

File Name: CAH2 26th September_Part 2.mp3
File Length: 01:36:25

FULL TRANSCRIPT (with timecode)

00:00:05:03 - 00:00:19:20

Right. It's just past 1130 and time to reconvene is compulsory acquisition hearing. We're up to item five. On the agenda, which is.

00:00:21:19 - 00:00:36:07

Titled Cable Crossing Options and in particular wanted to provide an opportunity for the applicant to provide an update on proposed cable crossing options over overall under the East Coast Main Line Railway. Mr. Fox

00:00:37:25 - 00:01:13:09

just just before do just just the discussion we're having just before the break, I just wanted for everyone else's benefit just to highlight paragraph two. One, two, two, one, three and 214 of our, which sets out the outline decommissioning of our motor management plan, which sets out the commitments that we've made in terms of what gets handed back and what doesn't and does reference landowners. Given the discussion we had this morning, we will look at the language there just to deal with the situation where that owns the land, which is the point.

00:01:13:11 - 00:01:45:07

But just to say it does note that all the solar infrastructure, including modules, onsite substation mounting structures, cables or any other service, so inverters, transformers, switchgear, fencing and city infrastructure would be removed. Um, just wanted to, just felt like that's, that's where the commitment is on that point. It's paragraph two, one, two, two, one, three and two, one, four, two and four. Because it goes on to talk about what happens with the internal access tracks and the fact that landscape structural planting would be remaining in place.

00:01:46:29 - 00:01:47:24

Okay, Understood.

00:01:47:26 - 00:01:48:15

Thank you.

00:01:50:18 - 00:01:57:18

Whether they will look to kind of tweak that and work with the discussion. Yeah. Okay. Thank you.

00:01:59:24 - 00:02:01:16

But I'll let you continue on the air.

00:02:01:18 - 00:02:11:10

Yes, Sorry. Thank you. Okay. Mr. Fox and half of the applicant. So we're in the position, as I said earlier, that we have the protective provisions are agreed. A framework agreement,

00:02:13:00 - 00:02:35:11

basically asset protection agreement are agreed. And the the last kind of imprint or document that we are in the process of agreeing is the option for easement. And I would say to that there is a standard form for that which was appended to the framework agreement which we kind of all signed up for. So I don't see any

00:02:36:27 - 00:02:47:01

problem with that getting signed off. Um, you know, within the course of examination and hopefully, you know, in good time before the end, in fact, um.

00:02:49:09 - 00:02:55:12

Would you like me to then just talk about what happens once that's signed? Uh, are you going to ask questions?

00:02:58:12 - 00:02:58:27

Any.

00:03:01:25 - 00:03:02:10

But.

00:03:06:11 - 00:03:06:26

Tens of.

00:03:08:20 - 00:03:09:29

Sorry, my microphone is not on.

00:03:10:20 - 00:03:12:12

So in terms of what Network Rail are doing.

00:03:12:14 - 00:03:20:23

At the moment in terms of the actual archway crossing, the option, is that the best way? Is that what is being called the arch option and.

00:03:23:15 - 00:03:28:29

What further do they need to do as it stands at the moment on that? Before they are, they can effectively sign it off.

00:03:30:08 - 00:04:11:03

And I don't believe they need to do anything physical literally with the option for lease. It's just a question of the legals getting getting sorted. Um, but I think as we said in response to the the question on this, those, those three documents, um, are essentially them signing up to the principle that we can do that option on a tray through, through the archway. Um, but essentially all that they do three of them and say you still have to come to us for all the various approvals and so, and sign off and clearances.

00:04:12:04 - 00:04:44:24

Um, so as we said in response to your question and think reflected what we were trying to say at the first hearing. Um, once we have that, then the applicant was therefore comfortable that, um, all of the cables could go through that archway. So at the moment we understood where we could do more than one option. Once we have that paperwork, we are then confident that all of them could go through network rail. Um, or not. All of them could go through the village.

00:04:45:02 - 00:05:21:19

Um, but because of the fact that there are still those various controls, the option for only an option, the protective provisions, as with all protected divisions, allows for a range of, um, you know, detailed consents being required as just a framework agreement that can extend in a situation where the network rail could post consent, decide for whatever reason that they don't accept. Um, they don't like

some aspect of the details of, of that, um, going through the archway. So that's, that's why, um, we would still be seeking the ability to go through the village.

00:05:21:27 - 00:05:43:28

Um, but as we said at, um, in answer to the question, once we have the option for lease signed, we would be looking to amend the, to be clear that we could only use one or the other. Um, and that once we've done, once we made that choice and told the LPA and the community via the community liaison officer, um, we would then not be able to use our powers.

00:05:45:14 - 00:05:47:03

Open ended.

00:05:47:18 - 00:05:58:28

And is this still so? Is this a potential amendment to the addition to the was that still. Expected to be made before the end of the examination? Yes.

00:05:59:22 - 00:06:12:20

I think the idea is that the option for lease will be signed. I would hope. But I'm not going to say that because I don't want to make false promises. But we would hope, you know, not on around or after that.

00:06:12:22 - 00:06:18:01

So if. Right. Deadline seven, stroke Deadline eight. Yes. Yeah, I think so.

00:06:18:03 - 00:06:20:04

But this is all on the basis of.

00:06:21:23 - 00:06:24:24

Of that being able to be agreed. Think that?

00:06:26:12 - 00:06:54:18

I think that depending where we get to because no, no, as in some authority, you want to know what the wording might be. We will look at, um, if whatever reason the option for easement isn't done towards the end of examination, we'll put forward that wording anyway without prejudice. Just so you've then seen it and people have a chance to comment. Um, but I would say that that is kind of. We would only support that being included if that option for these was was completed.

00:06:56:14 - 00:07:14:24

19. Of course we could. If in the worst case that doesn't happen for examination, we could update the Secretary of State during the decision period in any event. But I'm conscious that you will want the chance for people to comment on that. Yeah. Yeah, we will do that. But we'd like to do that after we've got an agreement if we can.

00:07:17:24 - 00:07:18:25

Okay. So.

00:07:20:28 - 00:07:52:15

Obviously we're getting towards. What have we got left in this examination? Seven weeks or so. Is it really about this? Isn't it So with a mind to the fact we slowly started to come towards the end of the examination. Obviously, if you can keep us updated at the relevant deadlines as to what the situation is and then yeah, obviously that yeah, drafting would be, yeah, that's required to be seen and considered by others as well. Uh, the option is that now gone away completely.

00:07:53:29 - 00:07:56:07

Um, yes.

00:07:56:18 - 00:07:57:26

The third option, so to speak.

00:07:58:06 - 00:07:59:28

Kind The other option? Yes.

00:08:01:16 - 00:08:13:01

And there's nothing, actually. The actual cable crossing options in the application. They're just purely indicative, aren't they? There's nothing actually, which is I know we asked this question about whether or not if it needs to be added to the

00:08:15:13 - 00:08:26:09

schedule on the details of of works. I think your response was we're reasoning that that that it wasn't, but there's nothing required to take away the option.

00:08:27:15 - 00:08:38:27

Well think that the the option would be going through network rail's land so it would you know their controls in terms of approving that protective provisions would still apply.

00:08:40:00 - 00:08:46:12

But in terms of what you described in terms of the works with Network Rail, that's purely the archway option. There's been no progression about the option. Yes.

00:08:52:24 - 00:09:01:03

And think we have made the commitments in the camp to to provide details of cabling in the detailed camps.

00:09:21:02 - 00:09:32:19

Okay. Thank you for that update. I will think if anybody has any comments on that, because that sort of almost moves us on to the next item, which is site specific representations.

00:09:34:08 - 00:09:41:05

So. It's probably. I think best if we move on to that item now,

00:09:43:13 - 00:10:01:05

which is item six for updated site specific recommendations from persons who may be affected by the compulsory acquisition provisions in the draft development consent order. And. Bearing in mind just heard from Mr. Fox about the cable crossing options.

00:10:03:01 - 00:10:12:06

Does any affected person wish to speak firstly on? Proposed cable crossing or cable route option through and dine.

00:10:15:04 - 00:10:16:07

Mr. Fairfield drops to.

00:10:17:16 - 00:10:48:28

Trevor Parish Council. We thank Mr. Fox and his colleagues for coming to and last week and providing some information to the residents of Sandown on the cabling option through and 98612, one. Um, cognizant of your comments earlier about not going over old ground. We maintain our

position completely in essence and parish council does not agree for all of the moral public land public land.

00:10:49:00 - 00:10:55:12

It shouldn't be allowed to be purchased, owned, compulsorily acquired by anybody at all, any time.

00:10:57:06 - 00:10:57:21

Thank you, sir.

00:11:05:11 - 00:11:11:13

Thank you, Mr. President, from the Paris Council's perspective. Oh. Are there any particular.

00:11:13:13 - 00:11:35:05

Concerns that you wish to reiterate, which remain unresolved about any access or anything like that. In terms of the I don't know what was discussed at the meeting last week because that was a separate meeting to the to the examination. But is there any further issues that remain unresolved, practical issues that result?

00:11:36:13 - 00:12:15:23

Trevor Birchfield Parish Council. Yeah, there are many practical issues. Um, you know, there is no route for the cable through the village. Mr. Fox explained last week that whilst they have outlined plans of where all the current utilities are, they have no complete knowledge of where every utility is. Many, many people in S9 now work from home, either partially or full time, and are entirely reliant upon a good broadband network which is provided by Giga Clare, who have a monopoly position on fibre broadband in SSD or high speed fibre broadband to the residents.

00:12:16:11 - 00:12:18:28

Right. You're looking at me quizzically there.

00:12:19:09 - 00:12:20:04

No, sorry. I'm just listening.

00:12:20:06 - 00:12:56:16

Okay. So it is absolutely imperative that the fibre broadband to the residence is maintained 24 over seven. Currently currently the gig of clear response. If you're if there was a cable issue to your property is three working days. Um, well, three working days. If you are a full time employee, working full time from home, that's a significant issue. If it's cut by a contractor who doesn't know the cables there or and there will be no malice on behalf of the contractor at all.

00:12:56:24 - 00:13:38:18

Sometimes life happens, you know, but we need some sort of urgent response, particularly to fibre. Um, now equally Anglian Water are available 24 over seven. They recently had issues in the village and managed them very quickly and kept us 24 over seven employed at um communicated with. Right. So we would expect the same for the electricity as well. We don't have gas in the village, you know, these are people's houses. You know, this is a company £250 million development who are going to profit from this, um, at the expense of the residents of Essen Deane.

00:13:38:28 - 00:14:08:03

Yeah. And subsequently I would like to see some form of action plan or immediate emergency response. Um, I've read about certain responses on the environmental plans, but there doesn't seem to be any response in the event of fibre water, electricity being cut, sewage or any other utility, you know, And what would be the commercial response time to that? You know, we would expect hours, not days.

00:14:13:22 - 00:14:49:08

Okay. On top of that, there are a number of people and one of the ladies was there last week who is in a wheelchair and medically, you know, spent her life in a wheelchair, unfortunately. Um, it is an absolute imperative that every property is available to access their property across the trenches that will be done dug, and these trenches will be probably in excess of one meter. Right. And we appreciate that. Mr. Fox tried to allay the fears last week that access will be maintained at all times.

00:14:49:16 - 00:15:19:12

Right. Yeah, We know what contractors are. Um, one rowdiness and dying last week suffered at the hands of Anglian water with broken sewage lines, broken water mains, broken fibre, but Anglian water being a responsible contractor or responsible provider, um, were on it almost immediately. We would expect that almost immediate response and allow people to have 24/7 access to their property all time.

00:15:21:04 - 00:15:27:24

As well as the Essendon play area, but we've already received the written communication from Mr. Fox on that.

00:15:29:15 - 00:15:34:01

Thank you, sir. Thank you. That written communication you just mentioned. What is that?

00:15:34:03 - 00:15:36:11

Is that we bought curtains.

00:15:39:11 - 00:15:39:26

So

00:15:41:05 - 00:15:42:02

it's in.

00:15:46:09 - 00:15:52:08

Updates to the and that's your your content with that day in that respect content.

00:15:52:10 - 00:15:53:21

In that respect yes that's.

00:15:53:23 - 00:15:55:11

What wants to check just what that content.

00:15:55:13 - 00:16:04:15

In that that you know the will identifies that access to the play area will be maintained at all times.

00:16:04:17 - 00:16:05:02

Okay.

00:16:07:26 - 00:16:16:12

Okay. Thank you. This utilities, utilities and general access not play play area access.

00:16:17:09 - 00:16:20:07

And path the applicant. So we

00:16:23:03 - 00:17:02:19

had the workshop last week and we had made some amendments to the camp at Deadline five to make the commitment to vehicular access to residential property to be retained at all times, with the exception of when literally the trenches are happening outside of the driveway, because that's physically impossible. But as soon as the trench is built, we would put a cover on top of it. And what we've taken away and we will be doing updating at deadline seven is adding some wording that essentially requires a community liaison officer to contact effective residents before the works take place to provide advance warning and also.

00:17:04:14 - 00:17:08:03

Enable the residents to indicate whether there are any kind of special requirements that

00:17:10:00 - 00:17:27:07

need to be taken account of. So the workshop last week there was discussion about motorcycles, there was discussion about what happens if we're doing building work in front of our house and we need lorries or skips we have to get past. And so we'll, we will be amending the camp in that regard. Um, and.

00:17:28:06 - 00:17:41:12

Are you going to move on to utilities? Let's ask you a question first on access. When the works are directly in front of someone's house, you imply that that's when the access would be temporarily lost a little bit for a short period. What sort of period would actually.

00:17:42:01 - 00:17:54:24

Like a day or two? Because it's just a physically if you're actually digging the hole outside the driveway. And to that. But as soon as it dug, the covering would be put put in place. Um.

00:17:55:13 - 00:18:08:15

And is there anything to sort of compel the contractor? It's not in the contractor's interest, I don't think, to sort of, you know, delay works, etcetera. But is there anything sort of to ensure that that period would be as short as it possibly is?

00:18:09:13 - 00:18:23:19

Well, I think what we've said is that, um, where we have advanced warning and there are special requirements, the wording we were proposing to put in and say and such requirements must then be taken into account. In determining the process for which the works are done.

00:18:26:15 - 00:18:42:01

My concern with putting in language to say make it as short as possible is who decides what as possible. And there might be an obstruction if they like. Making it a day longer means that a clear cable doesn't get cut through, for example. Those are the types of things that we need to be balanced.

00:18:44:04 - 00:19:04:00

And and on the utilities point, the point we made at the workshop was that the protected provisions in the have the protections for the undertakers to ensure well seek to ensure that those impacts don't happen. What we will do though, in the

00:19:06:10 - 00:19:32:18

update at 1097, we put in some some language about the community liaison officer having a role of being emergency contact and talking to the various statutory undertakers. So if there isn't, there is an impact everybody's then communicated with about what's then happening. So essentially they become the point person or in the worst happening, even though we think it's very unlikely given the protections in place.

00:19:34:03 - 00:19:43:22

Okay. Just get back to access. Pedestrian access to houses presumably would be retained at all times, even during when work taking place outside our house.

00:19:44:09 - 00:19:50:23

Yes, that's that's that's commitment in the standard drafting the DTA. But we can look at if the camp also needs to be.

00:19:52:21 - 00:19:56:02

In a where we refer to vehicular access, we can talk about pedestrian access as well.

00:19:58:16 - 00:19:59:01

Okay.

00:20:00:23 - 00:20:07:24

Miss Dansby. No, your hands up. But I know you want to speak, so I will bring you in in a second. Mr. Berthold, anything just quickly want to come back to on what's been said.

00:20:07:28 - 00:20:11:10

Thank you. Trevor Birchfield and I'm Parish Council. I

00:20:12:27 - 00:20:56:20

think a day or two for digging a trench and appreciate what Mr. Fox says about ensuring the integrity of the infrastructure that's below ground outside somebody's house. He's quite significant, particularly if that person is in he's ill or infirm in any way. You know, this is the A6 21. At last count, 8000 vehicle movements are moving down that road every day. So placing their vehicles. Most houses in Essendon have two vehicles now along the A6 121 on the 86 86121 for parking puts a bit of an issue for those as residents now don't know what the solution for that is.

00:20:56:22 - 00:20:57:25

Perhaps the going to say what.

00:20:57:27 - 00:21:00:08

Would be sort of the ideal solution for you in that sense?

00:21:00:10 - 00:21:00:27

I don't know.

00:21:03:09 - 00:21:12:02

What would be, you know, is it sort of a parking availability of parking or what actually would would be possible potentially?

00:21:12:04 - 00:21:20:13

You know, we could talk to the to the village hall and on those occasions maybe use the virtual car park. But that's used for venues and sometimes it's really full up. Um.

00:21:21:24 - 00:21:22:09

They.

00:21:23:09 - 00:21:26:13

Like, you know, this is breaking news as we're going along here now.

00:21:26:27 - 00:21:27:12

Um.

00:21:28:08 - 00:22:08:20

Maybe. Maybe, um, the applicant can. Liaise through the community liaison officer and give the residents advance notice and advance warnings of which part of the road on which days and for how long approximately is going to happen to try and able the residents to be able to find some alternative means, methods of access of vehicular access to their properties. Now, vehicular access doesn't just mean cars, it means motorbikes, it means bicycles, It means trucks, you skip lorries, delivery lorries, you know, Amazon trucks, etcetera, etcetera, etcetera.

00:22:09:22 - 00:22:11:29

Mr. Fox can see he wants to come back rapidly.

00:22:12:20 - 00:22:50:23

Mr. Fox, the applicant. So we we have already in the deadline five camp made various commitments about the community liaison officer having to close with community about the programme for the cabling works and make provision for the community liaison group to exist from the get go. Um, as mentioned the short while ago, we will be updating a deadline seven to put in um, the requirement for the to contact affected residents because they're going to be caring predominantly about the covering right outside the house to talk about that provide advance warning and for then any special requirements to meet.

00:22:50:25 - 00:23:10:12

That is very sensible give it as much advance warning as possible in order that people can make any alternative arrangements they need to make, etcetera. What how many properties actually would be affected at any one time? So the works will move along down the road. So in terms of these properties that lose their vehicular access temporarily, is it how many, how many at any one time would the expectation be?

00:23:12:06 - 00:23:36:16

I can say the applicant. We can try and take that away, but think it does depend on what we were trying to say last week at the workshop that because depending what obstructions are there, you might have to change the route as you go as you go along. Um, think in terms of the parking, just add that obviously the traffic management measures have to be signed off by the LPA beforehand, so that would be covered.

00:23:37:29 - 00:23:54:14

Okay. Okay. Mr. Beamish will bring you in as well. Put I'll bring you in sort of separately, because there's other questions I've got to ask for you as well. But obviously, you might want to comment on the generality this as well. But we'll bring you in and. Miss Dansby, do you want to make a comment at this point?

00:23:56:09 - 00:24:26:20

Yes, please. I'd just like to say that I'm not convinced by the reassurances that the applicant is given. You can't make these assurances. The village has a long history of utility works which have exceeded contractors, projected timeframes, and on many occasions where water pipes and fibre connections have been broken and of course, major disruption to the villagers. And that's happened just very recently last week.

00:24:26:22 - 00:24:37:28

So, you know, we're very aware that, you know, as they're not the contractors, they cannot make these categorical, categorical assurances on timeframes at this stage.

00:24:40:02 - 00:24:42:18

Okay. Thank you.

00:24:44:27 - 00:25:16:02

For half the applicant. Mean think that is to to some extent true but obviously through the camp we're trying to put in place a number of measures to deal with the impact of that. And just want to just briefly, as did last week, set context here, which is that if we weren't doing this through the process and and we had to use the village route, then you'd be doing so under the New Brighton Street Works Act provisions where. But all manner of these protections that we're putting in place.

00:25:16:09 - 00:25:32:10

Wouldn't it be in place as standard? So I know there was there's concern there that obviously we're not a public utility, but I'm just trying to set context as a comparison because we're trying to put in place as many mitigations and measures to limit the impact as much as possible.

00:25:33:24 - 00:25:40:02

Okay, so at deadline seven, there'll be further updates to the.

00:25:41:23 - 00:25:43:08

The camp. Is it. Or is it the.

00:25:43:21 - 00:25:44:06

Camp.

00:25:45:09 - 00:25:55:26

As well? I'll obviously everybody will comment further on those as well. Um, that's probably all. Unless anybody else wants to say anything. Mr. Bethell, does anything you want to say.

00:25:56:12 - 00:26:02:15

A final word on the meeting last week? I think it's fair to say that any resident who was in that room did not leave happy.

00:26:02:17 - 00:26:05:11

Okay. Well, that's okay. Okay. Um.

00:26:09:11 - 00:26:51:03

It's concern to Mr. Beamish. Now. And if you could just provide an update on. Obviously don't need to hear your previous representations made because we've heard those at the previous hearing and in writing, but just provide an update on the position from your point of view regarding the concerns that you've you've raised and think there's two areas, isn't there, in terms of compulsory acquisition? No, some of these points sort of move over to transport and so the matters too. But in terms of the access and general access arrangements and of course we visited the property on the the site visits, we had a very detailed look round which is very useful.

00:26:51:05 - 00:27:10:24

I think that's the plot oh two, four, four. And also in relation to the other access issue that you've raised on, which is 02138A so there's two separate things that you've raised. But if you'd like to, can we can we also talk about some of the points have just been raised? Just. Absolutely. Okay. So think just just freshly.

00:27:10:26 - 00:27:41:23

On my mind just was talking about the Town and Country Act and did I personally feel that having listened to what we did at the meeting the other day and looking around and having the meeting yesterday with two representatives from Pass, you know, if the proper due diligence had actually been done, we probably wouldn't be having a compulsory acquisition meeting. I think, you know, the network rail option, which has always been bandied about by pass, is always the preferred option that they've always wanted to take and do.

00:27:42:09 - 00:28:23:21

That's what we've always been told and that this is sort of a the standby a bit. In actual fact, the engagement with Network Rail actually taking part in place, you know, properly at the earliest opportunity that could have been done, which unfortunately when we asked Mr. Fox at the meeting, we were told it was the 17th of August 2022, which when the two months before the the application was put in on the 24th of November. So that's quite some time since when we were first launched in November 21st for any sort of wording to sort of go about putting things through the culverts whichever way on a trail otherwise.

00:28:23:23 - 00:29:00:21

So I think everyone acknowledges that Network Rail are not the quickest people to come back to you on on any sort of decision at all, as we can see here from all the answers coming back. So it is disappointing the fact that it took so long and therefore we are now at this compulsory acquisition thing which was sort of dropped on us, I think just before submission three. The village thing, albeit have been mentioned beforehand, but very much a thing that was going on and therefore all the work that businesses and people have all had to do, including ourselves to, to, to protect our our assets or interests, etcetera, that is on there.

00:29:00:23 - 00:29:32:01

And still we're now got the village side of things still as a as a as a potential because there's no guarantee that network rail might not brigade on where it is. So we've still got these two things that are very much always going to be on the table and think, you know, having looked at a plan, there was a very simple way, again, which I don't think has been explored at all, where the cable could have completely gone around the top of line three, The farmers lands that they're completely engaging with at this moment in time would have crossed to two main roads.

00:29:32:23 - 00:30:06:08

So one main road sorry, one main road twice. And the and the back Pequest Lane would have been very simple, would have gone through the farmland over a very small bridge over over network rail which the farmers in control of already. And none of us would be sat here, right here now, but just believe that that that hasn't even been looked at and we'll come down cost again, etcetera. But I think evidence led to change. There is evidence here that this could be done. And I don't think, you know, the fact that bearing land bearing cables in agricultural land would be far easier.

00:30:06:10 - 00:30:41:01

Anglian water up the road are doing that with a massive project up at Bourne you know water pipe across the country and think you know these main 33 cables which won't be at a proper depth at certain parts of our village, the bridge where they intend to come out, where access is, there's no way it's going to be at 1.2m. There's no depth in that bridge anyway to to have that a very small car bridge. So the depth of that cable going in there, I think will be well, I wouldn't say dangerous, but I'd say is, you know, for the cable it generates heat, etcetera, is not going to be at the required depth.

00:30:41:04 - 00:31:12:07

And again, probably over Network Trails Bridge at the top side of Essendon. And I think the traffic management issues we've got with everything that's going to come from there will affect businesses left, right and centre and the five weeks, as Mr. Fox points out, the zigzagging that's got to be done to,

to negotiate plenty of um, plenty of assets that are under under there and some that don't feel that they completely know about. I highlighted two yesterday a rising main from Anglian Water crosses our driveway, our access into the vineyard, which they don't seem to know anything about.

00:31:12:10 - 00:31:43:11

A tool as well as high voltage mains cables from from. From recently. Say recently in the last two years put in that they would have to negotiate to come across the track. So again there's so much loose information here. Again, we as residents seem to have to, you know, to provide and it's very easy for a desktop solution for our past to say we're doing this and provide reams of submissions and documents as well as this. And then we come back again and put more meat on the bone for them, which doesn't seem doesn't seem right. But as far as yesterday is concerned, we had a meeting.

00:31:43:13 - 00:32:17:10

We still have no clear outcome to to some questions. Obviously, one main one, as you are aware, Inspector aware, is our access to our businesses, which would be massively impacted by any 29 or 30 Article 14 day notice of going to put a cable run through. We have highlighted some times that we would suggest are better times of year to do things, but there's obviously, again, no guarantees that these would happen. We have lorries that swing in and out of our gateway for our events business.

00:32:17:15 - 00:32:32:24

They would need both sides of the road to go across there. Again, Anglian Water, who has an asset in the middle of our yard for pumping station, needs a guaranteed 24 access into our yard and if they have a tanker rising main break which has happened

00:32:35:03 - 00:33:07:17

since we've been there, they need 24 hours of tanker access to reverse in off a main road etcetera. Again, think these will send points that haven't been taken into consideration and that's just on our part, not the rest of the stuff that's in the village. Think the traffic management for multiple accesses coming out will affect us as a business, getting us stuff and everyone else. So many of my trade off, the industrial estate of Manor Farm Lane, all these points are going to come in that build up a traffic at commuter times out of these 150 vans or people coming to work every single day.

00:33:07:20 - 00:33:18:23

Just think again. Think this cable over agricultural land. Everyone, you know and farmers that are actually engaging with seems to be the best way forward and should be looked at.

00:33:21:06 - 00:33:22:12

Okay. Thank you. And.

00:33:24:27 - 00:33:30:03

Actually hold that there because I've got got some further questions for you, Mr. Fox. It's quite a lot which has just said.

00:33:32:20 - 00:34:08:11

And talking about that. Yes. So think just on the point of comms with network Rail. Um, it's right. Initially did say it was 2022, but then went on to clarify that we first got in touch with them in November 21st, August 22nd, when we got the proposals. In principle, what could be done and submitted the initial paperwork that's required from that rail? The other constraint here is that the discussions have just been around, have also been with Cadent, who we discussed before, because they have a pipeline in near to where we're looking to put in our crossing.

00:34:08:24 - 00:34:40:08

Um, on the point about access. Um, further to the workshop last week and the discussions yesterday. Um, we are going to be updating the camp at 97. So it currently says that where we're going to do cabling along or across access tracks that we're required to lay out with parties before the works take place to confirm the access arrangements. Um, and we're going to extend that to say and in doing so will ensure that access to properties is currently taken from those access tracks is maintained.

00:34:40:28 - 00:34:47:16

So beforehand we didn't make that specific commitment that it would definitely be maintained. We are now making that commitment. And.

00:34:49:15 - 00:35:11:05

In terms of when that works taking place immediately in front of them, Mr. Beamish has access. Mr. Beamish is concerned that access will be restricted. How long would actually how long would the similar question to ask you about Mr. Bethel? I think. But what is the expectation? For how long would Mr. Beamish know not have vehicular access?

00:35:11:22 - 00:35:14:17

What I'm saying is we're making a commitment that he would be able to.

00:35:14:21 - 00:35:17:24

At all times, not just when even when the works are right in front.

00:35:18:03 - 00:35:18:27

But think think.

00:35:19:01 - 00:35:21:02

Different to the situation with a residential property.

00:35:21:09 - 00:35:31:22

Because this is an access track. The access track comes off of the road and we've sort rights to essentially just not Can we bring up the land plans, please?

00:35:33:21 - 00:35:35:04

Yeah, that would be useful to show it on.

00:35:59:26 - 00:36:01:01

You're not cheap to.

00:36:03:08 - 00:36:06:26

Yeah. Oh, yeah, that's fine. Let's go down a bit further. Sorry.

00:36:09:02 - 00:36:09:23

Next page.

00:36:12:24 - 00:36:13:22

Yep. That this one.

00:36:14:13 - 00:36:20:17

Um. So if we were to use the vintage route, it would come back up again.

00:36:22:25 - 00:36:23:10

I got.

00:36:24:06 - 00:36:24:21

That.

00:36:26:00 - 00:36:54:16

Um, so the cable route would come through the village. If this was the option. But you can see that we've sort rights plots further up. So if need be to ensure Mr. Beamish is as it comes in, to where the access track, which is a plot that goes off to the east, it could open and we could swing round to ensure that some element of access is maintained into the pink land if required. And that's also why we're able to make the general commitment of track itself.

00:36:55:19 - 00:36:58:27

So would that involve creating a new. Access?

00:36:59:07 - 00:37:04:03

No, it's just in terms of making sure that the cable can go through the land. Right.

00:37:05:13 - 00:37:07:11

It might be useful to have some sort of

00:37:08:27 - 00:37:28:16

a sort of diagram, just showing that in a little bit more detail so everyone can understand that. I just said what you're saying. Mr. Beamish will retain access to his property at all times. Not. Not wouldn't be lost for a day or two days or whatever works are right in front. That would be retained. Yeah, because.

00:37:28:18 - 00:37:42:04

It's in a different way. Right in front because this is a the junction into the access track as opposed to something in front of somebody's house, which is a driveway. Okay. So there is more room to work with. Okay.

00:37:43:05 - 00:37:44:16

Is that workable, Mr. Beamish?

00:37:45:03 - 00:38:16:17

Well, I think we're just talking about the vineyard access. We're obviously talking about our events, business access, where we need to get a 45 foot potentially, because we don't know what the time is, not really where we are slightly seasonal as a business, but but so we don't know when they're going to do the cabling. So we're running an asset which needs to turn across the carriageway to get in and out on there. In front of the second bit, you visited the second access, you visited the primary one there. So, so yeah, it could be one side of the carriageway, it could be the other side.

00:38:16:19 - 00:38:27:24

So we don't we don't know where the where the trench is going to be going at that time. So Mr. Fox guaranteeing we've got access. We'll have that in writing and expect to have access with an artwork to get in and out.

00:38:27:26 - 00:38:29:27

So just.

00:38:29:29 - 00:38:39:27

Just for the, um, but we can take that away. Um, just on the, can we just, just for clarity on the plan which, which access you now talking about Mr. Beamish.

00:38:41:01 - 00:38:48:00

That's pretty much where the mouse is. Mouse goes up. But that access straight up from that driveway there. Yeah.

00:38:48:07 - 00:38:53:10

Like the church that. And yeah, we'll have to take that away.

00:38:54:18 - 00:39:15:02

And are you going to. Are you going to continue to liaise with Mr. Beamish as well? It just sounds as though I mean, obviously you've had a meeting last week. It does sound as though there's some rather than having some big sort of details of a drafting session as part of this hearing, which is probably not got time for that, that is taken away in this further discussions between yourself and Mr. Mr. Mrs. Beamish.

00:39:15:07 - 00:39:37:09

Well, there's some points to come back to from yesterday's meeting, not last week, sorry, yesterday's meeting, which we finally got to on that and permissible pathways and bits and pieces which and sort of clarifying that the the rights of way not just access the rights away aren't taking in a legal document as well. So yeah that's what we're waiting for and then we can come back to say where we are. That's okay. Okay.

00:39:37:11 - 00:39:43:17

Again, bearing in mind we're getting towards the end of the examination in terms of in terms of time and.

00:39:44:26 - 00:40:11:28

Yes, just just on that. And then we'll take it away. But I'm not sure how much further we're going to be able to do in our documents in terms of we've we've committed to talking to everyone already in our camp at the time specifically about access arrangements, where the access rights are used and for the access track, the the we're not going to be able to now give an answer on that second access.

00:40:16:03 - 00:40:17:09

When can you give an answer on this?

00:40:17:18 - 00:40:20:01

That post consents if granted.

00:40:20:03 - 00:40:24:26

So the second access. So. So in terms of the access being retained at all times, that's only the.

00:40:25:22 - 00:40:26:15

On the street.

00:40:27:02 - 00:40:36:04

Which is the easterly access. Yes. So the the westernmost access point you're not giving that commitment to. And you say you won't be able to keep that commitment to its part.

00:40:37:03 - 00:40:39:02

Take it away. I'm just I'm just maybe.

00:40:39:04 - 00:41:04:27

That's the point which needs to be discussed with Mr. Beamish continued, and to see where you can get to and the. And the access route which goes along the southern portion of the field. That Mrs. Beamish, you had concerns about in addition to sort of the main access from the main road into your your site, that would be retained at all times as well.

00:41:04:29 - 00:41:06:04

That's what we're making.

00:41:10:19 - 00:41:16:22

And there'd be no. Are there any implications of on that in terms of the actual land plans?

00:41:17:27 - 00:41:19:15

Because we're already sharing it as.

00:41:24:05 - 00:41:28:17

Would that. Would that cable route move away from that, though?

00:41:29:09 - 00:41:32:21

Well, it would only move to the north where we have the pink pass.

00:41:32:23 - 00:41:33:16

So that would be.

00:41:39:27 - 00:41:40:14

Just as.

00:41:42:03 - 00:41:45:25

Second question on that. The technical question does.

00:41:48:21 - 00:41:59:16

Plot. 02138A The one that was changed after the open floor hearing we've just been talking about. Does that need to appear in schedule nine of the draft? I don't think it does at the moment.

00:42:03:24 - 00:42:06:29

That's the one of the the plots where only rights can be taken.

00:42:14:04 - 00:42:18:26

But yes, it should be in there. Yeah. Love it. Yeah. Yeah.

00:42:22:01 - 00:42:23:16

That can be updated. Thank you.

00:42:34:16 - 00:42:41:27

And is there any further updates on your point? Mr. Beamish Previous point about security concerns from the new proposed permissive path?

00:42:42:27 - 00:42:57:16

Again, we're waiting to hear back from our pass off to yesterday's meeting about any movement of of pass, etcetera on there. So we are still very concerned that the pathway proposed for this point in time. But waiting to hear back from.

00:42:58:12 - 00:43:01:18

Any update on that. Mr. Fox or is that something that we'll have to wait for?

00:43:02:26 - 00:43:11:25

Mr. Fox? Yes, we need to wait till 97 because we need to obviously appreciate Mr. Beamish concerned. But the roots of the permissive paths were

00:43:13:21 - 00:43:25:01

sought to be determined and kind of taking account of. Rates have taken an impact. So we just need to make sure that we're going to make a change. The permitted pastel works as a concept, and.

00:43:25:03 - 00:43:42:21

It does sound as though, as I've said before, no need to wait for the deadlines to respond and things that liaison think it would have to be led by you. Mr. Fox, in terms of, you know, the applicant itself personally, but the applicant. And so not necessarily wait for the deadline for exchanges and information, etcetera. That sounds that it would be helpful in this instance.

00:43:43:18 - 00:43:46:11

That? Yes, absolutely. Okay. Thank you.

00:43:46:29 - 00:43:48:01

Okay. Thank you.

00:44:08:10 - 00:44:08:28

This is all the way.

00:44:11:15 - 00:44:35:24

Mrs. Holloway, on behalf of my class action group. I was just wondering. I don't think the applicant gave an answer in response to the suggestion Mr. Beamish made about a very plausible rerouting around our cultural land and whether that was looked at during the meeting yesterday or how it could still be looked at. Given that it doesn't look complicated.

00:44:38:15 - 00:45:04:18

But we will have to take that away. Understand, there are good reasons not to mean. What I would say is as a starting point is that if you were going to go across farmers land, that is more land required to be compulsory, to seek compulsory acquisition of rights over. And we're trying to be efficient and that obviously appreciating the concerns that residents have, that is still the public highway.

00:45:06:01 - 00:45:11:25

Are you clear? Are you clear from Mr. Beamish description where that alternative is? Yes. You're okay, that is.

00:45:13:14 - 00:45:14:00

Okay.

00:45:15:21 - 00:45:17:10

And we respond in deadlines.

00:45:17:17 - 00:45:22:06

You can have a response on on that. And then we can consider that.

00:45:24:26 - 00:45:27:04

Okay. Thank you.

00:45:36:18 - 00:45:43:19

Mr. Williams or Mr. Gupta? Do you have you have anything further to update on your previous concerns that have been.

00:45:45:19 - 00:45:46:19

Expressed

00:45:48:10 - 00:46:19:24

so well, she kept her for Mr. Williams. Um, so I really just wanted to remind the panel if it wasn't already clear to them that this is the only real chance that there is to, to consider whether compulsory acquisition powers should be granted. Um, given the concerns have been raised and I know very much in your minds as to whether the applicant has included more land and they actually require to complete the project.

00:46:20:03 - 00:46:51:03

Um, at last hearing, the applicant sought to reassure you that there were a number of safeguards in place in relation to compulsory acquisition. Um, firstly, I suggested that if an applicant wasn't happy following the exercise of compulsory acquisition powers, the the landowner could apply to the Upper Tribunal lands chamber for a determination as to whether it was appropriate or not to use those powers. Um, they haven't responded to it yet.

00:46:51:05 - 00:47:23:11

That simply isn't true. There is no such jurisdiction for the tribunal. Um, and it would be helpful perhaps, if the applicant would confirm that that's also their position. Secondly, they suggested that a landowner judicially review, um, the decision by the applicant to exercise compulsory purchase powers. Um, in fact, most compulsory purchase, most judicial review is of decisions by public authorities.

00:47:23:22 - 00:47:55:00

Um, it's possible that a the compulsory purchase powers by a private body could be seen by the courts as akin to the exercise of public powers and therefore mean to judicial review. But that's entirely untested. There's never been a judicial review of the exercise of compulsory acquisition powers by a private body. And in any event, the bar is extremely high.

00:47:55:21 - 00:48:27:15

Even in the judicial review of public authorities decisions, one has to show that the decision was irrational. And thirdly, we've already discussed this. The applicant referred to the critical down rules, but now can say that they those aren't applicable. Um, so really it was just to reiterate that this is really the, the panel and the Secretary of State are the sole determines whether compulsory acquisition bears are appropriate, uh, for this discussion.

00:48:27:17 - 00:48:38:19

Now any serious realistic further safeguards in that respect? I don't know if Mr. Williams has anything else to add or if you have any questions, sir.

00:48:41:15 - 00:48:46:05

Okay. Thank you, Mr. Gupta. Mr. Williams, anything further to. I think the chaps want.

00:48:46:07 - 00:48:51:00

To respond to Mr. Gupta and then. Carry on afterwards if you want to do it in that order.

00:48:51:02 - 00:48:53:12

Well, I'm happy for you to go and then. Yeah, just.

00:48:53:27 - 00:49:12:17

Well, just think. Mr. Fox said that they'd responded negotiation wise last Friday, but. Which is true. Um, the previous response was immediately following the earlier hearings, so. There's not actually been an awful lot happened in between.

00:49:16:05 - 00:49:21:26

Uh, the points that unresolved all relate to, um,

00:49:23:15 - 00:49:32:15

to what would consider normal commercial lease terms. Um, regarding protecting the land. So it's not a, um,

00:49:34:07 - 00:50:05:19

it's not a money point. We're not holding out for rent or whatever. Um. The points at issue are about protecting the land and about making sure that the applicant does do what they're supposed to do. Um. And just at the point that the applicant's lawyer was on about, you know, setting a precedent in regards to enforce single making provision that the rule should apply.

00:50:05:26 - 00:50:41:23

The observation I've made there is that there have been very few decisions made in respect of these sort of schemes. And it's probably incumbent on on you as the examiner authorities start setting precedents in order to, um, to perhaps remove the element of the Wild West that currently applies to these schemes as they get progressively worse. One could argue, um, since the original sets up in Scunthorpe to where they are today.

00:50:41:25 - 00:50:50:29

So I would argue that actually setting a precedent is probably a good thing and something that you and all the Secretary State should do.

00:50:53:18 - 00:51:20:10

Okay. Thank you. Just be absolutely clear in your position because I think your concerns are sort of. Quite some generalized in a way on on the applicant's modeling on the applicant's case for compulsory acquisition. But am I right saying that you're not you're not arguing that in terms of the test that you're your the private loss against public benefit or public gain test you're not use in this case? It doesn't mean you're saying I'm not your private loss is.

00:51:20:12 - 00:51:21:06

Is we're spending.

00:51:21:08 - 00:51:22:11

Outweighs the public gain.

00:51:22:13 - 00:51:41:12

I'm spending quite a lot of time money as it is without going into a claim building exercise on what our private loss is. I think I've said previously, I don't think that the public gain in relation to specifically our land is significant. I think there's obviously a huge gain for the developer.

00:51:43:09 - 00:52:16:13

In terms of what they will make out of our land. But think what the public gains out of it think is arguable. And I'd say think made the point in previous submissions that the biodiversity element really that might be great if it's in their hands. But actually we as farmers and landowners are already

making significant inroads with regards to biodiversity, habitat, generation maintenance, etcetera, etcetera, including

00:52:18:14 - 00:53:00:08

woodland at Eastwood, ancient Woodland at Temple, which again made the observations there in relation to the brace for a land that could have been acquired because it was actually brought to the market prior to their submission for the DCO. So it was available. And I would argue that actually our land has probably got woodland and sea and in fact the little Warren is adjacent to our land as well. So actually in terms of their site specific criteria, I'd suggest that actually the borough has got fewer of those constraints and than our land.

00:53:03:11 - 00:53:12:08

But if again, the juggling sand trying to fit whatever argument to suit, whatever argument you want to sink.

00:53:13:28 - 00:53:16:23

Okay. Thank you, Mr. Fox.

00:53:17:28 - 00:53:20:15

Gareth Phillips, the applicant dealing with the points.

00:53:20:17 - 00:53:22:01

As they arise. First of all, the.

00:53:22:03 - 00:53:25:26

Points raised by Mr. Gupta are mischaracterizing what we've said about.

00:53:25:28 - 00:53:26:27

The process.

00:53:27:04 - 00:54:00:06

We confirmed our position in the deadline seven written written statements. So it's all there done. Second point is that we've heard Mr. Williams talk about the negotiations that are ongoing, and he's confirmed that his interests are in the terms of the lease that might be granted. So frankly, all the questions about compulsory acquisition process and submissions by Mr. Gupta are a bit of a sideshow. It's all about commercial leverage and commercial negotiation, and I've no doubt that once the lease is in place, these concerns will be put to bed.

00:54:01:05 - 00:54:40:26

We are not going to waste time dealing to dealing with paraphrased comments in the hearings. That's not what we're about to do. So as we said earlier, if the detailed submissions on process wish to be submitted by Mr. Williams and his adviser, Mr. Gupta, that's fine. We can take a look at those. But that is what we need to see, the detailed points. We have confirmed everything in writing that's before you. So think where all the focus should be so that no more time in this examination is wasted, is on on the negotiations that are moving forward and our live as we speak.

00:54:41:04 - 00:54:46:01

I don't think it's necessary to start spending more examination time on this point. Thank you.

00:54:46:16 - 00:54:55:26

So just add to that Mr. Williams's points towards the end there in terms of public benefit, landscaping, etc.. Alternative sites have also been answered in writing at deadline five and six.

00:54:56:21 - 00:54:57:07

Okay.

00:54:59:15 - 00:55:07:20

Thank you. Right. I propose we move on. Thank you, Mr. Williams and Mr. Gupta as well. Sorry, Mr. Murphy. Do you want to believe them?

00:55:07:22 - 00:55:13:27

Adele Sainsbury wanted to say something as chairman of Nine Village Hall. I think she may still be online.

00:55:14:14 - 00:55:24:05

Right? She did say something about the cable route because wanted to go on to Mr. Wooley as well before we finish citing Mrs.. Mrs. Dansby, did you have anything else you want to say? Have I missed?

00:55:26:11 - 00:55:46:17

I was just unsure at what point I was able to come in and read out a statement that I produced but didn't know whether that was under the list of people that were, um, being able to make representations as say, from the agenda.

00:55:46:26 - 00:55:51:11

Okay. So this is in relation to item six still. Is it.

00:55:52:05 - 00:55:53:29

Compulsory acquisition? Yes.

00:55:54:22 - 00:55:58:06

Okay. And this is in relation to. Obviously stand down.

00:55:58:24 - 00:55:59:09

It is.

00:56:01:04 - 00:56:10:04

Okay. Well, if you want to make that representation now, if it's on that item on the agenda and that is fine, then, Mrs. Woolley, I'll move on to to you. That's okay.

00:56:11:02 - 00:56:28:13

Okay. Um, so this was, this was what I prepared this week. Um, just to say that when the news broke that a huge solar installation was planned for this area, many of my family, friends and neighbors were in total shock and disbelief at the size of the development planned around the village.

00:56:28:24 - 00:56:36:09

Mr. Stansbury, just can this just relate, please, to to some updates on matters that have already on the proposals?

00:56:36:12 - 00:56:36:27

Yeah.

00:56:36:29 - 00:56:43:06

I'm well aware of your general concerns on the on the scheme. So I've got those in writing. But just in terms of efficiency, sorry. Thank you.

00:56:43:11 - 00:57:06:05

Okay. Um. No guarantees, assurances and legal speak we find in all this documentation on compulsory acquisition, which we've read over many months, give us any confidence about the assurances that we would seek. Um, we are really sorry. I'm just trying to pick out now. Um.

00:57:08:29 - 00:57:42:12

The daily disruption of the traffic, I think is being very underestimated. Um, when I was out yesterday and today trying to cross the road, I did continue to consider doing some video for you of the whole situation as it is currently. And I think if you are doing any further, um, inroads into and down in the area as, as planning Inspectorate in the future, I think you should come and sit in the village for an hour at peak times and just see the problems that we currently have with the road.

00:57:42:14 - 00:58:18:27

So, you know, once you've dug up the roads with the trenching of the cable and the disruption to people getting to work, schools, crossing the roads, etcetera, you can see that we have a massive problem. Um, we are assured that utilities will be protected. But as said, um, 20 minutes ago, you know, those assurances can't be made. We've already had problems in the village this week, this past week with Anglian Water, who have come across cables that the, that the plans didn't highlight.

00:58:18:29 - 00:58:54:01

And as a result of that, we've had several people in Glen Crescent without Internet connection. We had a period of a number of hours where we were without water as well. So, you know, we don't really feel that these assurances, um, are really something that we'd be very happy to, to feel we're, we're in the right interest of the village. Um, I still feel that the, the access to places, including the village hall, are going to be detrimental to the whole.

00:58:54:03 - 00:59:33:09

We're certainly going to have a lot of people not bothering to use the hall during any period of of of works because it's going to be difficult and slow to get to there. They're not going to be sure that they've got the utilities in place that they need if something is fractured during digging. Um and you know what else happened with the the meeting last week that we actually held in the format that it was held as a presentation, which was something that we worked hard to produce, um, the developers to make for us.

00:59:33:11 - 01:00:23:05

Originally it had been on a 1 to 1 basis drop in the session, but we felt that the villagers needed the opportunity to actually ask the questions and hear the answers en masse from the developers. Um, and one of the things that was highly insulting was that somebody asked the question, was there any compensation for this total disruption over a number of weeks, which frankly the applicant cannot possibly decide how many weeks it will or won't be, but to be offered £50 per household for any disruption, disruptive works was a complete insult and a paltry amount, given the huge amount that this development could bring in if it were to be to be approved.

01:00:23:07 - 01:00:33:00

So, you know, think our past applicants have a scant disregard for the wrecking of lives, and they seem to think that we as villagers can be bought off cheaply.

01:00:36:10 - 01:00:58:01

So think that throughout this whole process you should be under no illusion that the applicants have schemed and played an underhand game with information that we've acquired to understand the true magnitude of this proposal and which will impact the residents of this village and change the

countryside forever. So, you know, okay, my thinking is. The Chairman. We have a lot of problems ahead of us.

01:00:59:16 - 01:01:14:07

Thank you, Miss Dansby. Think in terms of what we're looking at on the agenda. The items you've raised probably already been dealt with by Mr. Fox in terms of our previous discussions with Mr. Burchfield, except for about access, etcetera. Mr. Fox, is there anything you'd like to come back on?

01:01:15:25 - 01:01:35:29

No, I've only just to clarify, the comment about the £50 wasn't about that's a payment for disruption to residents. That was just seeking to give some context to you. If you have a subsoil plot and you know they don't really have very much value in that bit roughly what it is. That's not it's not a compensation for disruption.

01:01:36:14 - 01:01:39:21

Okay. No, I understand that. Okay. Thank you.

01:01:41:29 - 01:01:43:25

Thank you for your representation, Miss Dansby.

01:01:44:23 - 01:01:46:08

That this is woolly.

01:01:47:13 - 01:01:52:20

Your plot number is 016016.

01:01:52:29 - 01:01:53:14

Uh.

01:01:53:16 - 01:02:02:16

If you'd like to provide Leslie again, don't need to go over old ground again, but just provide an update on where you are with your. Concerns are they? They remain.

01:02:03:08 - 01:02:52:04

My concerns do remain. But as the applicant. Mrs. Woolley speaking as an infected person but as the applicant has already alluded to. We have had correspondence with regard to the book of reference. I understand why they have made the decisions that they have made. But I would suggest that either the document that they've chosen is outdated or the the information which the land registry hold regarding the way in which those two properties, the properties of Barbers Hill Farm and Barbers Hill House, were split in 1966 when they were registered initially as two separate properties do not reflect the boundaries of the properties as as as reflected in the deeds of property.

01:02:52:06 - 01:03:35:11

So there would appear to be an issue with regard to the land registry data. If the if the information which has been used by the applicant is actually the most up to date. So that I think is actually I think the onus on that will be on me to effectively understand what the land registry, what documents they do hold. And I would like to reserve the right that if they are found to be incorrect, that we can actually realign the the plot numbers to better reflect what the actual situation is rather than the information which would appear from the documents that the applicant has used reflect differently.

01:03:37:18 - 01:04:19:15

If move on. The applicant has confirmed that vehicle and pedestrian access will be maintained throughout the process and for that, we are grateful for that reassurance. What is less clear, though, is

whether the access is also guaranteed throughout to the track on the south side of our property, where we are subject to the deed of the property, have a right of access along the track. That plot number is in the ownership of Parkinson's, But again, as a title part of the title deeds, then we do have an access there.

01:04:19:17 - 01:04:34:03

And just to give you an example, last week that track was used when scaffolding went up on our property and also on the property of Barbers Hill Farm to do some reroofing on an annex at

01:04:35:27 - 01:05:15:00

a Barbers Hill farm. So the access is used and is required. So I would seek assurances. There was some there was some correspondence related to that, but wasn't clear from that correspondence exactly what the applicant was saying. So if we could revisit that then would appreciate it. Um, I've also offered to provide through my submission at deadline seven and I will go back directly to the applicant to provide details of the vehicles so that they can actually check that when they do the roadworks that the sweat path analysis or the sweat path is actually appropriate for all of the vehicles that we actually want to have access to and from the property with.

01:05:16:00 - 01:05:52:12

I've also studied the, um, the traffic management plans and the road traffic control measures and what I believe are road closures. And it would appear to me from, from what I can understand from the traffic management plans are that road closures are anticipated from the B1 176 from our property South up to the junction with the drift. Again on the A1176 and the crossroads which lead going east towards Colby and to the west towards Holywell.

01:05:55:01 - 01:06:25:12

I've spent some time now looking at what the implications are in terms of detours. If those road closures are actually put on, the whole of the crossroads is effectively taken out as it was interestingly this morning with the three way traffic control it timing could not have been better as we left my property this morning to actually make our way here. The detours. Are ten miles. So. Mean my trip to go and pick up the paper rail village where we hold a subscription for a daily paper is two miles at the moment.

01:06:25:14 - 01:06:56:14

Each way, in order to be able to go and pick that paper up during any period of road closures, it will be ten miles each way. And exactly the same additional distance if I want to go to the nearest supermarket. And as I've said in many, many times, most of our journeys, more than 95% of our journeys, we turn left as we leave the property. So anything which closes that Crossroad junction will have a massive impact for us.

01:06:56:16 - 01:07:28:05

And it will also have a massive impact from all of those villagers who live in Allenby and up towards little Bithumb because there is no way around and looking at some of the proposed road network closures on the A6 1211 of the one of the two options of a detour similar distance but that actually picks up the road at a junction beyond the village to actually come back through the six one, two, one in order to get back down to rail.

01:07:28:11 - 01:07:28:27

Okay.

01:07:29:05 - 01:07:52:27

So there are some massive implications for all route road users. And again, this morning, as we went out to take the dog for a walk at 7:00, the school bus was heading north up the six, the B1 176

obviously to go and collect pupils and that we've given you maps previously that show the most well used traffic routes and the B1 176 is one of them. Okay.

01:07:52:29 - 01:07:55:20

The last part is probably moving a bit away from the sort of context it might be.

01:07:55:22 - 01:08:26:19

But yeah, but, but, but, but even so, the power and broadband as well. There's a roll of, there's a line of pylons that run up the area where the temporary possession order is proposed. One of those telegraph poles and it's the one right outside that has delivers me on one of the very few people that lives in a rural area. As remote as we are where I have fibre to door and there's a manhole cover right underneath one of the telegraph poles which delivers my broadband connection. So would seek assurances as the people in it.

01:08:26:21 - 01:08:58:21

And now that my broadband connection is not going to be damaged, I'm not exactly clear how much road widening is necessary. Um, but the power thing also comes off that that line of telegraph poles as well. So again, I'm seeking assurances for no disruption, as I'm sure the other people who are supplied by that power line and broadband connection will be to. But as I've said previously, it's what the temporary possession order enables the applicant to do, which is where my major concerns are.

01:08:58:23 - 01:09:32:16

Okay. Um, enabling that new access is a big chunk of hedge that is going to be removed in order for them to be able to have access into the mitigation areas that supply field for. Um, and one question that I've never asked and I don't think has ever been explained is why there is a requirement for three secondary compounds within 0.7 miles of each other because there's one directly outside our property and field four and there are two on the drift which is visible from my house.

01:09:32:18 - 01:09:50:17

As you will have seen when you visited on either side of the road. And I have never understood the justification for what appears to be a relatively small area of solar in the northwest corner that actually requires three secondary compounds in such close proximity to each other. Thank you.

01:09:52:28 - 01:09:53:27

Okay. Thank you.

01:09:55:14 - 01:10:05:27

Would you like to come back now on the related points for some of the wider points perhaps has come back in writing, please at deadline seven might be helpful in terms of time, including the last point about the construction compounds.

01:10:07:10 - 01:10:09:04

Yes. I mean, I think the

01:10:10:26 - 01:10:42:14

the general point is the work that we're doing adjacent to Mrs. Woody's property aren't aren't cable works. So they are, as you said, to do access access and improvement creation. And it's mostly to do with removing hedgerows. So I think the impact, for example, to the broadband would just not be possible given the extent of work's being required. We'll take away the question about the the access just below the property, but for similar reasons. Think think. The answer is it will be okay.

01:10:42:16 - 01:11:17:11

Because if we're not talking about cabling works here, um, we can come back to the three compound issues you said but think it's mainly to do with the fact that there's the field opposite and then either side of that crossroads you've got two big fields. So it's to allow, allow for work to take place on, on those big fields. Um, and just and just briefly, just on, on, on that traffic point, just really quickly, just to say that the the temporary road closures, we've applied for powers to enable us to not have to go and get separate powers, which we'll come back to on Thursday.

01:11:17:22 - 01:11:34:20

Um, but the the detail of them will, will be approved by the local authority and, and they will be able to consider the except the acceptability. Um, but that um, I suppose we acknowledge the, the concern this is really raises could happen.

01:11:36:03 - 01:11:36:18

Okay.

01:11:36:27 - 01:11:48:10

Be interesting to get at some point that length of time that's expected for those road closures, too. So the length of time that that there wouldn't be access as described by Mrs. Woolley.

01:11:48:18 - 01:12:17:05

Yeah. So it relates to specific parts of cable crossing to enable those works to take place safely. And in that instance that's to get from essentially across that cross. Um, so I think by way of comparison, I think we said within the whole village. Uh, within the whole village. We said that would take 5 to 6 weeks. Think. Think of our minds as one small crossroads. Think you're talking a week or two. If that.

01:12:22:16 - 01:12:24:25

That whole road. We closed both directions.

01:12:26:23 - 01:12:29:05

That's the detail that we need to work out with the LPA.

01:12:29:09 - 01:12:30:17

So that's the worst case scenario.

01:12:31:22 - 01:12:35:18

Can't it can't. I would be shocked if that was the case, but.

01:12:37:10 - 01:12:44:07

We can think it will be the case. Just looking at the crossroads from a safety perspective, I don't see how it can be anything other than the crossroads.

01:12:44:10 - 01:12:52:09

Maybe look at the Highways Authority here, but if it is only one side, then obviously there can be things put in place to make sure that access is retained, be it one way.

01:12:52:11 - 01:13:03:04

And yeah, but I think that's what I wanted to say. We kind of acknowledge that that is the worst case is yes, that diversion would have to be used. We would do the the cabling works on that crossroads.

01:13:06:09 - 01:13:10:05

And just on the land registry document.

01:13:11:20 - 01:13:14:27

Boys think this is ready for the action. Wasn't here for that.

01:13:14:29 - 01:13:19:13

Are there any implications from the applicants point of view in terms of the arguments in the case?

01:13:19:15 - 01:13:20:00

No, I.

01:13:20:14 - 01:13:31:26

Think it would just be a case of who's identified for which for which plots, but the powers would stay the same. And I'd emphasized it on on that eastern side of the road. They are temporary powers not.

01:13:34:07 - 01:13:34:23

Okay.

01:13:36:27 - 01:13:37:13

Okay.

01:13:38:06 - 01:13:39:14

Thank you, Mrs. Holloway.

01:13:40:10 - 01:13:44:15

Mrs. Holloway, from a low price action group. Just one further point to consider.

01:13:44:23 - 01:14:16:27

When talking about the B100 76, and it also applies to the A6 one and two. One is where the county boundaries are because that provides all sorts of fun and games with highways. And actually, in the case of the B1 176, it's actually around about the crossroads. So trying to make sure that there is joined up thinking between the two highways or there is a lead highway authority that takes control over the situation because it does create anomalies at the moment in current life.

01:14:17:16 - 01:14:23:21

Okay. So that's an example of where something will need to be considered by both highway authorities rather than just one authority.

01:14:24:14 - 01:14:38:01

The requirement does allow for works taking place in more than one area. Then it would go to both of them. But mean we can, we can look at um adding some wording around consulting with the other highway authority because they.

01:14:38:03 - 01:14:46:28

Both need to give approval, don't they. But problems could be sorted out by early liaison cooperation and between the two, yes. May happen anyway.

01:14:47:14 - 01:15:16:17

Think and just say it doesn't happen. That's okay. It is a massive, massive issue. Please, please don't underestimate the need to have something very robust in the in the documentation to make sure that happens. At the moment, even trying to get a sign replaced when it gets knocked down with the multiple accidents that we have down there is a challenge because nobody takes responsibility for it. The gritting stops exactly at the county boundary. You've never seen anything like it. It's just unbelievable.

01:15:16:23 - 01:15:22:05

I understand that point, but from your point of view, that shouldn't really matter because. So that can be.

01:15:22:07 - 01:15:37:16

Yes, think think we will look at the TMP because it does already provide for the traffic management working group where both authorities are there. Um, but we can look at whether there needs to be wording around the point that the plans are getting signed off, that the authorities talk to each other.

01:15:38:26 - 01:15:39:13

Okay.

01:15:43:19 - 01:16:20:28

Okay. Thank you. Think that covers all? Effects persons will be like representations made on behalf of affected persons, and there's no further request to speak. We'll move on to item. Seven. To cite specific matters that not have already been raised. The only point I wanted to raise on this was the there was a recent inclusion in the. The schedule for the compulsory acquisition of rights for parts of Worth Road.

01:16:24:17 - 01:16:28:16

They have already been on. They've always been there, haven't they, on the land plans and the.

01:16:30:25 - 01:16:35:21

Works plans but weren't included in the relevant part of the draft Echo.

01:16:38:12 - 01:16:57:06

I'm talking about the applicant so that the plan that changed was the the traffic regulation measures plans because the associated um, road closure that we would need for cabling works wasn't shown on those plans. Um, I would say they um. But yes, that was the plan. Correction. It was me.

01:16:59:09 - 01:17:14:16

So the land plans yet the land plans haven't changed. It's purely a point. What is the reason for having this, if you like, this option when there is seemingly an alternative which would go through land, which in this case would be land that would need to be it would be acquired anyway.

01:17:15:02 - 01:17:21:20

So. It might help if we have the lamb thumbs up his own cheek to.

01:17:40:12 - 01:17:40:27

Yeah.

01:17:41:12 - 01:17:50:25

So the, the purpose of the roadblocks is to enable power to essentially get from, um, further down.

01:17:52:10 - 01:17:52:25

Um.

01:17:54:16 - 01:17:55:01

So.

01:17:55:17 - 01:17:56:02

Um.

01:17:57:26 - 01:18:31:18

Lot 223, which is on the left of the 6121202 15, which is on the right. In very simple terms. Um, so that was to give um, yeah. So enabled essentially to get from that side to the from north side of A6 one, two, one to the south side and that was to give a level of optionality compared to the other potential route for that which would go through plots 028029.

01:18:32:19 - 01:18:37:22

Uh, on the left hand side, if you see where the small bit of blue is at the bottom of the plot. 223.

01:18:40:00 - 01:18:41:04

So that's to the southwest.

01:18:41:06 - 01:18:41:21

Yeah.

01:18:42:26 - 01:19:16:24

So due to various constraints we were seeking to have some optionality of to get from that side north to south. You can either go that southwest option or down with road and across. Um, having done some further work and also some of the discussions at the workshop last week. Um, we are amenable to amending the plans to remove the the powers over pick Worth Road. Um, because we think we can deal with the engineering constraints in that Southwest option.

01:19:16:26 - 01:19:43:28

So, um, at deadline seven, we will amend the land plans to essentially turn those plots white and tweak and deal with associated drafting. Um, and one of the things that we hope to achieve. And by that is therefore ensuring that if, as we all hope, the network rail option happens to get from west to east. That would mean that there would be no cabling through the village at all.

01:19:48:24 - 01:19:57:15

So we'll amend. We've looked to amend the land plans and the plans that we just amended back to not showing any road closures there. And the worst plans.

01:19:58:12 - 01:20:01:06

Okay. There's no further implications in terms of.

01:20:03:19 - 01:20:08:03

The pink land that would stay as pink land. Everything else that would cover.

01:20:10:18 - 01:20:19:00

So the pink cloud around this is all good. So there and that's great mitigation cetera those parts and where it were just for cabling to get from north to south.

01:20:20:01 - 01:20:20:26

Okay. If you could.

01:20:20:28 - 01:20:41:09

Just include a note at deadline seven on that to make sure there are no sort of implications of anything sort of new being introduced which isn't already known, etcetera. Understand what you're saying. I think that answers there's no need for me to ask my next questions about why are you going down there when there's other route available that will deal with that point? Um, okay. Any further any comments on that, Mrs. Holloway?

01:20:43:18 - 01:21:24:27

Mrs. Holloway, for my part action group, just to clarify, um, you talked about removing powers of Pequest Road, but obviously it's all the plots that are along the rest of the main A6 one, two, one, all the way up to Uffington Lane and beyond. So there's about 30 or so plot numbers between the bridge on pit road and all the way up to Uffington Lane and some of the houses beyond. So would you say you'd be removing all of those or removing 95% if you were coming across country? Um, and maybe retaining the ones on the south side of Uffington Lane? It's do you understand.

01:21:25:27 - 01:21:37:06

Numbers one and the applicant. So we would be retaining the plots on the road as they are because we still need them to account for the network rail crossing.

01:21:37:16 - 01:21:51:24

But in the event, in the event that you go, um, through the culvert, then you wouldn't need any of Essendon. Yes. Road to cross it. Yeah. From the west part of the site to get down up into the nine.

01:21:52:04 - 01:22:22:04

So it's a two stage process there. So we would definitely be removing the plots from Petworth Road and to deal with the other village plots would be the drafting we talked about putting in earlier, which is to say if post consent, the network rail issue continues to have no problems, that we wouldn't be able to use our powers over them. But it's the same point is that we wouldn't be removing those plots because they're still affected by the possibility that we could. The stage but only yes. Yeah, but only linked to that requirement not to if it went the road.

01:22:22:18 - 01:22:39:19

But that still leaves some concern over the plots that are right on the edge of Uffington Lane that might be affected by the cables coming cross-country. I'm not really sure why the boundary went beyond of instant lane on the A6 121 towards the sort of car wash is the best way of describing it.

01:22:42:01 - 01:22:47:03

I think we need to. We can explain that the time.

01:22:47:20 - 01:22:53:23

The deadline seven change that you've just explained. So any implications for that? And picking up Mrs. Holloway's point.

01:22:54:07 - 01:22:58:24

Yes. Yes. Appreciate when it's not always asking that question, so we'll respond. Okay.

01:23:02:14 - 01:23:02:29

Okay.

01:23:03:28 - 01:23:05:00

There's nothing further on.

01:23:07:13 - 01:23:28:00

That point. The gender. Item nine is statutory undertakers. Opportunity to update the current position. Think you've already done that, haven't you? In terms of protective provisions. So think nine a. This seems to be we've already covered. You're happy with that And.

01:23:30:08 - 01:23:38:02

And B. Are there any relevant submissions from statutory undertakers? And we don't have any statutory undertakers in the virtual law room today, so.

01:23:39:27 - 01:23:57:00

We can move on to item ten, which we've considered before. But is there any further updated representations on any human rights considerations regarding the contemporary possession powers? I've not got any particular questions. Any?

01:24:00:10 - 01:24:01:17

No. Okay.

01:24:07:21 - 01:24:18:08

Before we close, I'll move on to review of actions arising. Are there any other relevant matters that anybody wishes to? Rise or rally today.

01:24:21:08 - 01:24:21:29

Mrs. Holloway.

01:24:25:09 - 01:24:27:05

Just one clarification.

01:24:29:28 - 01:24:30:13

Right

01:24:34:24 - 01:24:38:22

now is 65 years

01:24:40:26 - 01:24:41:11

street.

01:24:44:14 - 01:24:45:12

Sorry. Thank you.

01:24:46:16 - 01:24:47:01

You better start.

01:24:47:10 - 01:24:47:25

Yeah.

01:24:47:27 - 01:25:07:05

Sorry about that. Uh, the powers are limited to five years, and then it reverts to the new Road and Street Works Act. But you mentioned the compulsory acquisition meeting. Something about you retaining the controls for the duration of the scheme. What did you mean by retaining? Um.

01:25:08:24 - 01:25:09:24

The controls.

01:25:10:22 - 01:25:11:07

Yep.

01:25:11:21 - 01:25:34:06

Yep. That. So yes. Reflecting on that, I appreciate it was quite unclear last week. What was trying to say was that the requirements of the DCA and all of the management plans, etcetera, and they last in perpetuity so that the five year time limit is on, on the compulsory acquisition of rights powers. So if.

01:25:36:02 - 01:25:40:04

If after those five years they've not been used and then we can't use them.

01:25:44:02 - 01:26:14:14

All of the the provisions around the Kemp, for example, to say we would have obviously we do not envisage just happening, but say we couldn't start construction until year six and we hadn't got able to get our powers extended and all the controls in the Kemp, for example, would still exist. So even if we went down the new street works out process, the Kemp would still apply to the carrying out of those works. But that's all caveat to the point that the the work powers themselves have a five year time limit.

01:26:16:17 - 01:26:18:21

Okay. Okay. He.

01:26:22:15 - 01:26:23:03

Okay.

01:26:24:14 - 01:26:38:18

Thank you, everybody. So we're up to item 12, which is the review of actions. Arising, Mr. James are you happy to go through those? Any queries as usual? Just raise as we as we go along?

01:26:39:22 - 01:27:01:12

Thank you. Yeah. So a number of action points just to confirm, most of which are for the applicant and for deadline seven. I'll state otherwise where I think it's relevant. And so confirmation and the difference in land take between the fixed south facing and the single axis tracker panels.

01:27:03:05 - 01:27:16:17

And several action points to provide a comparison of the use of South facing fixed and single access track panels between the development and other solar projects or reference. As part of that discussion.

01:27:17:18 - 01:27:20:16

Yes, And to the extent that we're able to find out that information, Yes.

01:27:22:14 - 01:28:05:11

And to provide a definitive statement on the extent to which the absence of battery storage is influenced, the provision of other plans as part of the proposed developments and to consider the scope for provision in the DCO to enable the plans to return to the original owner or their descendants can see the crucial down rules and those related points further on from that an action points where think there's a commitment to review the wording of the amp at 2.1 to 2.13 and 2.14 where there is some initial wording which covers what happens at the end of the the life of the development.

01:28:05:13 - 01:28:08:18

I think there's a commitment there to to perhaps revisit that word. Yes.

01:28:08:25 - 01:28:35:13

But in the context of dealing with the scenario where the applicant would still have the land, I would just say on that point, just to reflect what Mr. Phillips said, which is that we're we're not the applicant isn't going to commit to that. So if Mr. Gupta and Mr. Williams want to make suggestions as to why and how we should, then the action can be on them. But think them right now that we're not intending to do so.

01:28:36:00 - 01:28:39:25

Okay. Is that item? That's item. Sorry. That's item five, isn't it?

01:28:43:01 - 01:28:45:09

I believe so. Yeah. That's where it came from.

01:28:46:11 - 01:28:46:26

Yes.

01:28:47:11 - 01:28:48:12

Yeah, I believe it was. Yes.

01:28:48:23 - 01:28:55:16

But there is an actual the applicant come on to number seven yet, which is the review of wording for the, for the books. We will.

01:28:56:07 - 01:28:57:01

We will do that. Yeah.

01:28:57:13 - 01:28:59:06

Yeah. Yeah.

01:29:00:28 - 01:29:01:13

Yeah.

01:29:02:18 - 01:29:34:02

Um, essentially what we're saying on that point is the request for the critical down piece has come from Mr. Williams and his advisor. So at that point in the hearing, what we said was, if they wish to set out in writing what that drafting should look like and the justification for it in terms of precedents and general justification for putting it in, bearing in mind CEOs don't normally have that, then we will consider that and then and then respond to it. But think So if I may suggest that the action is on Mr.

01:29:34:04 - 01:29:41:25

Williams and his representative for the next deadline in writing, and then for us to respond to that by the one after. That's okay with you?

01:29:43:18 - 01:30:17:20

Yes, Thank you. I was going to come on to the action point for Mr. Williams, Representative, but I think the second thing is. Yes. Useful as you suggested. So, yes, we'll update that. Okay. Um, moving on. Um, there was equipment from the applicants to agree think protective provisions with the Environment Agency. Deadline seven. Um, so any comment on the as well as applicants who liaise on that matter? Um. Similarly protective positions again with rail.

01:30:18:27 - 01:30:30:14

Think it was convenient to provide some without prejudice alternative drafting for the DCO in good time until our comments before the close of the examination. So if not. Deadline seven. Deadline eight.

01:30:33:07 - 01:30:49:03

We can go on a commitment to provide some additional wording to the camp to require the community liaison officer to provide advance warning of cable works disruption and seek feedback on these special requirements that may arise from local residents may be disrupted.

01:30:55:18 - 01:30:56:03

In

01:30:58:21 - 01:30:59:06
terms of.

01:31:02:24 - 01:31:03:09
The.

01:31:04:20 - 01:31:05:07
Properties of.

01:31:11:19 - 01:31:22:21
And further consideration of provisions to maintain the accesses to Mr. Beamish lands and and for both parties to continue discussions on that matter.

01:31:23:22 - 01:31:40:11
Yes, Sorry. Think just to two additional ones. Add the Kemp wording around the community liaison officer to be a point person for utilities and any impacts to them. And if we need to add in wording around pedestrian access as well as your access.

01:31:41:21 - 01:31:42:06
Thank you.

01:31:48:15 - 01:31:50:09
Okay. Um.

01:31:51:27 - 01:32:06:16
There's an action point. Didn't quite pick up, but there was a request from Mr. Cliff, I think it was in relation to a plot that was missing from a plan or schedule, and there was an offer to update that didn't quite catch the plot reference number at the time.

01:32:06:19 - 01:32:08:24
21382138.

01:32:15:20 - 01:32:16:05
Thank you.

01:32:18:19 - 01:32:25:04
There was a offer to consider the alternative routes proposed by Mr. Beamish.

01:32:27:06 - 01:32:36:09
So just just to clarify on that. Think consider might be a strong word. Think it might be why it wouldn't work given you wouldn't be able to update our plans at this point to do to do it.

01:32:36:21 - 01:32:54:16
So statements in response to. Yes. Thank you. Um, and then. Mrs. Woolley believed there was a. Enough for myself to liaise with the land registry to try and get to the bottom of the discrepancy between their records and the possible implications for the plot numbers.

01:33:00:08 - 01:33:05:15
And just on this thing, there was also the question about the permitted paths and the routing of them.

01:33:07:23 - 01:33:08:08

This one.

01:33:13:25 - 01:33:14:10

You.

01:33:19:00 - 01:33:34:06

An action point for the applicant to respond to the various issues raised by Mrs. Woolley, including the basis for the proposal for the three secondary construction compounds within close proximity to her property and the and the drift.

01:33:36:24 - 01:34:07:04

Um, coming to at the end review of the outline construction traffic management plan and to help ensure and encourage communication between the respective local highways authorities to coordinate cross-boundary matters. And then finally, my list and updates the land plans, the draft eco and the traffic regulation management plans to remove of road cabling and also to provide a supporting note to outline any implications of that, as well as to address the points raised by Mrs. Holloway.

01:34:07:28 - 01:34:08:21

All that. I'm from it.

01:34:13:14 - 01:34:19:08

That concludes my list with further actions.

01:34:20:13 - 01:34:32:04

There are so many things that can be looked at, but but you know, in like the route of the cabling down Pequest Road, etcetera there. But but we can't look at this alternative cabling route. Doesn't make any sense.

01:34:33:24 - 01:35:07:02

Mr. Fox has some thoughts about that. So the point about Pick with Rage is that it was put in as an alternative to get from north to south, and we're now committing that we won't use it. The difference for the West East is that we don't we don't have position with network rail. And as I said, we'll come back to you to explain why the alternative you suggested isn't palatable. But what I would say is that in terms of. At this point in examination process. To make a change, to add in order limits, it's just not procedurally possible.

01:35:10:09 - 01:35:13:07

Even if he wanted to do it. Okay. Thank you.

01:35:14:06 - 01:35:15:09

Okay. Can we.

01:35:17:09 - 01:35:20:21

Move on. Anything else on actions arising?

01:35:23:11 - 01:35:54:18

Okay. Thank you. So we come on to item 12, which is the close of the hearing. Uh. Again to remind everybody, if you've spoken today, it would assist us if you could provide a written version of your submissions by deadline seven, Tuesday the 10th of October. Recording of this hearing will be available on the website as soon as it's practical after the hearing. And this leads me to say thank you for everyone's participation this morning. We thank you, as usual, for your oral as well as your previous written submissions.

01:35:55:15 - 01:36:13:19

And a reminder that this afternoon at 2:00 will be specific hearing for on environmental matters. And I still propose that we commence at 2:00 this afternoon, if everyone's still okay with that. Slightly less than an hour for lunch.

01:36:15:00 - 01:36:15:17

Okay.

01:36:16:22 - 01:36:18:25

Thank you, everybody. The hearing is now closed.