, then effectively a sort of any information provided through that stage of the process that hasn't gone into the marine licence. But it's something we'll, we'll talk to and agree with the Marine licensing team in terms of how that information is provided across.

01:20:22:10 - 01:20:32:12

Thank you. We just had one of a potential action which was about the Schedule one, part two ancillary works, which is intrusive ground investigations.

01:20:32:14 - 01:20:35:24

Yes. We're going to look at where else those have been provided.

01:20:36:03 - 01:20:37:03

I'll be excellent. Thank you.

01:20:42:15 - 01:20:43:17

Okay. Thank you very much

01:20:46:21 - 01:20:55:11

for item seven. Any other matters? I've got no other matters notified to me on today's agenda item. But are there any items anyone wishes to raise after what they've heard today?

01:20:57:01 - 01:20:58:04

Not for the applicant, sir.

01:20:58:06 - 01:20:58:21

Thank you.

01:21:00:17 - 01:21:02:04

Yes, Mr. Gregor.

01:21:05:13 - 01:21:19:12

Thank you, sir Michael, for a real plus. And it's just to clarify, sir, your answer, the questions being issued next week, whether there was any indication of when approached you took next week, whether it was towards the start or an end. If you have any idea.

01:21:21:17 - 01:21:28:17

Thank you, Mr. Grech. Our deadline is to submit a case to publish and by the 27th. So next Tuesday.

01:21:30:00 - 01:21:31:06

That's very helpful. Thank you, sir.

01:21:32:06 - 01:21:32:21

Thank you.

01:21:37:00 - 01:21:38:21

Any other items that no one wishes to raise?

01:21:44:13 - 01:22:16:09

Okay. Thank you. So I'll just move to close the meeting. So thank you all for contributing so fully and usefully to this meeting has been very helpful. I remind you to take a recording of the proceedings today will be made available as soon as practicable on the project page of the National Infrastructure website. And just briefly remind you of next stages of the process. Open floor hearing tomorrow morning, 10:00 in the Cabinet Room. Issue of examination, timetable and the first written questions as soon as practicable. As we've mentioned, and deadline one Monday of 24 October.

01:22:17:06 - 01:22:25:12

So the time is now. 13 I free. And you should be specific. Hearing for our law project is now closed. Thank you very much, doc.