



Hearing Transcript

| | |
|-----------------|--|
| Project: | Stonestreet Green Solar |
| Hearing: | Issue Specific Hearing 2 (ISH2) – Part 2 |
| Date: | 21 November 2024 |

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

It is not a verbatim text of what was said at the above hearing. The content was produced using artificial intelligence voice to text software. It may, therefore, include errors and should be assumed to be unedited.

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

00:00:00:00 - 00:00:27:08

Unknown

Okay. Thank you for that. Anyway, I don't sometimes. In which case I'll invite the applicant to come back. Acknowledge that some of the issues you may be covering on the next agenda item. So you may wish to leave with. Thank you. Yes. You've got to get to the act, and I'll do that. And some of the items. So I'm going to start off.

00:00:27:08 - 00:00:59:09

Unknown

I'm going to ask Mr. Stott up to cover a few items as well. So the applicant, of course, acknowledges the concerns raised today and in writing that the applicant does consider based on the technical evidence and all they have to produce that they, they what is proposed, including the significant embedded mitigation of the internal haulage road, along with the other measures proposed, do address those issues satisfactorily and in accordance with policy and in accordance with the professional officer's account.

00:00:59:09 - 00:01:32:05

Unknown

The County Council's Advice. One overarching point I just wanted to mention it, sir, I think we say it is important to keep in mind the the numbers and duration that we're talking about. So Station Road, Mr. Stoddart said. Two HGV trips per hour in each direction over only a 12 month construction period. Gold Cardwell Lane. The numbers are lower still five month construction period, one round trip and that's tractor and trailer.

00:01:32:07 - 00:01:58:10

Unknown

So again, that's per hour and the church lane going the northern section of church lane going to the existing selling substation it's even lower still it's a two month period to extend the substation less than ten vehicles per day. So important, we say, to keep those in perspective. So that's an overarching response in a few matters. The list I'm going to ask Mr. Stott out to comment briefly.

00:01:58:13 - 00:02:41:15

Unknown

He will fill more detail in writing, but Mr. Stott, I think you could briefly cover the following matters. Smith Cross roads. The suggestion by Councilor Harman of traffic displacement and another suggestion raised of perhaps delay to vehicles in the village. Thirdly, how the bank rate crossing will operate. And fourthly, and finally, levels of usage on lanes. LANE Just before you do

that, I'll say as you anticipate it, in fact, I'm going to ask Mr. Humphrey under the next agenda item to deal with use of the byway, including use by walkers and equestrian use.

00:02:41:17 - 00:03:11:29

Unknown

So Mr. Stoddart, could you deal with those for some time? Yes. So ask me to cross roads. Yes. The applicant recognizes that there are concerns by members of the public. We've obviously discussed the matter with Kent County Council and its role as a local highway authority. We're responsible for the safety of the highway network. We've already mentioned that the construction traffic will only be added on to the western arm of the A20 and southern arm, which is station Road.

00:03:12:02 - 00:03:39:06

Unknown

Both arms have good will, excellent availability, excellent visibility. So both for vehicles turning right into Station Road, vehicles, approaching a vehicle, turning the right answer, Station Road and vehicles approaching, approaching a vehicle, turning right in both directions on the a20. So visibility turning out of Station Road. Again, the construction traffic will only be turning left at Station Road.

00:03:39:08 - 00:04:16:27

Unknown

There's also a hot, overrun area. So there's the corners essentially made wider to allow larger vehicles to make that turn with greater ease. So again, the visibility is excellent. Setting out the level of visibility actually accords with the design manual for roads and bridges, which is the national guidance document for designing on motorways and trunk roads. The A20 is neither of those, but applying those standards as a worst case, the level of visibility accords with the requisite stopping sight distance for 460 mile per hour roads, which is 250 meters.

00:04:16:27 - 00:04:47:13

Unknown

So the level of visibility is actually in excess of that. We have already mentioned that there's various measures already in place as reduce speed. Now signage, there's the cross roads have warning signage on yellow highlighting backgrounds. They're on both the A20 and on Station Road. We've already spoken about how the Ghost Island can accommodate three six meter long articulated lorries or eight cars.

00:04:47:13 - 00:05:23:09

Unknown

We're not in blocking the movements brief we touched on earlier, but briefly touched on earlier about collision data that we obtained from Kent County Council. So we considered a six year period, which was the period between the 1st of April 2017 and the 31st of March 2023, and that data only, as already pointed out, it does only include reported accidents which may have involved injury to someone.

00:05:23:15 - 00:05:53:13

Unknown

It doesn't include damage, only accidents. It's rare for high rises to isolate supply that data to us. I mean, we can ask the question to KCC if they do have that data, but normally we would only be provided with slight but serious or fatal accidents. In that six year period. There were no fatal accidents, thankfully. So there was When you work it out on a year by year basis, it's an average of 1.16 collisions per year.

00:05:53:13 - 00:06:14:07

Unknown

So potentially I wouldn't consider that to be a high figure given the volume of traffic that uses the a20. So there was it was one serious accident in that six year period and that was a vehicle pulling out of Church Road when it was not safe to do so. Church Road doesn't form part of the construction traffic routes.

00:06:14:14 - 00:06:43:13

Unknown

The project will not add any traffic to Church Road. There are five slight accidents in that six year period and they were collisions between two cars and I'm sorry, five collisions between two cars on the other. That was a motor involved the motorcycle attempting to overtake two cars. So there's no haulage vehicles involved in any of the accidents.

00:06:43:15 - 00:07:20:28

Unknown

And as we mentioned, the construction traffic is only forecast to add up to two vehicles per hour turning right into stationary on the stage and then turning left out. And I think it's also important to acknowledge that the HGV drivers who will be delivering and departing from the primary construction access, they're going to be qualified professional drivers who are subject to more rigorous testing and monitoring than the typical non HGV qualified driver.

00:07:21:01 - 00:08:07:04

Unknown

And just to reiterate, KCC Highways acknowledge that the impacts that we've had on the junction is acceptable, he said. Thank you. The next the other ones if you could just touch on suggestion of traffic displays until July due to what's proposed and briefly how the background crossing will operate and the lane usage. Yes, so, so there was mentioned earlier about essential for traffic to be displaced to obviously avoid construction traffic at the crossing points and turning in and out of the primary sites access the primary sites access itself.

00:08:07:06 - 00:08:32:03

Unknown

The construction traffic will only be turning left in so that traffic will have rights of way. So any vehicles following that left turning traffic will just have to slow down as as it would for any vehicle turning into a driveway or into another side road on the same vehicle would turn would be turning right out. So those vehicles would obviously wait until it was safe to do so.

00:08:32:05 - 00:09:04:22

Unknown

Again, the level of visibility at the junction, we've confirmed the speeds of the traffic on that section of Station Road when we've designed for visibility, we based the designs on what we call 80 percentile speed. So rather than average speed, it's the upper range of speeds. So those speeds, if I can give you the figure, which is it's on on the access drawing, which is P 20 203400 on the zero one.

00:09:04:24 - 00:09:54:13

Unknown

So the 85th percentile speeds were 43.5 miles per hour. And again, we've used national design guidance to design the visibility splays shown on the drawing. So it's the design manual for roads and bridges, again applicable to trunk roads and motorways. Station Road is neither, but it is the most outlandish design guidance available in terms of the length required so that those visibility splay lengths are achievable in both directions and addressing the crossing points, there's actually a station road crossing point and we do provide a an estimate for how long it will actually take construction traffic to cross Station Road, which is in the the Traffic and access chapter.

00:09:54:16 - 00:10:27:09

Unknown

And we suggested a figure of 20 seconds. I'd say it's a conservative figure to actually and the crossings would be controlled by banks and potentially with stop go signage or potentially traffic signals if needed, realistically to stop go sign. It should be sufficient. The banks men will obviously look up and down the road. If it's safe, it's clear then they will release the truck to do it and try to get the tractor trailer vehicle to cross Station Road down near the crossing points.

00:10:27:11 - 00:10:59:06

Unknown

And yes, realistically, it should take no longer than 20 seconds. But as I say, that is probably a overestimate. So I don't see traffic. I'm actually actively rerouting to avoid those those sections. To reiterate again, we're not adding any traffic to the southern section, the narrow section of Church Lane. There will be a crossing point in place for the two month construction period for the cable connection.

00:10:59:09 - 00:11:36:12

Unknown

So, yes, I don't see any any need for traffic to be displaced specifically. Yes. Yeah, we do make the point in the Yes chapter as well. So it's it's paragraph 13.7 .343323, four. So just to read, that's the primary site access that we left and left out only. So the only delay to the uses of the main road at these locations directly caused by the construction suffered as a result of the construction traffic slowing down to make a left turn.

00:11:36:12 - 00:12:07:07

Unknown

And as I mentioned earlier, and then the traffic approaching site. So yeah, we acknowledge that there may be short term delays caused of the two points where the internal Holy Cross the public highway but is necessary from a highway safety perspective. I would manage traffic management should be employed and no delay is anticipated. The construction traffic crossing the byway, all those lane as they are very likely traffic.

00:12:07:10 - 00:12:36:17

Unknown

I think we will probably come onto those in the next session, sir, but yet to the boat. I want to talk about the boat now. Actually, we leave that until later on, but obviously Lois Lane is is very lightly traffic. So again, when a vehicle when a construction vehicle is waiting to cross the banks, men will they look out and they will only allow that vehicle to cross when Lois Lane is clear, which from my experience of driving down, that is very likely traffic.

00:12:36:17 - 00:13:11:07

Unknown

So it will be clear for you that considerable length of time. Thank you. Thank you, sir. Those points in response. Okay. Thank you for that information. As I said, some of the issues raised by the interested parties in this hearing may well be addressed in traffic management item, which is I'm going to move on to next, if I could ask the applicant explains the overall approach to traffic management.

00:13:11:09 - 00:13:46:13

Unknown

And just picking up on an issue Councilor Bell raised about possible management of construction traffic in the hours of darkness as well. So thank you. So Mr. Scott again is going to give an outline presentation of that traffic management proposals in response to gender item four and then seamlessly, hopefully Mr. Humphry will then come in and discuss interrelationship so far as there is with public rights of way.

00:13:46:13 - 00:14:17:13

Unknown

So, Mr. Stoddart, if you could start, please. So the outline Construction Traffic Management plan, which is document reference, AP 154, which will be secured by requirement seven on the draft DCO expresses the applicant's commitments in managing construction traffic on the highway network within the vicinity of the order limits during the construction period of project in order to minimize any potential disruptions and implications on the wider highway network and on existing road users.

00:14:17:15 - 00:14:43:04

Unknown

The outline decommissioning Traffic Management Plan, which is document reference AP 158 commits to the same during the decommissioning stage. So the outline construction traffic management plan sets out the proposal, the proposals to manage freight traffic as well as staff vehicles, both Kent County Council highways and national highways were consulted as part of the outline construction and management plan.

00:14:43:06 - 00:15:13:13

Unknown

So detailed steps will be prepared for each phase of the each phase of construction for approval by Ashford Borough Council in consultation with the relevant Highway Authority. The detail copy will remain in place for the 12 months, the construction settlement, duration of the

construction period. The appointed principal contractor will be responsible for working in accordance with the controls outlined within the outline camp and in the detail.

00:15:13:13 - 00:15:47:06

Unknown

Seaton Take the overall responsibility for implementation of the detail complete will lie with the appointed contractor as a contractual responsibility to the undertaker as defined in the draft development consent order with AP 015 as the Undertaker is ultimately responsible for compliance with the DCO. The main objectives of the outline CTP are to minimize the volume of construction traffic for the project as far as reasonably practicable.

00:15:47:09 - 00:16:19:06

Unknown

Practicable, particularly during the local network peaks to minimize the impact on the highway network and to ensure that the movements of people and materials associated with the construction of the project are achieved in a safe, efficient, timely and sustainable manner. As far as it reasonably practicable, minimize the constraints imposed on ensure efficient management of the property rights of way network within the order limits during the construction phase of the project as reasonably practicable.

00:16:19:06 - 00:16:51:22

Unknown

As far as reasonably practicable. Ensure the ongoing monitoring review and if necessary, revision of the detail seating base. The outline CTP includes a mixture of measures that are relatively standard practice for developments of this scale and nature, along with more bespoke measures to address local circumstances, the principal contractor will seek the agreement of KCC Street Works Team regarding the measures prior to commencement of construction.

00:16:51:24 - 00:17:22:16

Unknown

The measures are presented in Section six of the outline Construction Traffic Management Plan and they are summarized as follows So public rights of way use A safety management will be a ten mile per hour speed limit within the site and temporary five mile per hour speed limit for project vehicles at the primary sites access internal haulage road crossing points with public rights of way and along the shared section with footpath a474 at the Golden Lane access.

00:17:22:18 - 00:17:53:23

Unknown

Appropriate warning signage is to be installed along the affected affected public right away warning both right of way users and project traffic along with information on construction times and contact details for public liaison officer. Construction traffic will be instructed to give give way to put it right away. Users safety measures to be implemented at progress away construction traffic crossing points including but not limited to additional signage.

00:17:53:23 - 00:18:19:21

Unknown

Banks and escort vehicles for the rights of way to be kept clear of construction vehicles and apparatus outside of permitted construction hours. So as far as reasonably practicable, any damage to the public right of way is to be repaired as soon as possible. Exploration of opportunities to schedule deliveries in a way to minimize impact on the public right of way will be explored.

00:18:19:23 - 00:18:49:20

Unknown

A public rights away buffer zone Denmark, demarcated by temporary barrier fencing to be used as a force for to keep public lights away users and construction traffic separate and the principal contractor is to engage with local residents, businesses, schools, run Rambler groups and Kent County Council prior to commencement and during key stages of the construction period in terms of highway safety management.

00:18:49:22 - 00:19:19:24

Unknown

But the coordination of deliveries by heavy goods, vehicles are to be timed to avoid drop off and pickup times at the lookout school. On the traditional network peak hours. Similar arrangements will be made at the to a lane access to avoid the drop off and pick up times for Arlington Primary School. Temporary warning signage is to be installed on the construction traffic routes to both direct construction traffic and warn general traffic of its presence in temporary traffic management such as banks.

00:19:19:24 - 00:19:41:04

Unknown

When signage or temporary traffic signals are to be used at the points where the construction traffic will interact with the highway to Calder Lane. Specific measures. Escort vehicles are to be used to help construction traffic to navigate the bend on Golden Lane. Temporary traffic lights or stop go boats will be used during the laying of the underground cables.

00:19:41:04 - 00:20:08:09

Unknown

Quango Grant Lane Well, the measures include coordination of deliveries to minimize disruption to local residents, businesses and schools. An on site delivery manager will be appointed. Condition surveys are to be undertaken at Pre-Commencement post construction and at regular intervals in between to ensure that any damage to the highway or rights of way networks caused by the project is repaired and made good in a timely manner.

00:20:08:11 - 00:20:34:25

Unknown

And to Kent County Council's satisfaction at cost to the undertaking. The construction site manager will engage with local residents, businesses and schools prior to the commencement of construction and during key stages of construction. The details of the construction site manager will be provided to Kent County Council in advance of any works. The details will also be provided on a board the site accesses.

00:20:34:28 - 00:21:08:13

Unknown

The principal contractor will operate using best working practices, including the considerate constructor scheme and its code of considerate practice wheel and underbody vehicle washing facilities will be provided within the primary construction compound. Primary site access to minimize the spillover of any debris generated by the construction works. The ground protection mapping AP, the internal haulage road crossing points and up the Goldman lane accesses will be kept clean, negating the need for vehicle washing.

00:21:08:13 - 00:21:35:05

Unknown

At this point, the main street sweeper will also be deployed. The construction site manager will log any unforeseen, unforeseen issues that arise in relation to construction vehicle movement. If necessary, these issues will be discussed with Kent County Council so that they can be resolved. Specific monitoring will include collision monitoring, particularly at the Smith Cross roads, but also along all sections of the construction traffic route.

00:21:35:05 - 00:22:02:23

Unknown

On the crossing points, adherence to an agreed rating strategy and road safety to be monitored on Station Road from the a20 high road to the primary site. Access on Golden Lane between the station or crossing points on the Golden Lane access a public highway and public rights of way crossing points for the internal haulage road at the church lane crossing point up the right of way in proximity to the holy truck.

00:22:02:25 - 00:22:29:15

Unknown

The monitoring information will be reviewed to inform and adjust the measures implemented under the detailed CTP as necessary. The detailed CTP will be issued by the principal contractor to all contractors and suppliers. Drivers will be briefed on the requirements, including the booking system, designated group and expected driver behavior. The detailed CTP will be enforced by the principal contractor.

00:22:29:17 - 00:22:57:18

Unknown

Warnings will be issued to any contractors or suppliers who fail to adhere to the requirements. Repeated failure will result in warning notices for further action will be taken if required. The principal contractor will liaise with Kent County Council, both highways and the rights of way national highways on a regular basis, as agreed in the detailed CTP to ensure that the practices employed continue to be acceptable to the highway authorities.

00:22:57:20 - 00:23:40:05

Unknown

Kent County Council and National Highways consent with the Outline Construction Traffic Management Plan or outline Decommissioning Traffic Management Plan. Ashford Borough Council will consult with the applicable Highway Authority covering highways within the CTP or TCAP submitted for approval. Thank you, sir. Thank you. So time to Mr. Humphrey, and I think Mr. Humphrey's got it a rights of way plan to go, which are application documents which can be put on screen just to orientate ourselves reasoning.

00:23:40:07 - 00:24:02:27

Unknown

Thank you, Mike Humphrey for the applicant and sites recognized as containing and being set within a dense network of public rights of way and policy terms. It's acknowledged in the national policy statement in three paragraph 2.10 .41 that solar schemes may require public rights of way to be diverted or closed, deliver the renewable energy benefits of such schemes.

00:24:03:03 - 00:24:51:09

Unknown

It states that public rights of way may need to be temporarily closed or diverted to enable construction. However, applicants should keep as far as practical and safe, all public rights of way across the proposed development site open during construction and protect uses where a public right of way borders or crosses the site. You the applicant considers that what's proposed complies with and is supported by this policy through the provisions within the draft development consent order as 004 and the outline rights of way and Access Strategy App 160 to ensure that the network retains connectivity with as little disruption as practicable of particular importance in achieving this paragraph 6.1.2 of the outline rights of way and

00:24:51:09 - 00:25:37:09

Unknown

Access Strategy app 160 confirms that no public right of way will be permanently closed during the construction or decommissioning phase without a suitable alternative in place, which in most cases for the construction phase would be the proposed alternative public right of way for the operational base. And this is secured by part four, Article 18 in the draft Development consent order series, or for which requires the Highway Authority to confirm the replacement rate has been provided to its reasonable satisfaction and assessment of the effect of the construction phase on public rights of way and property rights of way uses has been undertaken across two chapters of the environment Statement focusing on the networks connectivity essential for

00:25:37:11 - 00:26:29:25

Unknown

reference of communities, pedestrian delay and amenity fear and intimidation and pedestrian safety. The network during the construction and decommissioning phase and this is set out within s volume t Chapter 12 Socio economic 008 and S Volume T, Chapter 13 Traffic and Access s009 and I both have concluded that which public right away and the users will experience change during the construction phase, but the effects are not considered significant as a result of the embedded mitigation and in several cases are negligible During the construction phase, several existing public rights of way or new fleet or replacement public rights of way to be put in place to divert existing public rights of way would either be intimately

00:26:29:25 - 00:27:20:18

Unknown

crossed or run adjacent to construction routes or compounds, and as such, may interact with construction vehicles during the construction phase. For reference, these are listed at paragraph 12 .7.2 for the following volume T Chapter 12 Socio economic as 008 and their

responses. I'll talk through these on the on the plans we've got on screen. So on sheet three, if you can navigate to that one.

00:27:20:21 - 00:27:57:11

Unknown

Thank you. The proposed diversion 480 431 which runs adjacent to the main internal construction haulage road from the site entrance on Station Road, a Belco lane with crossings to the south Field 25 and the west Field 24. Also on sheet three, the proposed extension to 80 657, which are referred to and 80 657, which would be crossed by an internal construction haulage road before its conference with the diverted 80 431 to the west of the 24.

00:27:57:13 - 00:29:00:19

Unknown

Also on sheet three public right of way new seven also referred to as seven, which runs adjacent to the main internal construction haulage road on the west side of Station Road will line moving up to sheet T the proposed diversion for 8378 runs through the internal construction haulage for a short distance on the west side of the junction with Cocoa Lane, Taylor Lane moving onto sheet for the proposed diversion, 484 or five four runs through an internal construction route for a short distance on the east side of field 20 and 8474, which runs adjacent to an internal construction rate from Gobo Lane, south of Field 20.

00:29:00:21 - 00:29:46:02

Unknown

And then finally on sheet one space 80 396, which is open for traffic, which will be cleared and maintained, is crossed by construction access intermittently, as has been discussed, Section two of the Outline Construction Traffic Management Plan AP 154 details the measures implemented to manage the effects on these routes and their uses. Mr. Stoddart mentioned some of these, but I think it's worth reiterating in the context of public rights of way uses the temporary traffic lights or stop Gable This will be used at the four locations where the internal haulage road crosses public rights of way.

00:29:46:04 - 00:30:25:22

Unknown

And if by wait until traffic is provisionally agreed with Kent County Council during pre-application discussions, speed limits will be limited to ten miles per hour within the site for project vehicles and a temporary five mile an hour speed limit for project vehicles at the primary site. Access internal haulage road crossing points with property rights of way and along the shared section with A470 for at the Gogo Lane access appropriate signage will be installed along the public rights of way to make public right of way users aware of the construction

activity and to remind construction drivers of the presence of pedestrians and non-motorised users.

00:30:25:25 - 00:30:51:06

Unknown

This will include information on construction times, details of contact and public liaison activities. Construction traffic drivers will be required to stop and give way to any public price aware user. The safety measures will be employed on the construction traffic to protect pedestrians and other non-motorised users. Crossing public rights of way include but will not be limited to traditional signage.

00:30:51:06 - 00:31:14:20

Unknown

Banks, bend marshals and escort vehicles. As has been mentioned, public rights of way will be kept clear of construction vehicles and operating outside of permitted construction hours insofar as reasonably practicable, and any damage surface of public rights of way caused by the construction traffic will be repaired as soon as practicable. Linked to that, a pre-commencement condition survey will be undertaken.

00:31:14:20 - 00:31:59:16

Unknown

Wellington Internal haulage road will cross the public highway or the byway until traffic or any public rights of way to the internal haulage rate crossing points and at the shared section of 8474 and any defects arising would be rectified at the cost of the undertaker. Additionally, Section 8.2 of the outline rights of way and Access strategy 8160 confirmed 80 396 the byway open to all traffic would be cleared and maintained during the construction and operational period.

00:31:59:19 - 00:32:29:10

Unknown

The principal contractor will engage with local residents, businesses, schools, working groups and the County Council prior to commencement and during key stages of the construction period. Advising on the works involved, duration of development, unnecessary contact information. It is noted that there are some rights within the property rights of way network across the site that are likely to be more sensitive to change as a result of their location, usage levels and proximity to construction rates.

00:32:29:12 - 00:32:58:13

Unknown

Principally 8474 is clearly the most well-used and sensitive route based on engagement with local communities in Kent County Council, it runs along the site access to the works area for 2021 and 22 for a short distance. This route was surveyed at survey locations, three within figure within figures to support the environment. The Statement of Chapter 13 Document Reference Paper 056.

00:32:58:15 - 00:33:42:05

Unknown

The route arguably offers the greatest connectivity of the library as it connects Gogo Lane to Church Lane and is the closest public right of way in the study area to Ellington, it was the busiest location surveyed with an average of 26 one way trips per day set out within the IS volume three, Chapter 13, Figure 13.3, which sets out the daily public rights of way trips in terms of the construction traffic use of this rate up to eight two way peak construction trips increases inclusive of two heavy vehicles, a full cost of travel along the road lane and into fields 20 to 22, equivalent to around one every 7.5 minutes.

00:33:42:07 - 00:34:19:08

Unknown

The length of a47 for between 12 and 20 is around 170 meters. And to walk this distance at a leisurely pace would take around one minute, making escape the conflict on this route very limited nonetheless in terms of specific management. 484 seven for as I mentioned, a temporary five mile an hour speed limit with associated signage. Construction vehicles will be provided at the access and along the shared section with A470 and the internal haulage Crescent points, escort vehicles such as quad bikes and or vehicle marshals.

00:34:19:12 - 00:35:04:16

Unknown

Lookouts will be used where construction traffic will cross the public right of way within the site to ensure pedestrian and non-motorised use safety and actively manage any potential conflict or interaction. As has been mentioned, a public right of way buffer zone of eight meters will be demarcated by temporary barrier fencing and that will be provided at the go for lane access to keep uses of a47 foot and construction vehicles accessing that southeastern area of park and a vehicle marshaling will be made aware of the construction related traffic movements prior to a vehicle's arrival and departure, and warn passing pedestrians of the pending movement is noted that the applicant has committed to ensuring all replacement diversion

00:35:04:16 - 00:35:35:29

Unknown

and importantly, new and enhanced property rights of way will be implemented during the construction phase, but before the operational phase and in some cases these will provide benefits in terms of taking walkers off the highway. For example, the provision of new park and seven hopes to reduce the need to cross the Cross Station road. The replacement of 8370 takes uses of section of Bank Road and a new and six takes users away from traffic on a shared driveway with hundred four.

00:35:36:01 - 00:36:21:01

Unknown

Additionally, the project will offer new and alternative routes for connectivity and recreational use across the site. For example, F and T, three and eight and 86, five, seven and 84, five seven. In the north east part of the site. The benefit of these routes is in supporting wider aims in terms of connectivity, including providing an increased range of alternative routes across the site, new routes within the solar panel area and three areas now not used to solar panels in the northern part of the site and providing new circular and riverside walks for short distance and onward connectivity improvements in terms of dealing with potential unforeseen issues during the construction phase, it's noted that the outline

00:36:21:01 - 00:36:52:15

Unknown

Construction Environmental Management Plan, AP 153 sets out the roles and responsibilities of the undertaking and principal contractor, which includes establishing and maintaining community relations and the development of a formal complaints procedure, as agreed with Ashford Borough Council, along with the provision of monthly environmental monitoring reports. This will include the identification and resolution of any issues related to construction effects on public rights of way.

00:36:52:17 - 00:38:00:03

Unknown

Thank. Thank you. So that's the presentation for the applicant on that agenda item. Thank you. Did you touch upon construction management? 10 hours of darkness. That tiny right. You didn't turned to my left just so. Yes. I will come back in more detail in writing but in terms of outline that the construction environmental management plan talks about deals with lighting on site and that will include lighting so far as is necessary at the accesses.

00:38:00:06 - 00:38:25:07

Unknown

So it's a combination of the construction traffic management plan and the Construction Environmental management plan, because it's at the interface between the site and the

highway. So and that's the outline plan, not state to be worked up in further detail in accordance with the approval of the discharging authority in the detailed construction environmental Management Plan. Okay, thank you.

00:38:25:07 - 00:39:00:01

Unknown

Let that be submitted by it. Well, it seems to it may be already sufficiently covered in the the outline construction, environmental plan you already have. So we will check that provide an answer in writing. In any event, if it's not, then we will provide an amendment. Okay. Thank you. I'll now ask a few questions of the applicant before going round to the room, asking other interested parties for comments and questions.

00:39:00:03 - 00:39:51:21

Unknown

So Mr. Start and Mr. Humphrys referred to public rights of way as part of their presentations. I note in paragraph 13 .6.3, one of Chapter 13 of the environmental statement Traffic and Access. Yes. 009 refers to Pre-Commencement Conditions survey and that would be undertaken by the internal hall to try to cross public highways and public rights away. I note that any defects arising as part of the construction activity would be rectified at the cost of the applicant.

00:39:51:23 - 00:40:26:28

Unknown

I just wanted a bit more detail about the PRE-COMMENCEMENT survey so that would be shared with what time period take. I think it should include written descriptions, photographs, positions on the map for each survey point alongside details of who would be responsible for carrying out the work. Ask the applicant to confirm, clarify that. So yes, like I said.

00:40:26:29 - 00:41:03:05

Unknown

So yeah, it's yes. Section 6.6 of the outline seating pay off choice are either so that that's that that section sets out how the outer condition survey will be undertaken. So as we touched on, it's the locations where the internal haulage road or construction activities will cross any highway or right of way, including the church lane crossing on the section adjacent to a force of four.

00:41:03:08 - 00:41:25:17

Unknown

So a representative of Kent County Council will be invited to attend the survey first hand. So that will give them the opportunity to obviously witness the conditions themselves. So if main highway works are required, make clear that in relation to the primary side access and the Golden Lane access is then detailed design drawings will then be shared with Kent County Council's Street Works team.

00:41:25:19 - 00:42:31:13

Unknown

And those surveys will be repeated post-construction and set intervals. Okay, Thank you. Paragraphs 4.3 and 4.4 of the Outline Construction Transport Management Plan, which is document AP 155 refers to heavy goods, vehicles and abnormal load. Is it possible to give an indication of weight and size of these vehicles at this stage? Or conversely, is there a weight limit data to be included as a restriction and the truck development consent order statement?

00:42:31:15 - 00:43:01:12

Unknown

Yes, it is due to the weight of the transformer units potentially. I understand, may be a specification sheet, which we can give you a more precise answer so we can provide that and we can then explain at the same time, I think hopefully why we consider we don't currently as we don't need any further controls, but obviously having put that forward, we can come back on that more detail.

00:43:01:14 - 00:43:47:15

Unknown

Thank you. In paragraph 2.18 of that outline, rights of Way and Access strategy refers to rates where plans figures 3.13.2, which are in the examination library at p045, touched on this again yesterday. It would help here that we can provide some sort of phasing plan for the proposed right and way it works and confirm whether any point during the construction phase where a public right of way would be unavailable for four to reclaim placement is ready for use.

00:43:47:15 - 00:44:22:00

Unknown

I think you have touched on this in your presentation once suggested here it would be preferable before right that we have stopped up. Its replacement is provided and is open or ready to be opened for use. Public are not at a disadvantage. Yes, there is certainly that existing can find a commitment in the DCI to ensure substitutes are provided before any diversion type any stopping up takes place.

00:44:22:02 - 00:45:01:24

Unknown

So in terms of the phasing and we've already got the action point to provide some further detail on on phasing generally. And so it seems to me we can incorporate within that action point further detail on how that will work and hence copyright the phasing as well as acceptable. Thank you. My next question relates to management of site compounds and I can't find any layout indicate how either the primary or the secondary site compounds are going to be laid out.

00:45:01:26 - 00:45:42:17

Unknown

Could that be provided as some additional detail to the application place? Yes. The answer is yes, it could. And just for clarity as well, about the moment you may not see already seen, it's in the works. Plans showing where the compounds are are to be. They should have the outline of the compounds, the two primary and four secondary compounds in terms of providing a site to further lay out how those compounds would work, then we can yes, we can certainly take that away and see what we can provide.

00:45:42:20 - 00:46:30:05

Unknown

Key in relation to the current secondary construction compound in Field nine, the workplan sheet one five illustrates these fields and they are located immediately adjacent to work and farm in close proximity to residential properties on Forest Lane and referring back to Chapter 14 of the environmental statement and I know you sleep zero three at table 14.15 provides a construction relating to a number of noise sensitive receptors within each magnitude of impact zone.

00:46:30:07 - 00:47:12:08

Unknown

It said that there would be no high, medium low impact for secondary construction compounds. So two, don't to me don't marry up in terms of field nine being so close to a working farm and resident properties. Yes, I'm familiar with the area you're referring to saying it seems that would be something principally for the noise expert to explain how that conclusion has been arrived at and it is robust and it may well take account of mitigation as well.

00:47:12:11 - 00:47:46:13

Unknown

So we can take an action, a way to explain how that conclusion is has been arrived at. And it is consistent with what you see in the plants. Thank you. And finally, for myself, chapter five of the

Environmental Statement on Alternatives and Design and Evolution. Yes. 010 Table 5.3 On page 20 It's states that the public rights of way of proposals have been developed with input from Ashford Borough Council and Kent County Council.

00:47:46:15 - 00:48:27:15

Unknown

Public Rights of way officers and having regard to consultation responses. I do note that from Ashford Borough Council's relevant representation are 018. Kent County Council's relevant represent representation are 156 at both local authority still have concerns and questions regarding public right and way proposals are added to that and ramblers relevant representation on five. It also cites concerns and lack of currently on mitigate re measures.

00:48:27:18 - 00:49:03:02

Unknown

So I'd just like to turn to Ashford and currently Ashford Borough Council and Kent County Council if these concerns are still apparent and then I'll move across to the applicant to say how In response. Run-D.M.C. Borough Council said Ashford Borough Council doesn't have a public right of way officer and we would be led primarily by colleagues at Kent County Council, which is the Highway Authority.

00:49:03:05 - 00:49:16:04

Unknown

Francesca Potter Kent County Council, if I could, please, to Kate, who is online at the moment, joining us from teams, whether she has any response to that. Thank you much.

00:49:16:07 - 00:49:56:08

Unknown

Okay. Basic rights way improvement officer County Sodexo to preserve KCC. And in answer to your question, we do still have some queries concerns regarding the overall development. However, when it comes to construction, we have worked with the applicant over the past couple of years to produce and primarily bring forward the outline construction management plan. This as with with all the documents, as part of this application, we see as a framework with which to work in detail if consent is given.

00:49:56:11 - 00:50:33:27

Unknown

So any sort of outstanding issues concern, I would expect to come forward within further detail. We have said throughout representation that I won't go into the details up, that you obviously have the documents that the Crown Network should be viewed from two overarching concepts one of access and connectivity, one of impact on user experience, Enjoy payment and the benefits thereof, which is well documented throughout various policies and strategy documents.

00:50:33:29 - 00:51:16:09

Unknown

The area is very dense in terms of Crown Networks. There are 18 rights of way affected by the overall site, and when it comes again to the concept of construction, it would have been very useful from our point of view and probably for a wider audience if the Figure one plan, which I believe is the overall construction access figure, a100154, for instance, rather than having to refer to separate prior plans, it would be good to see a plan that involves the rights of way as well, because then it's obvious where the impact is, where the crossings are.

00:51:16:11 - 00:51:50:01

Unknown

And that kind of detail is something that I've been praising throughout engagement that that the proud, the weight of the significance of Crown needs to be seen as a whole within the application rather than have separate documents showing each. You'll see obviously from that construction groups that there are multiple trail crossings internally and the impact of that is additional to the impact of the overall terms of noise, loss of amenity.

00:51:50:04 - 00:52:29:12

Unknown

And I would say that when it comes to Highway 83, 96, which has had a lot of discussion about it, again, we have and it's just been outlined by the applicant, we have worked with them to agree that the highway will be maintained and surface, etc. at their expense to make it usable and to be kept open. The construction hours we note on the Saturday morning.

00:52:29:12 - 00:53:19:12

Unknown

I would just like to mention that obviously whilst understanding this, that is a time of probably greater use of Crown Network and I would just say that as well. It's a point really of recounting disputes that are still outstanding regarding the mitigation coming forward, which we need to have further discussion on. But in summary, I would say that the outline strategy plans for rights of way in terms of construction and decommissioning, we view as an outline framework with which within which to gain more detail if consent is given.

00:53:19:14 - 00:53:51:28

Unknown

Thank you for that. I could hand over to the applicants to respond. Yes, Thank you. I will turn to Mr. Humphrey to see if he can respond. Sending now on how the public rights of way proposals take account of input from the County Council and consultation and just posing that separate issue, which I forgot I'm afraid to ask you about earlier, is if you can say anything on the separate issue now about equestrian use, which we of course raised this morning, so you can take those in timely summary.

00:53:52:00 - 00:54:23:24

Unknown

Thanks, Mike Humphrey for the applicant. So as I understand it, there's the issues to cover around the Pre-Application process on consultation and engagement and how that influenced project design. And I think there was a request in there to say for clarity of plans that show the proximity of the public rights of way network existing and new to the internal electricity construction activity which we can provide I think is the next deadline.

00:54:23:26 - 00:55:03:03

Unknown

And then finally I'll come to the issue on that by writing to traffic. So and regarding consultation and engagement and kind of feedback into into the design, as KCC had had mentioned, we have had very detailed discussions both with statutory consultees and members of the public and access groups ahead of the submission of the application Section 12.3 In the socio economic chapter, which is referenced as 008 within the environmental statement, sets out the consultation and engagement undertaken in the Pre-Application period.

00:55:03:06 - 00:55:44:10

Unknown

However, it would also be beneficial to refer to Volume three, Chapter 11. Appendix 11.1 Brackets Changes to Property Rights of way, which shows at Summer 2023 how each stakeholders concerned raised during preceding statutory non-statutory consultations has been responded to in detail on a link by link basis to demonstrate how the applicant has incorporated those into the design. So that's not a document, a document that's in the application library because it was related to consultation undertaken at the addendum to the peer stage in summer 2023.

00:55:44:10 - 00:56:32:05

Unknown

But it can be provided it's in the public domain. So the applicant considered feedback from non-statutory consultation, statutory consultation and the Community Liaison Panel meetings and has sought to amend the presentation of materials relating to the location and proposed diversion of property rights of way. The details originally set out within the outline for Right of Way and access strategy at 160 and the draft ECI for Part four and Schedules eight and nine and is also set out within figures across the application, including the streets rights away and access plans IP 011 and the proposed access network in figure 3.2 of the Yes APP zero four fine.

00:56:32:08 - 00:57:15:12

Unknown

I think the applicant believes it's given proportional consideration to the importance of public rights of way across the assessment, and that's reflected in the scale of mitigation and management set out within the management plans that are framework and will become more detailed and will include implementation plans as a requirement set out within the outline rights of way and access strategy, which will be subject to consultation with with statutory consultees including Kent County Council and signed off by them, but will also include the impact of other groups as set out within the outline right away.

00:57:15:16 - 00:57:54:00

Unknown

Management. The ACT strategy, which refers to your rights of way and access Working group. Its primary role is to support the development of those implementation plans for the detailed provision and diversion. The phase rates think that's that covers our approach to engagement and consultation. Just referring back to the point on the byway open to all traffic. Our understanding at the moment is that that route is currently overgrown and relatively impassable.

00:57:54:02 - 00:58:29:18

Unknown

Section 8.2 of the outline rights of Way and Access strategy confirms that the applicant will clear the vegetation and ensure that access is maintained through the construction and operational period That will effectively increase the capacity from current and certainly in recent years. But how accessible the site generally is to walkers and equestrian users. It's noted that there aren't any other bridleways through the site, so this is the primary access.

00:58:29:18 - 00:59:36:27

Unknown

Other the highway network for that subset of uses. And therefore we consider it important that that's clear and that's why it's included within the strategy during back to a reference made by Mr. start up in his assessment previously and paragraph 13 .4. 18 of the traffic and access chapter, the East sets out that the crossing points for construction traffic in relation to Station Road, the bank road, Lois Lane and about which highlights that the level of use of stop rate and the anticipated crossing of the bike doesn't meet the thresholds for including and in the assessment of significant effects.

00:59:37:00 - 01:00:15:14

Unknown

So we understand that that's not going to be a significant effect and it's been demonstrated that that should be scoped out and reference was made to the amount of time that construction vehicles would cross that route in a 15 minute period for the most crossing point of those I listed, the amount of time crossed would be just over a minute per hour or 20 seconds per 15 minute period, and it would be significantly and substantially less than that for the byway until traffic, which would also be subject to the detailed management plans and the measures set out within the outline rights of way.

01:00:15:14 - 01:00:58:20

Unknown

And that's the strategy, the construction traffic management plan and the Construction Environmental management plan. With regards to signage, the role of banks and pre-warning of any approaching construction traffic. For uses of that rate, I think that covers the three main points that I was referring to. The just thank you. Just in terms of the routes that may need to be cleared of vegetation, but these are subjective of the ecology survey before clearance.

01:00:58:23 - 01:01:10:01

Unknown

Yes, the Construction Environmental Management plan includes controls on any vegetation clearance. Thank you.

01:01:10:03 - 01:01:57:13

Unknown

Could I ask if there was anybody in the room that would like to comment on that? The agenda item in mind? We shouldn't be repeating what we've already said. Some of the responses that were given a previous question. So could counsel Harman, would you like to first? Thank you, sir. At the risk of repeating myself, I will just say that once more there is a lack of reference to the community that's directly involved and impacted, and we'll be living with the consequences of this project should it be approved for at least a year.

01:01:57:16 - 01:02:33:20

Unknown

Many references to liaising with statutory consultees. No references to liaising with the community, and I would ask that you make sure that that happens and that we are fully informed. So I'm checking on the consultation that allegedly took place on the public rights of way. I know it was mentioned in the Community Liaison panel and there were requests made for a working group which never happened.

01:02:33:23 - 01:03:10:11

Unknown

And the certainly, as far as we're concerned, as a parish council and also as a community as a whole, the most significant public right of way in the parish is 84, for it connects our church with our village. It is used regularly because there is a kind of outlier community in the church lane conservation area that use that footpath as a direct off road route.

01:03:10:13 - 01:03:48:27

Unknown

There was mention of an eight meter buffer between public rights of way. I'd really like to understand how that is going to be achieved when 8474 is also the access. So the access route into the fields 2021 or 22 I believe having listened to the sweeping powers that the applicant has, should this DCO be consented, that options have not been explored, that would have reduced the impact on the village.

01:03:48:27 - 01:04:28:13

Unknown

We've discussed cold weather lane already, so I won't go into that anymore. But there are options that would have reduced and taken the access into those fields further away from the coal village. Still, Uncle Lane Probably, but with a much with a significantly reduced impact. I do not believe that all options have been explored. And finally, I'd just like to say on the subject public rights of way, we have, as you know, other operators in the area who are also have put in applications for solar farms.

01:04:28:15 - 01:04:59:24

Unknown

And it's notable that they have designed their own farm around the public roads, subway, vast, often used them. And I find it very disappointing that the design in this case has rather been for

the convenience of the applicant, rather than taking into account the points made that should be considered by the public. Which way of thinking with that applicant light to come back on that amount as a number of points.

01:04:59:24 - 01:05:48:29

Unknown

So yes, I understand and ask the summary if you could address particularly a474 points in terms of what length of that is going to be effected and the proposals in respect of management mitigation and the buffer that was referred to have to pick up now. Thanks, Mike Humphrey For the applicant just to confirm the length of 8474 between go go line and the the end of the the use of that stretch by construction traffic in terms of the entrance to field 20 is around 170 meters.

01:05:49:01 - 01:06:24:19

Unknown

The traffic management measures on that would be as has been set out through the construction traffic management plan. But there are in in light of the importance and sensitivity of that route since very specific measures that are being put in place there that's inclusive of that eight meter buffer for public rights of way uses to ensure separation from construction traffic and also temporary five mile an hour speed limit for those construction vehicles using that which is otherwise ten miles per hour across the site.

01:06:24:21 - 01:07:02:25

Unknown

And specifically escort vehicles and or vehicle marshals and lookouts will be used to that point to ensure that there's no interaction or conflict between uses of the element of that stretch that retains primary access for public rights of way uses versus construction traffic uses. And I think that's the kind of the list of specific actions that that location is.

01:07:02:28 - 01:07:42:15

Unknown

Thank you. Just from back to your consultation point and maybe something that can cancel on the applicant. Want to think about terms of pre-commencement construction in terms of how that is managed and maybe an engagement plan could be produced to demonstrate how that could be dealt with. Thank you, sir. I'm conscious of trying not to repeat things, but I have a few things I'd like to say, particularly about the primary access management of that.

01:07:42:17 - 01:08:03:00

Unknown

If I could just refer to Fields 25 and 26. They are the primary compound, as I understand it, and I'll just proceed. Some of the points I was going to make on this. It seems to me that both these fields have their challenges and it's interesting that the applicant said that they will get perhaps together a plan showing the layout of this.

01:08:03:02 - 01:08:26:16

Unknown

I seem to remember from the KCC letter of the 12th of September that this had been asked for in there and for further details to be provided. And this is relevant in terms of traffic management. Of course, it seems to me Field 25 is what I call unpromising site compound fields sloping down to a very wet area and surrounding a substation which has its own access out onto Station Road.

01:08:26:19 - 01:08:49:11

Unknown

I believe there's a South east water trunk lane. The travels down the south side of the boundary of that field. And I think overall this is going to be quite a constrained field in terms of practical met space available. And maybe this will all become clear in the plan will be forthcoming. And then field 26 again, it's going to be largely made over to creating the substation and, all the construction work around that.

01:08:49:13 - 01:09:13:28

Unknown

So that footprint will be, I imagine, fairly large within the plan that will be forthcoming. And then the option is to remember every winter, the eastern area of this field floods almost every winter, a large area of field, 26 floods. And that's part and parcel vs flood flood system. So I think you'll only use parts of that field in the very driest times of the year.

01:09:14:00 - 01:09:42:19

Unknown

There's also some ground to be made up. I believe I've read in terms of Field 26 against this background, the space left in those two. Let's go to make provision for the things that we've discussed. And there is this point about staff vehicles where we believe the number of vehicles we very much greater than the minibus theory. There will be HGV deliveries, there will be the breaking of those loads into tractors and trailers that will require turning areas.

01:09:42:19 - 01:10:04:09

Unknown

They'll be split. There'll need to be space for offloading and storing a huge amount of materials in amongst all this. Everything needs to be safe and available for emergency access. I mention all of this because, of course, our grave concern, as we've talked about, is Station Road and it's newly widened areas with with vegetation cut back and the temptation for vehicles to park.

01:10:04:09 - 01:10:24:04

Unknown

And this doesn't have to be actual staff. It can be people that are subcontractors delivering van deliveries, who pulls weight to go in and so forth. We've seen this happening in Church Lane. I've lived there for 35 years and we're doing this at a very great distance from the actual contractor that will be doing the work on site.

01:10:24:06 - 01:10:50:25

Unknown

I believe, as I say, that KCC have asked for more detail about this. So hopefully this will this will come out. I just like to refer further to the the traffic management in relation to Bank Road and Lois Lane. I won't go back over the same thing, but there is a practical difficulty with these single track roads. If two or three vehicles that happen to end up waiting in both directions, they will have to take to the verge or they will have difficulties in it once they're free to go.

01:10:50:27 - 01:11:21:04

Unknown

And I think this bears on what's been said yesterday about the draft DCO I'm really worried about this seems to be a sort of carte blanche arrangement where the applicant may be free to make incursions into verges to cut bits out if it's found necessary. Would it not have been far better for this to have been discussed at a much earlier stage about the impact of these temporary road crossings and the sort of effect they could have on these lanes related to that the condition survey.

01:11:21:04 - 01:11:43:24

Unknown

So I do hope that in conjunction with KCC or whoever these conditions are, these won't just look at the crossing point, but the sort of potential damage areas that will be from this very problem that I suspect will happen of vehicles taking to verges, reversing, doing damage to other parts of. The road, the full extent of the adopted highway.

01:11:43:27 - 01:12:14:05

Unknown

So an interesting conclusion on this. All the points I've made earlier, I hope will to emphasize the leaving of these aspects up in the air under what is just a 22 page outline. City MP I really don't think is appropriate for a scheme of this scale. It's not a proportionate approach to the problems and fundamental issues we're going to face in the event the scheme is by decision of the Secretary of State foisted on all of us that rely on the safe and reliable access to and from our homes and businesses.

01:12:14:07 - 01:12:50:09

Unknown

The failure to address these things through this process, and particularly through the relevant statutory consultees who are meant to be safeguarding this will quite literally be the last for our community and I hope these points will be taken on board. Thank you. Thank you. I mentioned in previous hearings the applicant will be coming back on previous submissions made at earlier stages and is also quite a lot to respond to in terms of written responses to the various hearings.

01:12:50:09 - 01:13:13:25

Unknown

In fact, this week. But possibly the applicant would just like to come back briefly. Yes, I'll come back briefly. Now, more detail in writing. So I stay with three headline points from Mr. Tennant's remarks. I am sorry that the first one, in fact, I think maybe go back to Councilor Harmon, Community liaison. So you asked about that as well.

01:13:13:28 - 01:13:47:00

Unknown

Can I just deal with it now that the outline construction, Environmental management plan and the outline rights of Way and Access strategy both expressly deal with and make provision for community liaison so that the seventh Construction Environmental Management Plan provides that the construction manager in conjunction with the undertake and with the support of other relevant persons and specialists, will engage and provide for that community liaison as required.

01:13:47:03 - 01:14:19:18

Unknown

They'll be the eyes on through community relations personnel, dealing with concerns and complaints. Engaging with community occupiers of neighboring properties and businesses will be informed in advance of works taking place. Signboards, eye contact numbers displayed. So a raft of mechanisms all already in the outline plan to be fleshed out and further detail in the detailed plan. So that's a short response on that.

01:14:19:20 - 01:14:48:10

Unknown

And Mr. Tennant referred to the suitability of the primary compounds in respect of matters such as topography, hydrology and the fact that in in the northern one of things that substation project substation will be in due course constructed. I mean I can provide further details in writing, but I can confirm now that those matters have as yet to be frank.

01:14:48:11 - 01:15:23:10

Unknown

You would expect have been taken into account that they are there is space and the nature of those spaces has been considered. So we don't see any difficulties in that respect. And then the other point, finally, just to respond on now, Mr. Tennant's concerns regarding traffic management run over a verges and so forth. So I do make the point that this is it cannot be right or appropriate to try and micro-manage those sorts of things at this outline stage.

01:15:23:10 - 01:15:46:01

Unknown

What is appropriate is for a framework and controls to be put in place for them to be appropriate, dealt with in detail management plans in due course, and then if problems arise, are dealt with. So that's why you have the conditions that they required and you have detailed management plans to be approved and complied with in due course.

01:15:46:03 - 01:16:26:08

Unknown

So that's what I think I can use for this at the moment. If anybody else in the room would like to speak to from place a Andrew Swarbrick, local resident. And as I said on Tuesday, a regular user of public rights of way in the area. And it was a little difficult at times to hear what Mr. Humphrey was saying when he looked to way towards use and away from microphone.

01:16:26:09 - 01:17:16:17

Unknown

So I apologize if I missed something that he said. But he spoke of the intention to set up a working group to consider public rights of way matters during the construction period. And I'm not clear what purpose that will serve. I have familiarized myself in some detail. I think with the management, you know, that the priority given to pedestrians, the fact that diverted routes will be created before existing routes are sopped up.

01:17:16:19 - 01:18:03:11

Unknown

But so I'm not sure I don't understand what the purpose of having a consulting but a consulting group almost after the horse has bolted and as regards the pre-construction inspection implementations at the moment the public rights of way that access are different from the want the diverted route. So will the routes inspected be the current ones or the diverted ones?

01:18:03:14 - 01:18:50:28

Unknown

And if it's the latter, will they be compared with the condition and directness of and ease of use on the ground of the existing care? Thank you. In terms of the working group and the diversion route yourself out to the the applicant. But I'm assuming that the all routes that will be impacted will be inspected. And I assume that the working group is in response to other requests from other consultees in the process.

01:18:50:28 - 01:19:25:02

Unknown

But you'd just like to come back and confirm that was part. Yes, the rights of way and Access Working Group will be will be formed to review the implementation plans and minimize disruption and the loss at and they asked the Borough Council's Kent County Council the contract to the applicant will be part of that consent invited to that working group and all the parties will be asked to contribute.

01:19:25:05 - 01:20:02:20

Unknown

Why the group considers it to be beneficial. They specific a specific point about condition and the standard if the new any diverted routes. What they I can that the DCI expressly provides. It is Article 18 that the standard of any substitute sheet subject to substitute public rights of way has to be as specified in the rights of way access strategy.

01:20:02:20 - 01:20:49:29

Unknown

So there's an express legal control to make sure that when there is diversion that what is being re provide it is fit for purpose and meets the standards in the in the strategy. Okay thank you for that the gentleman at the front Tim roving my place and Nigel Spencer Kent Ramblers. I also struggled a little too here probably not that enough for me to actually intervene, but I'll go this again in the showing on the computer.

01:20:49:29 - 01:21:18:04

Unknown

Probably I all I want to say to no, I'm not to repeat what I've said before. I hold everything for our representation. I just want to point out so everybody has to accept. I think if this if this project goes ahead, there will be considerable disruption through disruption, through the construction phase. I was required to property rights of way Time Ramblers group.

01:21:18:06 - 01:21:44:05

Unknown

Most members, I think, are people who do quite long walks, not always near their house, but we also represent views of all all walkers in our policies. I think that during the construction period, the main impact on walkers will be on local walkers. Every time I go and look at these parts, I see local residents dog walking just for sure.

01:21:44:05 - 01:22:27:15

Unknown

All they are the people who are going to suffer most through constant construction period and they should have an opportunity to have their views put forward locally, apart from what we could do representing a wider membership. I think some sense people have been given the opportunity to participate in this process. If the local residents, I would expect the well aware of the proposal and that the means in which to contribute to this process.

01:22:27:18 - 01:23:06:11

Unknown

I don't think I can say any more than that in terms of that point. Thank you. Is there anyone else in the room would like to contribute? Before we move on, Item five, I need you to Microsoft teams as well as a couple of hands showing their got a mr. do it first and then we'll come to the other hand.

01:23:06:14 - 01:23:42:17

Unknown

Thank you sir Nigel Twit National Highways Regarding the matter of traffic management and the outline stop and DTaP, I just want to be clear that this moment in time national highways are not wholly content with the outline plans as highlighted in our relevant representations. However, as I highlighted earlier, the app can has reached out to national highways to address the points we've raised and that is a work in progress.

01:23:42:20 - 01:24:33:14

Unknown

Thank you. Thank you for that. Or somebody else with a hand up. But no. Okay. So I'll move on to item five. Cumulative impacts of the projects. I'd like to quickly over some of these issues under the projects, Firstly, paragraph 13.47, one of Chapter 13 of the environmental statement relating to traffic access is 009 that traffic flow information, cumulative schemes have been assessed that have been assessed are sourced from the respective supporting traffic and transport related documents which are currently the planning applications.

01:24:33:16 - 01:25:04:25

Unknown

Can I ask if these have been interrogated to ensure that they are modeled on worst case scenario? Yes, I can confirm that all traffic modeling that's been undertaken has been undertaken our worst case on a worst case basis. I think you and again 13.56 of Chapter 13 of the environmental statement on Traffic and Access. And yes, university remain steadfast.

01:25:04:25 - 01:25:53:05

Unknown

Summary of the future baseline traffic data, including projected background traffic growth but excluding trips to search with cumulative schemes as provided in environmental statement Volume four Appendix 13.4 Summary of Traffic Data Table 13.3 B. I think this should read 13.4 B and Why are trips associated with cumulative schemes excluded? They are excluded in order to calculate a suitable future baseline.

01:25:53:05 - 01:26:40:01

Unknown

So the future baseline just includes what we refer to as background traffic growth, which is information that we derive from the DFT software, temporal. I seem to come back on the cross-referencing of the A table. And finally on this issue, the traffic survey data provided in Appendix 13.3, the Chapter 13 of the Environmental Statement on Traffic Access. Every page you see

Renee is gathered from periods in 2022, given periods of lockdown proceeding and proceeding with stay at home orders.

01:26:40:03 - 01:27:27:02

Unknown

How accurate can I say vegetable, given the levels of traffic, would take time to recover to pre-pandemic levels. In addition to any of the schemes assessed for cumulative impact. Have traffic data collected during the COVID 19 pandemic? Thank you for answering a second point. First, and we haven't used any traffic survey data from other schemes. What we'll have used is their forecast trip generation, so they would have used different tools to assess the trip generation, whether it's on a first principles approach or by using different methods such as the Citrix database, which is commonly used to show we wouldn't have in reliance on any road traffic survey data.

01:27:27:04 - 01:28:00:29

Unknown

In terms of the first part of your question regarding the impact of the COVID 19 pandemic, it's generally accepted that traffic flows obviously began to rebound after the lockdowns. And we speaking generally across the country in terms of the assessments that we do, we're finding that most highway authorities are accepting from, I would say, mid 2021 that traffic flows are rebounding, they are returning back to normal.

01:28:01:02 - 01:28:33:26

Unknown

And there's certainly an argument to say that, well, actually traffic flows may never fully rebound or they may never fully rebound to pre-pandemic levels now or post-pandemic, because obviously there's been a considerable change in working patterns. There's a lot more people who work from home that there's greater flexibility with working hours, even business trips, a lot of business trips now for meetings that don't bother not not trips anymore, that don't buy virtual meetings, video calling.

01:28:33:28 - 01:29:08:11

Unknown

So we are moving into what we kind of refer to as the new norm. So we may never actually see those 2019 traffic levels the same. And I just thought as well, Kent County Council on Kent County Council highways are satisfied with the the road traffic survey data that we've used in the assessments. Thank you for that. Do Kent County Council have anything to add to that?

01:29:08:13 - 01:29:34:09

Unknown

Thank you, Kent County Council. Nothing at this stage, but I'm confirming that. Any further commentary in writing? Thank you. Can I ask if anybody in that room would like to comment or ask a question on this particular agenda item? Is the tenant conscious of time for? And a lot of my points were covered earlier about the cumulative impact.

01:29:34:09 - 01:30:02:00

Unknown

I've highlighted the schemes in Church Lane. The applicant talks about the worst case scenario. I just wonder whether they can confirm whether that worst case scenario might include either the fact that Church Lane is closed or is in practical terms not really usable as a route out to the A20 for the village and therefore everything is concentrated on Station Road and the only point I would like to make, I don't think the applicant came back on it.

01:30:02:00 - 01:30:24:24

Unknown

Maybe they're going to consider it and put it in writing. But construction traffic definition I think is really important. All documentation and there are, we believe, going to be a huge number of staff cars and vans and they talk about left in left, right, left and right out of the primary access. If that was happening to all the vehicles, that would make a huge difference to the village.

01:30:24:24 - 01:30:57:21

Unknown

So I think clarity on that is really important for. The community. And thank you also for organizing this issue specific hearing, which I think has been incredibly helpful and relevant. Thank you to the Flanagan Light to come back on those issues. Okay. So construction traffic definition, I can confirm it is in the air traffic chapter at the assessment certainly does extend beyond heavy vehicle space.

01:30:57:23 - 01:31:27:08

Unknown

The HGV which would come down at the station. Right. The primary access and then the tractor trailer which you say a number of go to lane. There are also lighter vehicles which are construction traffic in the sense that they are coming to the site for construction purposes in terms of the numbers of those non heavy vehicles, they are also set out in the environmental statements.

01:31:27:10 - 01:32:05:05

Unknown

You've got them. So they have been assessed and as an overarching comment, the applicant I think said that the numbers are relatively low given what is going on over the 12 month period or shorter period for Caldwell Lane. On Church Lane, the numbers in the region are off. So we were talking about earlier going down Station Road, you might have a heavy vehicle going to the primary access to round trips per hour.

01:32:05:08 - 01:32:38:01

Unknown

Mr. Stott talked about that being one every 15 minutes or so. And so that's the heavy vehicles, two roundtrips per hour, full total them up in terms of other vehicles, lighter vehicles, you're looking at another six or so. So ten in total from from the Yes chapter. So the numbers are there and we say they certainly don't cause us to reach any different conclusion.

01:32:38:03 - 01:33:14:19

Unknown

We focus on the heavy vehicles because that is obviously a particular concern, but the lighter vehicles haven't been ignored. And the other point regarding church lane closure, so we don't see that as a reasonable worst case to be assessed in in the. Yes, which is what the East needs to assess. We deal with what is likely to be a reasonable worst case, and we tend to do not need to any need to add any further assessment in that respect.

01:33:14:22 - 01:33:57:02

Unknown

It's also important to to consider what's being talked about here, say, in terms of construction, traffic using Church Lane. That is only the northern section from the A20 to the selling substation which is it's on on the route to an existing substation, national grid substation. There is already the potential for heavy traffic to go down the southern section of church lane not proposed as that's a route I'm sorry Mr. Tennant's talking about the potential for that to be closure and then non non construction traffic causing traffic which might use it otherwise would be diverted.

01:33:57:04 - 01:34:54:25

Unknown

But as Mr. Stoddart says that the numbers and levels of usage on these roads are not such that we're likely to see a significant displacement or delay. So try and come back for that in writing headline responses for now. Okay. Thank you for that, Councilor. Thank you very much. I'd just like to ask a question on the reasonable worst case and to ask whether closure of the M20 has been considered as this is a reasonable worst case that happens reasonably frequently, the A20 being the diversion route when the M20 is affected and that affected can be an accident or it can be trouble at the docks, it can be trouble in France, it can be

01:34:54:25 - 01:35:39:09

Unknown

Operation Brock. It is a frequent occurrence and something that causes the traffic that flows through often to just to increase significantly by a factor of actually about 50 if you can expand on that particular issue. Mr. Stott And we've not explicitly assessed the closure of the M20, but the applicant does have the ability to essentially manage their deliveries in almost real time.

01:35:39:09 - 01:36:07:27

Unknown

So if there is a closure, then those vehicles can be held either within the site or within the of entry or when the M20 is closed, it's unlikely that it's ever closed for a full day. It's generally a few hours, maybe half a day at most. So any disruption associated with any closure on the M20 should be limited to a short period of time.

01:36:08:00 - 01:36:42:23

Unknown

Yes, Thank you. Anyone else in the room? What about the anyone on teams? Okay, so move item six now. Next steps. So the applicant has been keeping a list of action points which can run through. Please indicate if you believe that we've set out something different. You're understanding. So I'll pass over to the applicant. Yes. Thank you, sir.

01:36:42:25 - 01:37:25:27

Unknown

That's very much. So. In terms of action points from today's issue, specific caring firstly applicant to provide the supplementary dashcam footage of North Lane and church lane routes and secondly, accident data to consider whether any further an accident needs to be on March 2023 is available and can be provided. Certainly this is, I think, an action for the County Council that take the lead on it.

01:37:25:27 - 01:38:34:17

Unknown

Just to mention it, Article 15 of the DCI relates to access to works. They we have the applicant's requested powers to form permanent means of access and the action for the county was to confirm that they are content that it's appropriate to form permanent means of access, notwithstanding that this is an application for a temporary 40 year set forth again action for the county, but I'll read it out is any comments from the county on Article 17 which are traffic regulation measures have the DCI faced back the applicant to provide information on mitigation measures for transport movements in the hours of darkness, noting that that may already cover this but confirmation to be provided six

01:38:34:17 - 01:40:06:29

Unknown

The applicant to provide further detail so far as it's available on the weight of any abnormal loads. Seven The applicant to consider phasing in respect of public rights, of way closures and how that fits into the construction phasing generally just raised in issue specific every one eight the applicant to consider providing further detail on the construction compounds in terms of potential layout nine The applicant to explain provide further reasons on its conclusion in respect of noise impacts from the secondary compounds in fields eight and nine and the acceptability of that having regard to approximate proximity of residential properties and the form ten the applicant to consider providing any plan on further detail on the proximity

01:40:06:29 - 01:41:10:01

Unknown

of the diverted public rights of way to the internal haulage routes. 11 The applicant to offer to provide the It was evidence from the here addendum consultation material which provided further detail on how public rights of way proposals have been influenced by comments from the local community. 12 The applicant to provide or signpost information in respect of primary construction compounds in fields near the primary access, and how those areas are suitable to be construction compounds.

01:41:10:02 - 01:41:55:14

Unknown

Having regard to the the nature and size of those areas, the applicant number 13 the applicant to check the crossref in chapter 13 Para 13 .5. 5630 Whether the table 13 three be correct. And so yes, that's that's the extent of it. And you live for that. Does anybody have any comments on the action list statement? Just one.

01:41:55:14 - 01:42:33:15

Unknown

I think the item on item one bank road may have been inadvertently missed from the dashcam footage requested. Church Lane was mentioned and Lane but not bank road. I thought you had mentioned background. I'm sure I did, actually. So perhaps I explain why I didn't. I think obviously Bank Road is not on the construction route. There's a crossing of back road and that Raymond Wright Bank road is not on the construction route deliberately I suppose it would certainly be possible to provide an image of where that crossing is.

01:42:33:17 - 01:43:00:05

Unknown

But as to providing a sort of fly through dashcam down back. Right, that we don't want to indicate that is it is a route when it's not so that I could we could provide an image of the crossing. Would that be acceptable? Yes, that would be acceptable to the fact. Any other comments questions move onto the next item.

01:43:00:08 - 01:43:34:02

Unknown

I got a hand up on Tim's. It's great. Sorry. Thank you. Thank you. I think that's why KCC just regarding the plan of the routes overlaid with all reference with the routes and did mention just the diverted routes, I would like to ask how that could be. So I want to make clear the all the prior routes affected by the whole routes, not just those are going to be diverted.

01:43:34:04 - 01:43:42:19

Unknown

Is that possible? Well, yes, we'd understood it to be that. So we will do that. Okay. Thank you.

01:43:42:22 - 01:44:14:12

Unknown

So I believe I have covered all items on the agenda that concludes the hearing and all of the hearing scheduled for this week. Can I take the opportunity to thank you for your attendance, participation, contribution that be further here is needed during the course of the Examination and I program this week, beginning the 24th February 2025 Notification of these, if needed, will be sent in due course.

01:44:14:15 - 01:51:31:20

Unknown

This issue specific hearing is now closed. Thank you.