



## Hearing Transcript

<b>Project:</b>	Stonestreet Green Solar
<b>Hearing:</b>	Issue Specific Hearing 2 (ISH2) – Part 1
<b>Date:</b>	21 November 2024

**Please note:** This document is intended to assist Interested Parties.

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The video recording published on the Planning Inspectorate project page is the primary record of the hearing.

00:00:00:00 - 00:00:32:14

Unknown

Good morning, everyone. It is now 10:00 Eastern time for this hearing to begin. I would like to welcome you all to the issues specific relating to the traffic and construction issues for the Stone Street Sewer project. Can I just confirm that everybody can hear me clearly both in the room and online?

00:00:32:16 - 00:01:06:04

Unknown

Can I also confirm with the case team that the live streaming and recording of this event has commenced? Thank you. My name is Graham, so I am a planning inspector and have been appointed by the Secretary of State to examine this application. I'll now deal with a few housekeeping matters for those attending in person today. Can everyone please all devices, including phones, smartwatches and devices to sign in please if you need the toilets.

00:01:06:04 - 00:01:25:06

Unknown

These are to be found on the side of the corridor to the left. As you go out this room. There are no fire alarms due today. So if the alarm just go. We need to treat it as the real thing and leave calmly and quickly. Fire exit at the bottom of the corridor as you turn left out of this room.

00:01:25:09 - 00:01:52:29

Unknown

And most of the points are in the carpark. This meeting will follow the agenda published on the National Infrastructure Planning website on the 22nd of October 2020. So as part of my o'clock examination Library reference PD 004, it would be helpful if you had a copy of this in front of you. Can I ask the applicant to display the agenda on screen?

00:01:53:01 - 00:02:28:29

Unknown

I do. The agenda is for guidance on this, and we may add other considerations or issues as we progress. We will conclude the hearing as soon as all relevant contributions have been made. No questions asked and responded to it. If the discussions come, they concluded that it may be necessary first to prioritize matters, other matters to questions. Likewise, if you cannot answer the question being asked, require time information requested and please can you indicate that you need to respond in writing?

00:02:29:02 - 00:03:01:19

Unknown

Today's hearing is being undertaken in a blended way, meaning some of you are present with a hearing venue. Some of you are certainly using Microsoft teams. We will make sure that you have whoever you decided to attend. You will be given the opportunity to participate. The recording of today's hearing will also be made available in the Stone Street Green Solar Section National Infrastructure Planning website as soon as possible after the hearing has finished.

00:03:01:22 - 00:03:30:18

Unknown

Transcript will also be made available, which will use AI technology. With this in mind, please ensure that you speak clearly into a microphone stating your name to you representing each time you speak for those with a microphone. You need to press the button to make it work, and the red light indicates that the microphone is live. If you're not at the table with the microphone, then there is roving microphones available.

00:03:30:20 - 00:03:55:23

Unknown

Please wait for one of those to be brought to you before you speak. The link to the Planning Inspectorate Privacy Notice was provided in the notification for this hearing. We assume that everybody here today has familiarize themselves with this document, which establishes how the personal data of our customers is handled in accordance with the principles set out in data protection laws.

00:03:55:25 - 00:04:21:09

Unknown

Please speak to Spencer Berryman if you have any questions about this. I am not going ask those of you who are participating in today's meeting to introduce yourselves when I state your organization's name. Please could you just yourself stating your name, who you represent, which is an item you wish to speak on. If you are not representing an organization, please confirm your name.

00:04:21:15 - 00:04:53:02

Unknown

Summarize your interest in the application. Confirm the agenda item upon which you wish to speak. Can we start with the applicant understanding of their ties? This place? Yes. Good morning, sir. Thank you. I'm here. Flanagan. On behalf of the applicant to my left, Mr. David

Stoddart, Associate Director at Prime Transport Planning. And he's here to address construction traffic.

00:04:53:02 - 00:05:22:03

Unknown

And to further to the left, Mr. Mike Humphrey of Directorate Court, the planning consultancy, and he's here to explain any interaction between the construction, traffic and public rights of way. Just thank you very much. Could I ask Ashford Borough Council to introduce themselves? Good morning, sir. My name is Roland Mills. I'm a strategic development and delivery manager at Ashford Borough Council.

00:05:22:06 - 00:05:48:09

Unknown

And to my right is Matthew Dowling, also from the Strategic Development Team at Ashford Parish Council. Thank you, sir. Thank you. Can I ask can cancel, please? Good morning, sir. Francesca Patel, Principal Planning Officer at Kent County Council. I am joined in person on my left by Liam Pope and online is Kate Beswick, who is representing KCC in respect of public rights of way so much.

00:05:48:12 - 00:05:53:12

Unknown

Thank you.

00:05:53:14 - 00:06:33:18

Unknown

So can I ask if that any of the agencies statutory undertakers wish to speak to their party on Microsoft teams to get some hands of play? I could go to Mr. De Wit.

00:06:33:20 - 00:07:11:02

Unknown

Do you no longer wish to speak? Mr. Twist and from then that is a yes. If I could not move around the room this time. Thank you, sir. Linda Harman would Member for Saxon Shore Ward, which includes Mornington and Chair of Erdington Parish Council. I speak as Ward member.

00:07:11:05 - 00:07:46:03

Unknown

Alison Hadley I'm representing Old into the Mornington Parish Council. Thank you. Good morning, sir. Jonathan Tennent from the Allington Advice and Support Group. I'd be grateful to speak on items three, four and five please. And Simon, my colleague, is also here. Yes, I'd like to speak under item three. Lisa. Thank you. Do you. Campbell County Councilor for Ashwood were released, which includes Goldington, Boddington and the surrounding villages.

00:07:46:10 - 00:08:06:17

Unknown

I'd also like to speak this morning. Thank you. I just want to set anybody else in the room that would like to speak to today. Can we get a microphone to that gentleman, please?

00:08:06:19 - 00:08:19:11

Unknown

And my name is Paul Bartlett on the ward member for Mershon. And I would like to speak today. Thank you.

00:08:19:13 - 00:08:26:02

Unknown

Anyone else in the room would like to speak to this?

00:08:26:04 - 00:08:41:02

Unknown

And quickly, checking the trust Microsoft teams again.

00:08:41:05 - 00:09:13:10

Unknown

Thank you. That concludes the first item on the agenda. I'm going to move on to two briefly talk about the purpose of this issue. Specific human. Firstly, we want to lower the applicant percent and explain the project in relation to construction traffic in their locality. Second, the applicant will be asked to outline the traffic management proposals in relation to the project and also update on consultation with local hypothyroidism.

00:09:13:13 - 00:09:41:03

Unknown

And finally, I would like to explore any potential cumulative impacts from the project in the vicinity. Does anyone have any questions about the purpose of today's meeting? So I don't have a question here from the applicant. And before you move on, however, to item three, there was a question you asked of the applicant yesterday regarding an issue specific hearing, one regarding generating capacity.

00:09:41:03 - 00:10:10:19

Unknown

I said I would come back to you and I think if you're amenable to it, it'd be hard for me to briefly provide an oral box now before dealing with it in writing, if not satisfactory. That's fine. Thank you. Thank you, sir. So the question you asked was about the extent to which increased generating capacity due to an improvement in technology could be accommodated within the grid connection agreement, excluding export capacity of 99 megawatts.

00:10:10:21 - 00:11:00:11

Unknown

And I'll provide more detail in writing, but there's three brief points in response. I just wanted to mention now. So the first point the submitted illustrative design assumes 655 watt panels and to result in an installed capacity of around 144 megawatts as set out in the application. And as we traversed yesterday. As to your question, I asked Mr. Sharp, you recall in the hearing yesterday the position is that increased generation capacity due to reasonably foreseeable technological improvements would result in the further optimization of great export export capacity rather than being exceeded.

00:11:00:14 - 00:11:28:17

Unknown

And that is because while technology in the sector is changing or changing rapidly, the project is expected to commence in 2026. And that means on our assessment, that increases in panel output of more than 30% are unlikely not to what you might get by waiting for this, looking at not applying 30% 655 gets you to about 850 watt panels.

00:11:28:19 - 00:11:59:01

Unknown

And we're clear that even at larger panel capacity, the energy generated by the project could still be accommodated within the grid connection agreement with no energy loss. So the position, the short position, we say, is that the clear is clear that the project installed capacity is not

oversize and there's no evidence to the contrary. And obviously we say any extra energy generation is a good thing in terms of meeting decarbonization objectives.

00:11:59:03 - 00:12:30:23

Unknown

So that's the sort of direct answer we hope to point this to. I said there was three points. The other two points, the shorter supplementary points. The second point is the national policy statement and three, recognizes that a solar farm requires around two 2 to 4 eight megawatt output. The references two point 10.17 say 2 to 4 acres per megawatt, and we are well within that range in terms of land take.

00:12:30:26 - 00:13:02:22

Unknown

And the third short point, a slight tangent that you recall Mr. Bromley made a point about, well, what about incorporating bifacial panels, which, as it indicates, indicates the panel has two two phases, both up and down. In response to that, we can confirm that the current design already incorporates and is based on BIFACIAL panels, and that's certainly not something we like to do.

00:13:02:24 - 00:13:56:28

Unknown

So you'll have that all in writing. So I hope that in the meantime. Okay, Thank you. That's very helpful. So can we move on to item three, please? So, yes. So now item three, the applicant you've asked is to present its proposals in relation to construction traffic. Mr.. Start out to my left is going to do this. The transport planner and in response to the request for a fly through similar type of presentation, what Mr. Stoddart has done, he's going to use some dashcam footage which can be put up and then shown will be recorded as part of the recording for the hearing, which provides a drive through, if not a fly through the route.

00:13:57:00 - 00:15:00:13

Unknown

So that will be done. And the other document, just to orientate itself, which Mr. Stoddart would be looking at, is figure A one will see construction traffic management plan, which is the construction traffic route. Just give you a reference for that app 154. So with that, can I hand over to Mr. Stoddart and ask him perhaps to start with that figure I want and then move onto his dashcam footage please?

00:15:00:16 - 00:15:35:18

Unknown

Good morning, sir. The construction traffic route is illustrated on screen. That's to get a one construction traffic reach and crushing plan. So that's an appendix. A is the outline Construction traffic management plan document reference for the proposed development site benefits from close proximity to the strategic network, specifically the Swansea Motorway primary site. Site access is located just 4.5 kilometers from Swansea Junction today, with approximately 3.3 kilometers of the route, utilizing an eight classified distribution route.

00:15:35:20 - 00:16:01:01

Unknown

All sheaves involved in the construction of the project will utilize Junction ten, with the junction having relatively recently opened in late 2019 and constructed in compliance with national design standards to accommodate traffic from planned growth in and around Ashford and to alleviate congestion at Junction ten. I note that we have engaged with both National Highways and Kent County Council as like the Highway Authority.

00:16:01:04 - 00:16:37:24

Unknown

Neither party has raised the objection. National highways will be consulted on the detail of the construction traffic management plans, which the applicant is willing to agree to. We've held a number of discussions with Kent County Council and have made changes to the key points raised regarding minibus, transport and access arrangements to buy from KCC has confirmed in writing that these are acceptable at this stage that demonstrates a workable solution will be deliverable, with details to be addressed as part of agreement of a detailed construction traffic management plan if consent is granted.

00:16:37:27 - 00:17:01:28

Unknown

The agreements are shown in the statements of common ground with both highways authorities, which will be submitted in due course, presents a fly through of the routes as requested. I'd like to begin by playing dash cam footage recorded by myself during a site visit on the afternoon of Monday, the 4th of July 2022. I have two clips to present.

00:17:02:01 - 00:17:33:11

Unknown

The first is footage heading to the site from end 20 Junction today to the primary sites access off Station Road. The second clip shows the only material use of the local highway network from



the crossing location on Station Road at the south of Field 23 to the open Access. Just before we do that, can I ask, can everybody in the room see the screens adequately?

00:17:33:14 - 00:18:09:15

Unknown

It looks like construction traffic exiting junction tonight will travel around 3.3 kilometers on the A20 Hyde Road and a classified distributor road that links Ashford with Folkestone. The A20 is of a good standard and is regularly used in both directions by heavy goods, vehicles, busses and coaches. The HNC is subject to a national speed limit, which is 60 miles per hour for cars and motorcycles or 50 miles per hour for HGV.

00:18:09:17 - 00:19:27:14

Unknown

The carriageway is generally around six and a half to seven meters wide, which is wider than the five and 32 it stated in Manual of the streets. 212 HGV to pass. Curb Footway is provided on the northern side of the road with the verge, consisting of grass and generally low growing vegetation. On the shading side, white sands lane markings, reflective stalks and edge of carriageway markings provided just like the faces placed through the circular.

00:19:27:17 - 00:20:22:11

Unknown

So construction traffic traveling towards the site turn right onto the C six or nine station road at the Smith Cross roads. The right turn into Station Road benefits from a ghost island, which includes illuminated ballots on traffic islands and reflective stooge directional signage is also in place, as is warning signage on approach to the a20 including crossroads warning signage on high visibility yellow backgrounds and added reduce speed now advisory signage along with slow markings.

00:20:22:13 - 00:20:46:22

Unknown

So the Ghost Island has an effective length of 50 meters, which is long enough to accommodate three, six and a half meter long articulated HGV for around eight cars without the blocking out movements on the a20. Visibility for all traffic traveling along the a20 is excellent in this location, as is the visibility for vehicles turning left of the station road.

00:20:46:25 - 00:21:03:20

Unknown

So we should be approaching the ghostly landmarks as the high visibility warning signage.

00:21:03:23 - 00:21:26:18

Unknown

The c classified section of the sequence light station road is of a reasonable width and standard, with the carriageway generally measuring between 500 meters and seven meters wide. It is relatively straight with good forward visibility since line markings are in place for much of its length, indicating a minimum width of five and a half meters in line with the traffic signs manual.

00:21:26:21 - 00:21:54:20

Unknown

It is regularly used in both directions by heavy vehicles, including case TVs, coaches and large agricultural vehicles, as witnessed first hand during several site visits. Station Road is clearly fit for purpose for the type of construction vehicles that will be using the road. The construction traffic will continue south for around 1.3 kilometers on Station Road to the primary site Access immediately south of the railway line.

00:21:54:22 - 00:22:43:20

Unknown

Just two trips per hour in each direction for customers. These equivalent to just one HGV trip every 15 minutes. We've just passed over the NHS one railway bridge With this primary state's access to the footage. The primary sites access will utilize the existing access, which is already constructed to a high standard with a macadam surface and is easily capable of accommodating launch vehicles, as demonstrated in the swept part.

00:22:43:20 - 00:23:16:28

Unknown

Analysis presented in drawing P 20 2034001301 Presented in Appendix 13.7 of the Environmental Statement. Volume two Chapter 13 Traffic and Access Document Reference AP 113 The initial section of the primary site's access in front of the existing gate is adopted by KCC and was lined as a priority control T-junction with giveaway markings markings and are worn and will be replenished as part of the project.

00:23:17:00 - 00:23:45:28

Unknown

Appropriate signage will be in place, including no locks and signage to direct departing drivers to turn right onto the site, back onto the construction traffic routes before they return. Journey to the M20 Junction tonight. Safe level visibility Aligning with national design standards based on independently recorded speeds in the vicinity of access is achievable. Kent County Council's request vegetation on the inside of the bend will be compact to make the junction more visible.

00:23:45:28 - 00:24:20:29

Unknown

An approach from the south west as secured by schedule five of the draft development consent order, which is document reference a015 use of an existing access officer safety benefit compared to providing a new junction. KCC highways is consent with the primary access primary construction compounds will be located within the site in fields 25 and 26, as shown in the seven on the works plans, which document reference I.S. 003.

00:24:21:02 - 00:24:49:21

Unknown

Most of the primary site access construction traffic will pull into the compounds where equipment and materials will be unloaded from sheaves and loaded onto trailers, which will be pulled by agricultural tractor to the various fields within the site, up to just two abnormal loads for cash during the whole 12 months construction period. These being normal based on the weight of the transformer components that they will be carrying rather than the size.

00:24:49:23 - 00:25:14:12

Unknown

These abnormal loads will utilize the construction traffic route and will be unloaded in the primary. Construction components. The weight limits of the structures on the construction traffic routes have been checked, capable of bearing the load of such trips. The appropriate abnormal load space booking process will be completed with both Kent County Council and National Highways from the primary construction compounds.

00:25:14:19 - 00:25:39:27

Unknown

Purpose built temporary internal haulage road will be installed to transport the equipment and materials across the site, which minimizes the use of the local roads. Most importantly, the internal haulage road bypasses the most constrained sections of Station Road, including the two tight bends, which were identified by both Kent County Council and myself as being difficult to navigate for larger vehicles.

00:25:39:29 - 00:26:16:07

Unknown

The internal haulage road also bypasses Kellyville Lane and much of concrete Roman Road, with both roads providing access to the residential properties and local businesses. The applicant recognizes these constraints and is able to offer the internal haulage road as key and paddock mitigation for the project. Kent County Council highways suggest that the use of an internal haulage road during early discussions on the project with the local Highway Authority welcoming of the arrangements, traffic management will be employed to the point where the entire internal haulage road will need to cross local roads.

00:26:16:10 - 00:26:49:27

Unknown

These include single crossing points on Station Road and Bank Road, three points on the byway, open to traffic, which is typically three nine, six and three points on the very likely traffic lane. The exact crossing locations will be confirmed at the details Design stage shown in tickets on figure eight on the construction traffic recent crossing time, which is a document reference tape, will show the commitments is made in the outline Construction Traffic Management Plan to provide appropriate traffic management measures to protect the road and for the right of way uses.

00:26:49:29 - 00:27:18:11

Unknown

The specifics of which will be identified and the detailed construction traffic management plan following input from the principal contractor and are likely to include. But not limited to functional signage and temporary traffic signal control. It is not possible to access the southeastern fields using the internal haulage road and therefore a limited amount of tractor trailer construction. Traffic will need to use the local highway network in this area in order to mitigate any risk.

00:27:18:11 - 00:27:55:19

Unknown

When navigating the second 90 degree bend on Golden Lane, Escort vehicles such as cars, fans or quad bikes will be used left turn onto Station Road as shown by SWOT analysis and during P 20 2034002301. Navigation of the Golden Lane Band shown in drawing P 20 2034003301 with both drawings presented in Appendix 13.7. The Environmental statements point to Chapter 13 Traffic and Access with the document reference 83.

00:27:55:22 - 00:28:25:10

Unknown

I will now play the second dashcam clip showing the route between the station and crossing points from the go to the lane access. The footage commences at the section at the location of the station road crossing. Footage continues along Station Road, where it becomes one lane at the junction of Carlisle. Lane continues to depend on the section of the road is more typical of country lane.

00:28:25:13 - 00:29:04:24

Unknown

The nature of the road, including its regular, regular use by agricultural vehicles, generally encourages slower speeds at around 30 miles per hour, despite it being subject to national speed limit, which is a bend, and sections immediately on the side of the bend require the aforementioned traffic management, specifically the use of escort vehicles to ensure the safe passage of the tractor trailer.

00:29:04:27 - 00:29:50:25

Unknown

One lane widens to the south of the band with centerline markings in place. The Golden Lane access is located inside the 30 mile per hour speed limit section, with the speed limit terminal highlighted by high friction surface treatment and speed limit rounding. In addition to the speed limit, signage footage ends at the Golden Lane Access, which is currently a dated field access.

00:29:50:27 - 00:30:22:11

Unknown

So that was the access through the lane access on the left. So when arriving at the Golden Lane access signage embankments will be in place to aid the safe turn into and out of the site with no left. Then signage is placed to vehicles accessing the site as shown in drawing P20 2034004301. Reference AP three. The traffic management will not only aid construction traffic vehicles for the go to lane uses including use of footpath.

00:30:22:11 - 00:31:01:24

Unknown

A force of four and eight makes a buffer will be provided using temporary barrier fencing to separate public right of way users and construction traffic. Construction traffic trips to go to a lane will be made by a trailer filled by an agricultural tractor, with the equipment having been unloaded from the goods vehicles in the primary construction companies. A single tractor trailer trip in each direction for cash per hour on Golden Lane, equivalent to just one tractor trailer trip

per hour construction period Construction traffic will cross but not travel along Roman Road, also known as Bank Road.

00:31:01:26 - 00:31:44:28

Unknown

Utilizing the existing bank farm access construction vehicles will be housed within the site. Only access is clear with banks on hand to hold in direct construction traffic from the general public. Construction traffic Cross Church Lane south of Selwyn Substation. In order to facilitate the cables connection, traffic management will be provided. The church lane crossing is anticipated that less than ten construction trips per day will be made in each direction from the a20 high road along Church Lane to from the existing access is to selling substation for two month period in order to complete the UK power networks upgrade works at the substation.

00:31:45:00 - 00:32:08:13

Unknown

This traffic release allows the wide northern section of church lane rather than the narrow section south of substation. The carriageway has been constructed to which comfortably allows for the passage of HGV. Similarly, the height of the M20 Bridge is sufficient to allow extended height HGV to pass beneath the pass beneath it. Given the lack of any restricted freight warning signage.

00:32:08:16 - 00:32:41:24

Unknown

The same construction traffic, the same prescription traffic rules will be used for decommissioning as stated in the outline. Decommissioning Traffic Management plan, which is document reference. AP five. In summary, with regards to the construction route, said the site benefits from close proximity to the motorway network and also it also utilizes a section of good quality a classified distributor road which accounts for around 3.2 kilometers of the 45 kilometers of construction traffic route.

00:32:41:26 - 00:33:07:06

Unknown

Use of the local roads by CVS is limited to a single 1.3 kilometers long section of the C classified Station Road, which already accommodates eight CVS coaches which large architectural vehicles essential for the purpose of the construction vehicles, as well as a circa 1.24 inch long section of the lane to five launch with tractor trailer, it will be escorted.

00:33:07:08 - 00:33:44:21

Unknown

The construction traffic will only be ordered to the western and southern arms of the Smith Cross roads. With these arms benefitting from excellent levels of visibility three primary safe access is an existing access already constructed to a high standard with a wide carriageway and where safe levels of visibility can be achieved in line with national design standards. Aside from bypassing the tight bends on Station Road and area carrying mill and minimizing the use of the entire range, the temporary internal foliage road will mean that construction traffic will not be added to the roads in the sense revolving specifically over lane.

00:33:44:24 - 00:34:17:14

Unknown

Physical two lane access Kelly Lane On the road, a small section of older lane will be utilized over a period of five months by tractor trailer to allow construction of the southeast area. Total lane is already used by such vehicles, whilst the reduced assessment of the level of construction traffic is being undertaken. The levels of traffic forecast per hour is to adjust to inbound and outbound HGV movements to and from the primary site access for the 12 month construction period.

00:34:17:16 - 00:34:55:21

Unknown

Just one tractor trailer trip in each direction is focused on the goal of the lane access for five months of the construction period per hour. With these trips to be managed using escort vehicles only to ignore the low trips forecast across the 12 month construction period with these trips to be confined to the construction traffic route. The proposals accord with national policy statement for Energy and one paragraph 5.14.20 In terms of the applicant intent for the requirements to be imposed to mitigate the transport impacts of the project.

00:34:55:23 - 00:35:30:16

Unknown

National Policy Statement for Energy and one paragraph 5.1321. In terms of it being demonstrated that the project will not result in an unacceptable impact on highway safety, the residual cumulative impacts on the road network will not be severe and gives consideration to the provision of adequate active, public or shared transport access provision. The basic statements of common ground have been circulated to both national Highways and Kent County Council with good progress made and substantial agreement reached.

00:35:30:18 - 00:36:07:26

Unknown

Professional officers at national highways who are responsible for the safe and efficient operation of the Strategic Road Network are content with the use of M20 Junction tonight. Subject to review of the detailed Construction Traffic Management plan. The professional officers at Kent County Council have no objection to what is proposed. In particular, those officers who are responsible for the safe and efficient operation of the inquiry network or concerns with the construction traffic rules on the project as a whole, subject to implementation of the proposed accesses internal haulage road and detailed construction traffic management plan.

00:36:07:29 - 00:36:57:12

Unknown

The use of the internal only drive, which was initially suggested by the local Highway Authority, has been welcomed. Thank you for that. And just a couple of questions from me. Following from a presentation, I made correct in thinking the first dashcam footage terminates the primary site access and then second terminated the Caldwell Lane access. Was it not possible to carry on footage to show the secondary accesses from the crashes, closed lane and other roads and for footage was the excuse of late notice yesterday?

00:36:57:15 - 00:37:41:02

Unknown

I. We concentrate on the main construction traffic routes and actually traffic management will be in place at those crossing points on the highway between. It could subsequently be supplemented. Yes. So North Lane, we could certainly provide some footage. I think. The thing that the byways is difficult to pass can check that. And I do have at your church lane, not with media that can be provided so that we can all say, okay, secondary.

00:37:41:04 - 00:37:49:27

Unknown

What time date was the footage taken?

00:37:49:29 - 00:38:38:28

Unknown

Just confirm the dates. So it is Monday, the 4th of July, and the first clip commenced about two \$0.30 c 2022 for two. So in terms of the presentation to ask Council in particular about confirmation of positive negotiations, I did my presentation. Thank you. Francesca Potter for Kent County Council. And as I set out in the preliminary meeting, I'm county officer and I'm voting.



00:38:38:28 - 00:39:04:10

Unknown

The highway officer couldn't be here, but he has reported there's been positive engagement with the applicant. We have reached broad agreement on most of the points and details that will be included within our local impact report and the summit status. Common Ground, a deadline. And I understand Mr. David was having technical problems earlier on. Teams from national highways.

00:39:04:13 - 00:39:38:03

Unknown

We were able to meet Mr. and thank you, sir. Can you hear me okay? Yes. Nigel two at National highways. Regarding your question, have relevant representation by way of an update, we can confirm that the applicant has reached out to national highways to address the points raised, including those on construction traffic management plan and the START statement to common ground.

00:39:38:05 - 00:40:23:19

Unknown

We are actively engaging with the applicant on those matters, but as of today, that representation still stands so that that work is still ongoing. Okay. Thank you for that update. Thank you. And invite questions, comments from around the table. At the end of the agenda item, there's just a few more questions I would ask. First, if it's okay.

00:40:23:22 - 00:41:10:27

Unknown

So I would like pontification on the WHO. I've already covered that. So Appendix 13.5 of Chapter 13 of the environmental statement relating to traffic access. Yes. 009 provides access to date data up to the 31st of March 2023. Is it possible to extend that to March 2024? We can ask the question of Kent County Council. It takes some time to process the record so the data that we have was the most recent at the time that we requested it on two occasions.

00:41:10:27 - 00:41:54:23

Unknown

So there was an initial request, then a request for an update. And so we can make a request for further updates. So something you can take away. Ms. Thank you. And paragraphs 4.53 of the outline Construction Transport Management Plan EP 154 refers to a minibus collection service being utilized by the principal contractor. I note the phrases Opportunity to travel by sustainable

mode and promoted and encouraged in the following paragraph to that, referring to the proposed workers travel plan.

00:41:54:26 - 00:42:31:24

Unknown

So with this in mind, should the use of the minibus be mandatory for construction workers, or will it providing an onsite car park for the contractors? There will be some workers who will obviously require access to tools and have that sort of thing to be to be workers who are maybe not working full time on the project. So they will there may be some cheering and throwing, but the majority of workers who will be on site virtually full time for the duration of the construction period, they will certainly be expected to travel by minibus.

00:42:31:26 - 00:43:18:14

Unknown

Okay, Thank you. We touched upon this yesterday, both the construction and transport management plan here. p154 and the outline commissioning transport management pioneer pp157 reference that considerate constructors scheme. And we've talked about how maintenance programs and proposals could be released back to the community. So in terms of the construction and construction scheme during construction, can the applicant explain how this will be adopted and relate to the community costs?

00:43:18:16 - 00:43:56:08

Unknown

Again, could you repeat the question? Yeah, basically. Can you explain how the Considerate Contractors scheme will be adopted and how that will be related to the local community in terms of engagement? I see. Yeah. Thank you on behalf of the applicant. So the Outline Construction Environmental Management Plan includes a commitment to community liaison during that construction process as part of the detailed C and B, you know, details of how that can be used.

00:43:56:08 - 00:44:32:05

Unknown

The engagement would be done in practice, would be set out within that further detailed management plan. So there's a commitment in the outline, some and then the detail of exactly how that community liaison would take place would then be followed up as part of that detailed plan. I would say that secured by requirements. Okay. So moving on to draft development consent order Article 15, which can be found in document s005.

00:44:32:07 - 00:45:09:02

Unknown

This relates to access to works. The applicant has powers to make permanent rather than temporary alterations to streets and create and to create permanent means of access. And this is set out in its reasoning in the explanatory memorandum. Yes. 006 Given that this is an application for temporary consent of 40 years, do any of the authorities have any concerns on this?

00:45:09:05 - 00:45:51:25

Unknown

Francesca For Kent County Council, I would take that query away and double check and confirm in writing. Thank you. And similarly, draft consent order Article 17 and in a serious era five relating to traffic regulation. It's again requesting broad powers to authorize temporary traffic regulation measures for the purposes of the construction and decommissioning. If there was authorized development and this is set out in the explanatory memorandum as 006 can.

00:45:51:25 - 00:46:59:07

Unknown

If we could have some further comments from Kent County Council, please, when you report back, can I ask the applicant when it's proposed to acquire portions of highway verges, what provisions or plans have been made to maintain these in perpetuity? I think that the position is likely to be that it would be offered back to KCC for adoption as highway.

00:46:59:07 - 00:47:50:15

Unknown

So it would then subject to maintenance in perpetuity, has adopted highway as part of Kent County Council's Highway network on the basis that we we take it and improve it as required and then give it back in that improved condition so that that would be the mechanism in perpetuity. Okay. Thank you. Several parties have submitted relevant representations, namely Focus, Press file, relevant representation 088 due to Elizabeth Sutton or Skip relevant representation 135 and the Osborne relevant representation 213 Raise concerns in relation to the existing condition of roads and the facility.

00:47:50:17 - 00:48:39:11

Unknown

Please could the applicant set out the considering consideration given to the road condition, including in relation to safety, noise and vibration? Mr.. Mr.. Start up to deal with this. That's the the existing condition of the carriageway and the highway that is Kent County Council's

responsibility. But the applicant is committed to a condition survey. So the condition of the that the highway will be surveyed prior to construction commencing and at various intervals to be agreed with Kent County Council during that duration of the construction phase that will be secured by the construction traffic management concept.

00:48:39:13 - 00:49:07:20

Unknown

So in terms of it's a condition surveyor, requires some mitigation measures to be implemented to we'll be responsible for those and when will it be undertaken. I would be the applicant's would be undertaken at the earliest opportunity. Okay. Okay.

00:49:07:22 - 00:49:52:23

Unknown

Would anyone like to comment, ask questions on this particular agenda item? Okay. Take some first place. Thank you, sir. Where to start? And I've participated in the process over the last 2 to 3 years with this applicant. I've been to every single community liaison panel meeting. I've been to every single public consultation event, and there has been many, many concerns raised about the road access.

00:49:52:23 - 00:50:33:28

Unknown

It's extremely disappointing that our county representatives are not standing to defend the that the accurate representations made by local residents regarding the safety of these roads. I'm we have had building and construction development in our village over regular periods and over the last 18 years that I've lived in the village every single time that construction traffic is a concern.

00:50:34:01 - 00:51:17:11

Unknown

We welcome the fact that the internal access roads have been put in place. That does take a lot of the traffic off the roads. However, whilst the glowing report given states how the applicant has worked with the statutory consultees and is supported by the statutory consultees, much to the disappointment of the community, I don't feel that they can't listen equally to the community and the community concerns.

00:51:17:14 - 00:51:51:00

Unknown

In fact, treat them with quite some disdain. There are lots of questions and we will address these questions in our written representation in more detail. But essentially crash data. Crash data counts, the accidents in which someone is hospitalized or the emergency services are called. We can tell you that there are million crashes on those roads, most notably at the bend by the proposed main access.

00:51:51:02 - 00:52:18:18

Unknown

In your notice you would have noticed if the dashcam footage had continued that there's actually a large section of hedge missing on that corner. And that's because cars regularly fly off the road and into the field below. Similarly happens on the next bend and many of us have scratches or wing mirrors from the the the restrictions around the old mill house.

00:52:18:21 - 00:52:55:19

Unknown

But as you accurately say, you have a drive for that. However, the comment that a small section of the old one lane is affected is actually the whole of gold. Well, apart from small section and it comes within a few hundred meters of our primary school. I will be submitting, sir photographs of the parent parking access. Like most villages we have parking issues and parking extends for long lengths along Caldwell Lane.

00:52:55:21 - 00:53:24:16

Unknown

Within the consultation meetings that were held with the community I put forward. Many times that go to a lane is a central core village road and that it should be considered alongside all the other village roads. And I was told, No, no, no, the village road just moment rate. This is not true. If you look at our neighborhood plan, you will see that go to our lane.

00:53:24:16 - 00:53:56:08

Unknown

Kettlewell Lane and Roman Road are considered a circuit. There is going to be considerable traffic displacement which will increase traffic on Roman Road and all calibers. I am I yeah. I think I live there because I could go on and on, but I will put in a written representation. A lot of these points will be covered. I do not feel that the community has been mistreated.

00:53:56:11 - 00:54:31:12

Unknown

Okay. Thank you for that. I'll give the applicant the opportunity to come back after everyone spoke with Mr. Tennant next. And thank you, sir. I've got a short piece here that I'd like to read to you very much. Echoes what our chair has just said. The highways that connect the village of Allington with the outside world are really just lanes that are just too links with the nearest A-Road church lane to the east, which involves anyone living in the village taking a longer route to the a20.

00:54:31:14 - 00:54:53:10

Unknown

This lane is a single track highway throughout its full length of about two and a half miles apart from the last 400 meter section to the north, which we heard about earlier. The lane plays host to the huge salvage converter station where the French interconnector connects with the grid lane. It also provides access to southern water Sewage Plant UK opens to substations.

00:54:53:17 - 00:55:20:04

Unknown

The currently ongoing met major Welsh power project to construct the grid gravity condenser the soon to be constructed pivot power battery and. If successful in the forthcoming appeal, EDF's 250 acre solar power, the two low bridges over the lane carrying hs1 and network rail, which was strictly sited vehicles use the lane routinely floods in the winter, making it only possible for farm vehicles.

00:55:20:06 - 00:55:41:15

Unknown

The applicant itself will be using the lane to get construction to the PSC, one of the UK power and substations. This will not be a practical alternative for villagers if and when the applicant is building up the scheme. This leaves Station Road, the route we've heard so much glowingly about earlier. The only other road in from the A20 to the whole village.

00:55:41:17 - 00:56:10:26

Unknown

We're told it will be the only route to the primary site access and the compound located in fields 25 and 26. Perhaps in honor of the examination, the hedges and verges have been drastically cut back in the last few weeks as none of this work has actually made the carriageway any wider. If anything, it's provided an invitation for vehicles to take to the Verges or Park on the verges or indeed to speed up, and they're traveling along that lane, which is already a dangerous lane in itself.

00:56:10:29 - 00:56:40:24

Unknown

KCC In their representations on the 12 September say they welcome the cooperation they have had with the applicant in agreeing to not use as part of their construction route the section of Station Road past Eastgate. Now can I suggest this was never, ever going to be an option? The tortuous single track highway over those two small bridges close to the important listed buildings on bends in the lane could never have been contemplated as a safe access for articulated vehicles, solar panel carrying concrete mixers and so forth.

00:56:40:27 - 00:57:10:09

Unknown

The applicant We pleased to read what KCC has said about the local locally recognized accident blackspot, which we've been introduced to today at Smith Crossroads. This difficult junction, they say this is KCC, this level of HGV traffic accessing station road only from the A20 is acceptable. So the reality is that this completely misses the point. And you'll note we've asked you to make a specific visit to that site and maybe spend some time there, an appropriate part or parts of the day.

00:57:10:11 - 00:57:41:11

Unknown

Whilst KCC maintained that they somewhat unbelievably consider that the uplift in traffic would not significantly worsen the crash record, where sadly over the years people have died. It's an absolute it is about the configuration of the junction and it's not about numbers and it's about the speed at which traffic approached that junction. And both directions. The junction does not lend itself to temporary traffic lights, particularly because one of the arms to the north is Church Road, which within a short distance is a single track highway.

00:57:41:14 - 00:58:12:05

Unknown

The ghost lane referred to the center of the A22, provides space to hear what the applicant says about full articulated lorries. But I have to go and look at it to believe that such a lorry that's waiting there cannot begin to complete its maneuver into Station Road until all the waiting traffic. None of which appeared in that film, is it gets out onto the road and I've seen lorry drivers there beckoning drivers to come out in the face of oncoming traffic.

00:58:12:07 - 00:58:33:12

Unknown

It is an absolute nightmare and a further accident waiting to happen. The other difficulty with the route is at the other end, at the entrance to the primary access and compounds. Whilst there is good or at least reasonable visibility, the applicant is provided a path. That's fair enough, but it also has the disadvantage of a gradient up to its meeting with the highway, which I'm surprised KCC haven't looked at.

00:58:33:15 - 00:59:12:07

Unknown

And there's also a lip there and I wonder whether despite the sweat bath work, whether someone's actually looked at driving an HGV articulated lorry in there to look at the risk of grounding and certainly a slow speed exit and entry will be necessary if no improvements are made to the road. These maneuvers, we are told, are 37 to way every day and a large amount of existing traffic uses this road which you will most through having walked, I believe, a thousand meters back from Eastgate Business Park, a generator of traffic we haven't even touched on in terms of the use of Station Road and this traffic is going backwards and forwards and these vehicles are

00:59:12:07 - 00:59:43:15

Unknown

going to be maneuvering at that point and debris will be cleared from the highway, no doubt from time to time. I can picture traffic queuing back down towards Eastgate Mill and to that section where cars cannot pass each other. You can talk about all construction traffic coming to its project only from the a20 since the phrase construction traffic, I note, is not a defined term in the applicant's submission documents, it would be helpful if it could confirm whether this includes staff, vehicles, vans and the so-called minibuses or just the HGV, as I have referred to.

00:59:43:18 - 01:00:08:29

Unknown

And finally, on the subject of routine, the applicant maintains that 75% of its average number of staff on the site at any one time given as 132. We're bored. What sounds like 14 minibuses at the beginning and end of each day throughout the project from destinations which seem to be unknown. The applicant also talks about car sharing, also mitigating traffic numbers.

01:00:09:01 - 01:00:37:01

Unknown

They must again be pleased with KCC response on this. They not only support it, but they go on to suggest without any explanation that actually there might be even more sharing of cars going on. My job before retirement involves large scale infrastructure projects and my experience of all of them is that staffing of such sites generally comes from some distance away, and the



individuals travel very early in the morning to the site in their own car from home or from temporary accommodation, rarely involving sharing.

01:00:37:03 - 01:01:14:26

Unknown

I've never seen what I call the minibus myth coming into fruition and you only have to look at the Cleeve Hill solar projects and you will see that this was much talked about and has not been delivered. And the applicant in the end is only seeking to promote. This has already been mentioned. These ideas were the principal contractor and therefore I invite KCC to look again at its consideration of this whole issue of rerouting and rather than suggesting that the numbers will actually be less bad than the applicant, estimates suggest practical ways in which construction access can be achieved entirely safely and without the huge impediment there is going to be to local homes and

01:01:14:26 - 01:01:47:07

Unknown

businesses. Thank you. Thank you, Mr. Tenant. I'm sure the applicant will cover some of those issues in the response, but also in subsequent agenda items as well. Mr. Long To do just one and your colleague Yes, I want to address to a separate issue regarding laws. Lane and the byway. So the CMP plan calls for construction traffic vehicles to cross the byway three times in three different locations and laws.

01:01:47:07 - 01:02:12:23

Unknown

Lane Twice, actually. It is a shame that we couldn't see the footage of those routes because I think that would have helped. Helps you understand the issues. As we heard on Monday evening, Lawes Lane is a single track lane that is popular with walkers and horse riders. Likewise, the byway 8396 is also a popular route with horse riders and walkers.

01:02:12:28 - 01:02:44:16

Unknown

And it's true that KCC haven't hedges recently, but we're hopeful that will be done soon and it can be used again as as an equestrian route. Importantly, the byway is part of an off road route to continue south of Frith Road along Rocky Bourn Road. So my first question to the applicant is why do you need multiple crossing points across North Lane and the byway when they are close, when they're already very closely space.

01:02:44:20 - 01:03:13:20

Unknown

So on the byway there are two crossing points 50 meters apart. And on Lawes Lane, the two crossing points are less than 200 meters apart. It is surely clear that multiple crossings will only exacerbate traffic issues on Lawes Lane to single. As we know as a single lane. Have a car is going to pass when they've waiting for this traffic to cross and will also increase the the environmental impact of these crossings.

01:03:13:22 - 01:03:46:06

Unknown

As a landowner in the immediate vicinity of the project, it's very difficult to imagine that in winter there will be no mud on these road crossings at Lawes Lane Bank Road. It's it's almost inconceivable. I don't think the applicant understands how wet the ground is here. Calais. I really do think that there has to be provisions for cleaning vehicles or cleaning the mud off the road at those locations.

01:03:46:09 - 01:04:39:20

Unknown

The city MP states that the byway will remain open during. Construction apparently with signage, banks, men, escort vehicles, presumably with flashing lights and beeping noises, are. And I'm presuming there will be a change in the surface on the byway. These crossing points on the byway will make the the byway very unattractive route for walkers and for anybody who's ever owned a horse impossible for equestrian users to even contemplate riding out there with large vehicles emerging from the hedgerow lights, flashing signs, people waving, you know, trying to direct traffic, the byway will effectively be closed for equestrian use.

01:04:39:23 - 01:05:09:24

Unknown

Whether whether the whether they state it's closed or not, it will not be available for equestrian use. I'm in the event of closure. The British Horse Society guidelines call for an alternative route for equestrian uses. This should be provided during construction to minimize disruption and very importantly, to ensure user safety. Horse rider should not be diverted onto unnecessarily onto the roads.

01:05:09:26 - 01:05:44:14

Unknown

On Monday evening, the applicant responded to concerns raised about equestrian issues, equestrian use, rather, by saying that these had been adequately addressed in the environmental statement. The only references we can find to a question users talk about

sightings of horses or horse riders during site visits along laws line and are totally unsubstantiated. Some structure to the hypothesis that there isn't much equestrian use because it's a semi-rural area.

01:05:44:16 - 01:06:14:04

Unknown

Actually, I think a semi-rural area is exactly the place where people ride horses. People from the town come to the that the local yards and they ride their horses on the lanes around. ALLINGTON The Mirza So it's possible, given the voluminous nature of the documentation that I've missed, where the issue of equestrian use is documented properly, but so please, please let us know if we've if we've missed something.

01:06:14:07 - 01:06:44:29

Unknown

There are in fact, many individuals keeping horses close to the site as well as several yards, and we will be providing further details of that in our written submission, the British Horse Society made a relevant representation and we expect them to make further written representation, addressing the concerns of equestrian users. It's important that the safety and interests of equestrian users are considered properly during the construction of the site, and we do not believe that that is currently the case.

01:06:45:02 - 01:07:12:06

Unknown

Thank you. Okay. Thank you. Just a few members of the public been waiting patiently at the farm. I'll come back to you. This is about a quarter of the. Thank you. Thank you, sir. I wanted to emphasize some of these. Sorry. Could you say who you are? I do beg your pardon. My name is Paul Bartlett, and I'm the warden member for Motion.

01:07:12:08 - 01:07:48:01

Unknown

And therefore, I want to talk about the impact on the traffic and construction traffic on the way in which we move between motion and ordinate. And very specifically, it affects two roads, bank road and laws. Lane I've got three points to make. First of all, you mentioned dashcam footage which ends gold with Lane, and I know so you've asked to see footage of Lord Lane, but I wonder if we can extend that to Bank Road.

01:07:48:03 - 01:08:20:25

Unknown

And that's a very route between Mersey and Erdington, which will be badly affected by the development and the construction impact. The internal hold whole road will not be able to access the sites near Bank Road and Lord's Lane and therefore we can expect traffic to travel along Bank Road. The applicant has noted that it will be held at Bank Farm and they move onto Bank Road.

01:08:20:27 - 01:08:54:20

Unknown

But the issue is this bank road is a single track road and when the construction vehicles emerge from bank from where they're held, it's going to effectively block bank road and traffic will be coming either for Mercy and Mornington and will be impeded from using the road and will cause difficulty with one of the vehicles having to reverse back in order to allow the other to be accommodated.

01:08:54:22 - 01:09:24:02

Unknown

I would expect to see some element of communication when those movements can take place so that traffic from Merseyside for example, can use Frith Road instead of using bank road. And I think that level of communication is an absolute essential. Lois Lane is different, and Simon has already made the point that I wanted to make about having two crossing points within 200 yards.

01:09:24:04 - 01:09:54:24

Unknown

That seems and I would like to think that it can be looked at. I understand that if a single crossing is put in place instead of having multiple crossings, then we will have a greater impact on the highway. So my third point is about restoring the highways to their current state. Now, there have been comments about the current state of the roads.

01:09:54:27 - 01:10:25:28

Unknown

But clearly there will be considerable impact of the movement of vehicles, not just on the surface itself, also on the verges. Now the verges of the roads, bank road and Lawson Lane, not to mention all the other road traffic and to be used are in a unacceptable state, and any movement of large vehicles is going to impact these verges considerably.

01:10:26:00 - 01:11:12:06

Unknown

And so I'd like to hear a program about restoring the verges in order to improve the quality of the highways for for residents. That's my point. Thank you, sir. Thank you. Yes. Just in terms of the inclusion of Bank Road, that was my expectation. That was a secondary construction access using other which would be included. I think some of the issues you've mentioned in terms of management of traffic will be covered and will wait to hear the applicant's presentation on that in terms of restoring road and Fed services.

01:11:12:08 - 01:12:07:00

Unknown

So that will be subject to some adoption plan subsequently before the local authority take adoption role. Okay. Moving on to the gentleman to my left, you and Andrew Swarbrick, local resident for over 40, is a regular user of the roads that we've been talking about and I'd like to just draw attention and ask a few points, a clarification about a few points that we just heard and Station Road we heard that it varies in width, but we were told that it was largely straight.

01:12:07:03 - 01:12:36:24

Unknown

It actually has several bends in it, as we could see on the map that was displayed earlier. And as you come round these bends, if you meet a large vehicle, you have to move right over to the side. I'm not sure that that was fully brought out in either detached footage or what we heard the act, the principal access to the sites.

01:12:36:26 - 01:13:40:06

Unknown

I think it was Jonathan Tennant who mentioned that it's a difficult bend, although we've being told how many movements are expected during the working day. I wouldn't like to draw attention to it. If they're using the existing access, that's not a very acute angle and as Jonathan said, goes down a fairly steep slope there. Whilst we've heard the expression the swept path is available, what we haven't, however, don't think, is how long it would take an HGV to maneuver at such a difficult acute junction and therefore how long the disruption is going to be for each time the vehicle enters or leaves the site.

01:13:40:09 - 01:14:17:18

Unknown

And also that very access point is itself on a blind corner. So we although reference is made to the intention to signage, there and we were told that visibility is okay, I respectfully wish to

disagree with that. If you are coming either from the A20 or from the village, you can't see round the bend to see what's coming.

01:14:17:20 - 01:14:54:06

Unknown

We were also told that the access to the southeast fields will use just a small portion of gold. Well, Lane, as Linda Harmon says, it's virtually the whole of gold with light. And how long will it take for an escort vehicle to escort construction traffic? That really quite long stretch of go well lane because however long it takes, that's the length of time other traffic will be disrupted for.

01:14:54:09 - 01:15:29:11

Unknown

And finally on this point and although we've been told how many traffic movements I expected along Station Road and much has been made of the mitigation provided by the internal haulage and the internal Holy Trinity South East Cross Station Road before the junctions of Halliwell Lane and Gold Lane and Station Road and those two other lanes, all the main access routes into.

01:15:29:12 - 01:16:09:16

Unknown

ALLINGTON So how many crossings of on Station Road are anticipated? Because that presumably isn't the same as the number of HGV movement in and out of the sites. All the all in all, I, I feel that there will be very considerable disruption to access to and from the village throughout the construction period. Thank you Mr.. Sort of give the public an opportunity to come back.

01:16:09:16 - 01:16:44:19

Unknown

We'll just hear from Mrs. Powell. So thank you very much for the opportunity to speak just for clarity, I'm here alongside colleagues from Kent County Council, although I have to say am disappointed that nobody from KCC Highways Department is here today. And I've made that view clear to senior officers at KCC. But I want to make it clear that I'm speaking as the local elected representative of the residents of both Goldington, Amazon and surrounding villages.

01:16:44:22 - 01:17:06:05

Unknown

And I'm voicing some concerns which have been raised with me ever since this proposal was put forward and which I think further illustrates why this is a totally location for an installation of this kind. I'm just going to talk about the A20 specifically, and I'm very conscious what you said, Mr. Sort at the start about not repeating arguments that have already been made.

01:17:06:07 - 01:17:32:24

Unknown

But I will just say that as the County Councilor for this division over the last eight years, I think I've received more complaints and concerns about the A20 and its junctions around miles and village than just about every other local highways issue combined. And I represent 16 parishes altogether in the Ashford Borough. The Smith Cross roads in particular stands out as a notorious hotspot.

01:17:32:27 - 01:17:57:21

Unknown

I do welcome its inclusion now in the highways investigation process due to its troubled and struggling crash record, it is a constant source of concern for residents and I spoke only recently to somebody whose friend had died there. I support everything, Mr. Tennant said, and he explained it very clearly. So I've deleted quite a lot of my notes because I won't go into all that.

01:17:57:24 - 01:18:26:04

Unknown

All of those those those detailed issues. I would just emphasize that the a20 has a 60 mile an hour speed limit, not always observed. Of course, it's a very straight road at this point and that already makes it very challenging for vehicles to emerge safely into a flow of fast and heavy traffic. And it's not so much about the increase, the volume and the increase in numbers.

01:18:26:06 - 01:18:58:20

Unknown

That's the concern. But construction related HGV maneuvering onto and off the a20, I think will inevitably increase the risk. And just to illustrate the risk, the school bus that takes children from those villages to Ashford schools has recently stopped letting the children off on the a20 because the bus company themselves are just concerned about the safety on that road.

01:18:58:22 - 01:19:28:27

Unknown

The the footage that we saw, yeah, it was taken in the middle of the afternoon at the height of summer during the school holidays, conditions were dry. I would like to see footage during the winter because if this is a 12 month construction phase, then it will run over the winter inevitably, then it to my mind there will be vehicle vehicles traveling about during the dark and the working hours apparently 8 a.m. to 6 p.m..

01:19:28:29 - 01:19:54:13

Unknown

So there's this there's a got to be some implications there for safety. I wasn't I wasn't expecting the minibus issue to come up in this section. I thought it would be the next item. But as has been mentioned, I'll just say a couple of words on that if I may. It's a commendable idea, but as I see highways, as noted, it is ambitious.

01:19:54:15 - 01:20:29:22

Unknown

That's what they use. It would require a significant number of minibuses or minibuses making multiple trips to and from, I presume, Ashford Town, which if anybody knows Ashford these days, peak times can be very congested. This pick up point in Ashford Town Center may not be convenient for all the workers, so there will inevitably be some reliance on private vehicles, even if 75% of the workers use the minibuses as proposed.

01:20:29:24 - 01:21:03:12

Unknown

This still leaves around 50 people commuting by car. And while car sharing may offset some of this traffic, it seems to me to be a substantial increase in vehicle movements. So I just finally say that to my mind, protecting the road users, maintaining traffic flow, safeguarding our rural routes are critical and the construction periods, temporary nature does not diminish the risks to safety and the potential for huge inconvenience to local residents and disruption to businesses.

01:21:03:15 - 01:21:26:24

Unknown

I'll leave it there. Thank you. I think everyone in the room has spoken. You just cannot trust Microsoft teams. Anyone wish to comment it? Would you like that? And just the self?

01:21:26:26 - 01:21:57:13

Unknown



Yes. Good morning. I'm Kate Beswick on the rights of way improvements officer countryside Access Officers Kent County Council. I think my main points will be covered in the next item, but I'd like to make a point regarding the road use for this item and that is that the use by non-motorised traffic, i.e. pedestrians, walkers and indeed equestrians has been raised should also be taken into account from point of view of the traffic impact.

01:21:57:16 - 01:22:50:06

Unknown

And whilst obviously again within all representations I've stated that we've been engaging with the applicant over the past few years, I would still raised concern regarding the Non-Motorized traffic use, for instance. Coldwell Lane There are two public rights of way that connect across Coldwell Lane, which obviously will have an impact regardless of any management put in place and from the point of view of cyclists, equestrians etc., the amount of traffic proposed for the construction period, again, as points have been made, many busses, be it HGV any extra traffic on rural lanes will have a significant impact on non vehicle traffic use of these lights.

01:22:50:08 - 01:22:56:24

Unknown

Thank you. Thank you for that anyway. I don't sometimes.