



Trawsgrifiad Gwrandawriad

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Hearing Transcript

Project:	Mona Offshore Wind Farm
Hearing:	Issue Specific Hearing 2 (ISH2) – Part 2
Date:	17 July 2024

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FULL TRANSCRIPT (with timecode)

00:00:04:27 - 00:00:13:22

Parata. Good morning. Uh, the time is 1135, and this hearing is recommencing. So.

00:00:18:02 - 00:00:35:05

For the next agenda, items which involve the temporary construction compounds, the whole roads and lay downs and the onshore substation, they are going to be combined and I will take any comments questions at the end of those elements.

00:00:39:18 - 00:00:48:29

So can I start with us asking the applicant how many temporary construction compounds this is seeking for the proposed development?

00:00:51:17 - 00:01:29:21

It is done on behalf of the applicant. Again, this was something that we discussed yesterday in the context of the um, of the draft development consent order. Um, the applicants proposals, if I, um, I'll do this by reference to the draft development consent order, because that was, um, what we discussed yesterday. Um, in terms of temporary construction compounds. Um, uh, there is a temporary construction compound proposed at what's called the, uh, landfill.

00:01:29:23 - 00:02:12:23

That's called the landfill compound, and that is within work number. Just trying to find my numbers. Work number ten. Uh, and as we discussed yesterday, that is a as is as that's defined of up to 30,000 meter squared. That is both a temporary construction compound and a drilling compound. Uh, there is also a lay down area at the, uh, at the beach, um, which is work number seven, which, as we discussed yesterday, is not a temporary construction compound in the way that we will be defining it in that it won't have, um, uh, it won't have vehicles.

00:02:13:03 - 00:02:49:06

Um, we won't have materials stored there, all those sorts of things. So we're providing we will provide some greater clarity. I think we agreed yesterday we will provide a definition of what a temporary construction compound is. Uh, and then, um, and then deal with that. Um, we then have a along the cable corridor. Um, there will be, uh, one primary, uh, temporary construction compound, which will be up to 22,500 meter squared, and there will be up to four of what are called secondary construction compounds.

00:02:49:12 - 00:03:30:21

Uh, and they are, um, 15,000. Sorry. Yes. 15,000 meter squared. Uh, there will also be construction compounds at the onshore site, um, onshore substation. Uh, and we had identified there will be a single main compound that will be effectively split around the, uh, the substation platform that will be up to 150,000 meter squared. And there is a further temporary construction compound, which is to do with the creation of the access, which is in work number, which is 7100, work number 28.

00:03:30:24 - 00:03:36:21

Okay. Um, I will point out, in case it's a question that we come on to later, is that the.

00:03:37:00 - 00:03:37:15

Uh.

00:03:37:28 - 00:04:08:11

The maximum dimensions that are in the development consent order in terms of within the temporary construction compound areas, what they add up to, they aren't we accept they're not particularly clear at this stage, um, in terms of how that links with what has been assessed. The reason for that is because, um, uh, the applicant is looking for flexibility as to where the main compound, the primary compound, is in the secondary compound.

00:04:08:13 - 00:04:39:01

And when those numbers were put into the draft development consent order, they were done on the basis that it could be a primary and a secondary or. And we accept that it isn't particularly clear in terms of the maximum, uh, square metre ridge of construction compound across the whole corridor. So it is something we're aware of. We're going to look at how we can tidy that up for the purposes of the DCO and make that clearer, so that it's it's clear as to what what connects to what.

00:04:39:03 - 00:04:49:03

And as I said, um, we'll be providing that definition of a temporary construction compound as well, which I think will provide greater, greater clarity as to how each of those will be used.

00:04:51:05 - 00:05:21:22

Thank you for that explanation. It's very helpful. Can I just draw your attention to figure 3.19, which is an app dash zero 50 that numbers the temporary construction compound. And from that there's five. However, um, from what you've just described, um, it doesn't actually, um, number is it the onshore substation which could either be deemed as having three or just one big substation.

00:05:21:24 - 00:05:49:08

So if you can consider that figure as well, it would be helpful. And also if you can do a sense check. Um, uh, the other is uh documentation. So for example, uh app dash one, two one um, shows uh, in terms of what's been marked out. Three temporary construction compound where you're currently only showing two.

00:05:51:14 - 00:05:56:24

Thank you sir. We will we will look at that. And we understand the importance of making sure that's clear. Okay.

00:05:59:02 - 00:06:24:06

If we can come back now to Hall Rhodes. Um, we've, um, briefly discussed the indicative cross section and you are addressing that point, but in terms of just clarity. Um, could you just confirm whether all whole roads as indicated currently in cross section would be in the middle of that?

00:06:28:01 - 00:06:47:25

Filby Williamson, on behalf of the applicant. No, it will not always be in the middle. Um, flexibility is retained within the onshore cable corridor to place that depending on topography, other ecological or environmental constraints. So whilst that is an indicative cross-section, uh, it will not be replicated across the entirety of the cable corridor.

00:06:48:17 - 00:07:10:11

Okay. Um, in terms of the whole road, um, and how it links into work numbers. Um, could you confirm that whole road is included for, say, example work number 12, or is it along the same vein as what you explained about link boxes yesterday?

00:07:10:24 - 00:07:36:04

Uh, lays down on behalf of the applicant? Um, yes. We have not specified in each of the cable corridors that that would include a haul road because that is part of the associated development in paragraph A, page 49 of the draft development consent order. It's effectively the onshore, uh, general associated development refers at paragraph one to Hall Roads. And we talked about the link boxes there as well. So it's the same.

00:07:36:08 - 00:07:42:15

Okay. And then the whole roads, um are they temporary or would they be permanent?

00:07:46:12 - 00:07:50:24

Liz Dunn, on behalf of the applicant. They're temporary and are there for the purposes of construction only.

00:07:51:03 - 00:08:00:07

Okay. In terms of materials required to construct the whole road. Has that been indicated anywhere in the application document?

00:08:02:18 - 00:08:19:16

Phil Williamson, on behalf of the applicant, the The um materials to be to make up the whole road identified in AP 050 um, where it states that the whole road be made up of permeable gravel aggregate, on average 0.4m in depth with the geotextile or other type of protective matting.

00:08:20:21 - 00:08:32:10

In terms of quantity, then. So, um, say you've got 15km, six metre wide. Have you undertaken an assessment of the quantity of materials?

00:08:32:26 - 00:08:52:15

Phil Williamson, on behalf of the applicant. Yes, we have that is included within the traffic and transport assessment. Um, I don't have the app reference right in front of me. Um, where the traffic

model has been built up based on the number of movements required for those stone movements for the haul road and all other construction activities.

00:08:52:17 - 00:09:10:16

So for transparency, is it feasible for you to quantify what your assumptions is based on, i.e. what is the number? What is the volume of material that has then informed the the number of lorries for the traffic model and.

00:09:16:03 - 00:09:27:06

Placed on on behalf of the applicant. Is that something we can. We just need to check the traffic and transport chapter as to how that figure worked itself through in terms of vehicle numbers, but we'll confirm, um, after lunch.

00:09:27:09 - 00:09:56:02

Yeah. You can, um, recognize the importance of that has been informed into, uh, the traffic model. And it seems that you have done an assessment. So thank you for laydown areas. Um, so these are storage areas that may also be required at various locations. Um, are you able to indicate, uh, the size typically of these storage areas?

00:10:03:19 - 00:10:13:05

So Fillory, Williamson, on behalf of the applicant. Sorry, could you clarify? Are you asking about storage areas in relation to the temporary construction compounds?

00:10:13:07 - 00:10:36:25

No, it's it's a it's a statement related to lay down. I think it's in paragraph 3.7.2.36, and storage areas may also be required at various locations within the Moana onshore development area. So I'm just querying, uh, what size these storage areas and what do they entail?

00:10:43:07 - 00:11:14:16

Valerie Williamson, on behalf of the applicant. Um, this is a similar response to my colleague Andrew Green gave previously for those laydown areas along the onshore cable corridor for various activities such as cable pulling, or for the cable drums to to turn and set up. They are transient along the onshore cable corridor, depending on where um, the, the detailed design comes up with the locations of the joint base and cable lengths. Um, so we do not define a size for those.

00:11:15:00 - 00:11:30:04

In terms of considering considering them and their impact under the. Yes. Um. Can you. I don't want to go too much into impacts because this is purely construction, but I'm just interested to know how this has been accounted for.

00:11:47:15 - 00:11:54:16

Filby, Williamson, on behalf of the applicant. Can I ask that we come back with a response on that one whilst we're reviewing the traffic model data?

00:11:54:18 - 00:12:01:06

Yeah, that would be fine. Thank you. Um, if we can move on to the onshore substation.

00:12:05:05 - 00:12:12:24

And is it possible to put a figure 1.2 um from app Dash 189?

00:12:16:27 - 00:12:20:17

So figure 1.2 from app Dash 189.

00:12:45:24 - 00:13:07:19

Thank you, Miss Chappell. So, um, this gives an, uh, indicative substation layout. So it's it's a similar thread. Um, I'm checking to see whether the applicant either wants to probably best to see if you can annotate.

00:13:07:21 - 00:13:14:00

And it's done on behalf of the applicant. I had guessed you might ask us to annotate that diagram. So yes.

00:13:14:13 - 00:13:14:28

Okay.

00:13:15:00 - 00:13:26:29

Again recognizing it is indicative but it will be helpful to identify which specific buildings and I suspect, um, an interest in which would be the main guy's building there within that diagram.

00:13:27:06 - 00:13:46:06

In terms of orientation, could you presume that North is the top bit of that there? Or maybe it would be, uh, useful if you're able to, to indicate normal things as well? Yeah. Um, similarly, if you were looking at that particular image. Um,

00:13:48:00 - 00:13:58:27

would you, uh, would it be implied from that image, um, that there would be no roads internally within or around the perimeter?

00:14:02:28 - 00:14:20:19

Hillary Williamson, on behalf of the applicant, um, is an indicative substation layout primarily to inform the landscape and visual um, assessment. And so roads were not included. We were focusing purely on equipment and therefore heights associated with those equipment and an indicative layout for those.

00:14:20:21 - 00:14:22:26

Okay. Thank you for the clarification.

00:14:33:15 - 00:14:58:10

Yeah, just thinking out loud in terms of the landscaping. Um, you're looking to, uh, erect up to a 12, uh, number. Um, lightning rods, and they're something like 30m tall. So can you ensure that if it's in the context of landscaping, would this figure needs to show lightning rods as well?

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

This done on behalf of the applicant. We will look at it. Okay, great.

00:15:10:18 - 00:15:42:11

Um, if I can maybe just, uh, uh, draw attention to a particular paragraph in app Dash zero 50. And that's 3.70.30.22. And there's a statement about a material will be reused on site where possible, subject to its suitability. And material from the excavation of the attenuation pond will be used as a fill material for the onshore substation platform.

00:15:42:23 - 00:16:09:05

And then this is what I'm really interested in. It's a statement about a cut fill exercise has been in and undertaken and which has been shown on figure 3.22. Now figure 3.22 does not actually show the full exercise and doesn't show the locations of of these mounds.

00:16:13:06 - 00:16:30:18

Uh, February Williamson, on behalf of the applicant. Uh, I think that's a typo. Uh, the figure three, two, two should refer to the attenuation pond and demonstrating where that is and where the cut and fill might. Uh, the cut and fill is not shown on that figure, and nor should it be.

00:16:31:08 - 00:16:34:28

Can you advise which figure the cut and fill is shown on?

00:16:39:20 - 00:16:57:15

That film? Williamson, on behalf of the applicant, I don't believe that there is a cut and fill figure in the application. Um, the cotton field calculations feed into the traffic and transport model and general engineering feasibility, um, associated with the design of the project, but we do not illustrate those in the application.

00:16:57:24 - 00:17:02:17

Are you able to provide the quantities and indicative quantities?

00:17:06:06 - 00:17:20:18

That Philip Williamson, on behalf of the applicant, that would similarly be included in response to review on the traffic model and how the quantum of material has been generated, um, to be exported off site or not, uh, in terms of the cut and file balance.

00:17:20:20 - 00:17:23:24

Okay. So you can share that information. Yeah. Okay, great.

00:17:27:25 - 00:17:28:10

Um.

00:17:47:21 - 00:18:02:14

The onshore substation construction program shows commencements of works, uh, in Q1 year one, uh 2026 and completion in Q4 year three.

00:18:04:29 - 00:18:12:24

Can the applicant, uh, indicate when construction workers numbers for the onshore substation would peak

00:18:14:19 - 00:18:15:20

under this scenario?

00:18:22:21 - 00:18:32:26

This done on behalf of the applicant. So are you looking to identify when effectively the maximum number of construction workers would be on site.

00:18:33:25 - 00:18:51:07

On site. I'm specifically looking at the onshore substation, so I'm presuming that, yeah, there would be a peak period of where the number of, uh, construction workers would be, uh, attending sites for that area.

00:18:53:08 - 00:18:58:26

So have you got, for example, indicative construction worker profile?

00:19:07:08 - 00:19:21:29

I feel really Williamson, on behalf of the applicant. Apologies. I'm going to keep saying the same thing. Um, similarly, that information is included with the traffic and transport model. Uh, we'll go away and give an answer with respect to when the peak is. Um, upon review of that.

00:19:23:29 - 00:19:37:28

Forecast on behalf of the applicant. Of course, there are different ways that the substation may be constructed in terms of the phasing of works within it, which means that the numbers that we will provide will be indicative rather than being typed.

00:19:38:00 - 00:19:52:07

That's fine. That's fine. But so that we've got clarity and transparency of what's informed and where he originates, and confidence that, um, that the applicant has actually considered that scenario. Understood. Okay.

00:19:56:14 - 00:20:20:02

So, um, before we go on to construction working hours, um, what I would like to do is. Um, ask if any party wishes to make any observations. I have gotten this dispenser from before, so I don't know if it's convenient. Now, Mr. Spencer, for you to read, um, what you had. And thank you for being patient.

00:20:20:21 - 00:20:53:16

Thank you sir. Yes. Oliver Spencer, speaking on behalf of a, well, more offshore wind farm Limited. Uh, so I took your comments at the beginning of this agenda item in terms of not going into the detailed construction impact. So happy to set those out in writing, but I would like just to describe the current status of the Wilmore project and also explain and describe the interaction. It's quite a complex

interaction with the different overlapping works with the proposed development. So if it's okay, so I'll just talk you through those.

00:20:54:03 - 00:21:27:04

And so the only more project was consented by way of a development consent order made in September of last year. It's currently participating in the contract for difference, or CFD allocation round, and the current program assumes that onshore construction will start in 2025. So next year, it will be the largest renewable energy project in Wales. Um, so if we could turn up on the screen, please sheet 11 of the works plan, which I think is reference as 003.

00:21:27:06 - 00:21:31:00

Just looking at my notes would be very helpful. Thank you.

00:21:35:07 - 00:22:14:02

And just while that's coming on, I think one comment, um, just of broader relevance is to keep in mind that although a wealthy moor is the furthest advanced of the projects in terms of Mona and also the National Grid bottle wooden extension project, we don't yet have certainty as to the precise construction sequencing for the project, so we have to keep in mind that there may be significant overlaps between the projects. And that's how we're approaching the comments on the the documentation that's been put forward. So, so just to sort of orient you with the more project, the project is also connecting into the bottle with and substation.

00:22:14:13 - 00:22:53:06

The cable corridor is on a sort of westerly alignment on this figure. So coming in from the left hand side of the screen into what is work number 25 and 26 on the Moana Works plans, which overlap with the Oli. More order limits as made. And so the key concern, sir, is the interaction between the more onshore cable route as it's coming into the substation with the proposed development. Um, so this might be an appropriate moment to turn to the crossing figure that we had up earlier, which I think was AP 083.

00:22:55:03 - 00:22:58:10

We can just talk you through the key points there from our perspective.

00:23:44:18 - 00:23:45:03

Yeah.

00:23:45:05 - 00:23:55:15

Mr. Spencer, you might want to. We're we're struggling slightly to get the document up. If you wanted to start making your points, perhaps, and hopefully the document will appear. Um, as you're doing that, if that's okay.

00:23:55:21 - 00:24:06:28

Okay. Thank you, Mrs. Dunn. I mean, it would be helpful to have the document on screen just because the comments relate to the location of of items on the on the plan. So I'll just hold on another moment if that's okay.

00:24:08:09 - 00:24:13:03

Possibly if you've got PDA zero 25 okay.

00:24:29:29 - 00:24:30:28

I think we've got it.

00:24:34:27 - 00:25:08:19

Thank you very much. Yeah. So the two, um, points we have here, the first one is the sort of key point that the more onshore order limits are not shown on the, on the plan. So in effect, the the potential crossing is not shown as a potential constraint, which we say should be shown. Um, the The key points of interest on this plan for us are the two crossing locations shown in the northern part, sort of roughly parallel with the top of the existing substation.

00:25:09:09 - 00:25:25:09

Um, so the one on the left is a, I think is a trenched crossing, and the one on the right is a trench crossing. Um, hopefully you can you can see the two I'm referring to, sir. On the on the.

00:25:25:11 - 00:25:31:14

Figure, the two men, uh, to that particular point where the existing substation national grid.

00:25:31:18 - 00:25:35:01

To the west of the existing National grid substation at the top of.

00:25:35:03 - 00:25:35:18

The.

00:25:37:03 - 00:25:41:06

Um, so the two to the west there, where you've got a green and an orange.

00:25:41:08 - 00:26:18:00

That's right. So although although the that's within the more, um, order limits, and although the final design of the cable route isn't yet set, um, it is likely. And I think the applicant and National Grid are aware that it is more likely that the cable will be connecting into the substation in that particular area, so that the concern is so that the applicant is showing the potential need for for crossings of other features in that area, which indicates that its cables might be in that area, which would obviously present a concern in terms of crossing with the Wilmore Cable.

00:26:18:02 - 00:26:29:23

And we're very keen to avoid there being any crossings of the only more export cable. So that that was the point on on this plan, so that it doesn't show the only more.

00:26:30:10 - 00:26:36:13

That's clear. Thank you. Yeah, that's clear, Mr. Spencer. Have you got any other points to.

00:26:36:15 - 00:26:52:10

Yes, sir. If we could go back to sheet 11 of the land plans that we were just looking at previously. Thank you. I just wanted to make a couple of points about the access arrangements to the east. So if we could perhaps zoom in and I think it's work 30 and 27.

00:26:55:15 - 00:26:56:00

Yeah.

00:26:56:07 - 00:27:31:19

So? work 30 so overlaps with the construction and operational access for more. And I think it was confirmed yesterday, sir, that that work would be used in order to get to work 28 and construct work 27. So there may be an overlap there that would need to be managed if the two projects were were carrying out works at the same time. There's a broader point, Sarah, in terms of access along what's shown here as work 38, which overlaps with work 39 and 41, in the more order limits.

00:27:31:21 - 00:28:09:24

And I think so, we'll put in the relevant sheet from the more work plans with our written submissions so that you've you've got that as well. And so there's a concern so that only more construction traffic will be using that route to get to the connection location. And there may be a whole road in an area where the applicant may be seeking to connect to its project. And so in that event. So we would be looking at a request for another trench crossing crossing technique so that in the event that the, um, a Wilmore is still constructing its connection and is using the Hall Road.

00:28:10:06 - 00:28:16:27

The applicant is not effectively cutting through the whole road with its cables and connection.

00:28:18:23 - 00:28:52:25

And I think so one of the actions that was taken yesterday under item, I think it was three F, was that the applicant was going to submit a plan showing the relationship with the National Grid project, but also the a Welly Moore project. And if I could perhaps ask the applicant through you so we could perhaps see an advance copy of that plan, and perhaps try to agree how the different works elements are going to be shown. Because we we had some discussions yesterday around the overlapping works on the works plans and I'm afraid, sir, the early Moore works plans also have overlapping work numbers.

00:28:52:27 - 00:29:18:12

So I'm just slightly concerned as to how that's all going to look when combined together. So perhaps if, um, between ourselves and the applicant, we could have a discussion about how to present all of the information on a single plan, because it I think it is very helpful to all parties to see precisely where the different projects work. So it's quite difficult looking at the two sets of plans in isolation. So if I could perhaps make that request of of the applicant through user, that would be helpful.

00:29:19:09 - 00:29:26:16

Okay. Um, thank you, Mr. Spencer, have you any other points before I hand over to the applicant to respond?

00:29:27:27 - 00:29:47:07

The last point, sir, was simply that we have been working fairly proactively with the applicant. There have been some helpful meetings, but the next step for us is to really hear back from the applicant on the protective provisions that have been provided to them to address these matters. Um, and so we look forward to further engagement with them on on those matters. Thank you.

00:29:48:15 - 00:29:51:16

Thank you, Mr. Spencer. Um, Mr. Stone.

00:29:52:20 - 00:30:24:00

Paul Carter, on behalf of the applicant, uh, to take the points in order. Uh, so the crossing schedule, um, only shows existing obstacles that would need to be crossed. Um, as Mr. Spencer alluded to, um, there is no fixed position yet for the, um, all the more, uh, cables and their detailed design, as I understand it, is yet to be done. Um, therefore, we would be making assumptions as to where their cables were in order to inform the crossing schedule. Um, I think the important point would be.

00:30:24:02 - 00:30:58:08

And it's it's the same for the access arrangements, um, where we acknowledge there's an overlap of, um, of how we would access the substation through work number 30. Um, and work number 38 is, is that we believe that both projects can work together and that there will need to be agreements at the time of construction as to how both these projects and the national grid extension, um, all work together in the same area. Um, but we believe that the proposals that we put forward do not prejudice those works happening and would allow all three projects to come forward together.

00:30:58:21 - 00:31:27:13

Um, and as Mr. Spencer mentioned, we have received some draft protected provisions from Alabama, which we're reviewing and will be discussing with them. Um, and the agreement that these protected provisions will obviously talk to the first point about the crossing schedule and how we might cross the assets. So I think we don't really have anything additional to say on that point at the moment until we've discussed the protected protective provisions and agreed how they would look with with all the more and the protection of their assets once installed. Okay. Um.

00:31:27:22 - 00:31:30:07

In terms of the overall the plan.

00:31:31:27 - 00:32:04:23

In terms of the overlay plan? Yes. We're absolutely happy to share that with Eleanor. First, we completely understand the the need to get the plan, uh, looking right, so that it's easy enough to understand for all parties and therefore very happy to engage with them on that. Uh, yeah. As we suggest today, we will only be doing that once we have the information from National Grid on their application boundary and any information contained within that. And we don't have that at the moment. So we will be waiting for the the National Grid application to go in in order to be able to start that process.

00:32:05:06 - 00:32:27:06

Can I just come in there a second? Whilst that would be extremely helpful for us to have everything, we do have our animal before us and we have concerns raised by them at this moment in time. So in

the intervening period, I think if we could have something that shows both of those projects, that would be really helpful to us and then update that, as in when or if you have anything from the National Grid application.

00:32:27:09 - 00:32:29:22

Or cartoon, we have that. Yes, that's fine. We can look at doing that.

00:32:33:19 - 00:32:35:18

Okay. Thank you. Um,

00:32:37:09 - 00:32:39:24

if I can look around the room. Oh, yes.

00:32:41:10 - 00:33:11:22

Uh, Martin Barlow representing Kevin Murdock community council. Um, my point really on my comment follows on naturally from the one we've just had. Um, I think the inspectors will be aware from the unaccompanied site visits of the some of the limitations of the roads, etc. and the sort of nature of the community of Kevin Merida. Um, and as we've heard, Alamosa is the DCO has been consented.

00:33:12:15 - 00:33:44:18

Uh, National Grid has already is already on the track to, uh, extend the substation. Um, and there are overlapping timescales for all three projects. So given the very large and intrusive scale of the mono project in relation to the community and the landscape, and given the cumulative impacts that will, uh, result from the uh Owl and more and the national grid extensions as well.

00:33:44:29 - 00:34:24:03

I would just add the sort of huge impacts that these are going to have on a very, very small community. I think it's actually the smallest community in Denbighshire Community Council and Denbighshire. I would just urge that at least during the construction period, you know, that the maximum restrictions are imposed on construction activities so that the impact on residents on the community are at least not as overwhelming as they might be if there are not restrictions applied.

00:34:24:05 - 00:34:44:02

I mean, it's going to be fairly traumatic for the community, as it is certainly the long term when the, uh, substations are all built. Um, so I would urge that the in the interim period during the construction that at least, you know, some consideration is given to keeping the, um,

00:34:45:25 - 00:34:48:15

the impacts to a minimum. Thank you.

00:34:49:03 - 00:34:56:13

Thank you. Um, and then before the applicant responds, I'll ask Mr. Hussey to you. Got you.

00:34:58:02 - 00:34:59:10

Thank you. Um.

00:35:00:01 - 00:35:35:07

I'm sure the applicant will say it's out of scope, but I do want to ask about marriage. They have held public consultations. They do attend the same meetings as Mona and Ali. More with National Grid. And they have identified in which part of the extension of National Grid substation they're going into. And they have clearly identified that they're going to be constructing at the same time. So is there any way that you could also include some impact assessment from the marriage, who obviously are going to be using the same construction access routes to the National Grid substation as yourselves?

00:35:40:11 - 00:35:46:20

Can I ask the applicant to respond to what you've just heard of? Two parties.

00:35:51:15 - 00:36:28:01

Is done on behalf of the applicant. Um, in respect of, um, Mr. House's point regarding disconnect. Um, I like Mr. AC. We're obviously aware of the application. Um, there isn't sufficient information in the public domain at this point to undertake any kind of cumulative assessment. Um um,, with the, uh, with the Moana project. It it it has been on the table for some time, but there is nothing around. There is no application. Uh, there is no detail, and there isn't anything that we could we could meaningfully undertake an assessment on, which is why that hasn't been done.

00:36:28:04 - 00:36:57:04

I mean, the applicant is is very aware, obviously, of the cumulative situation with, um, with the Moana project, with our climate and with the National grid extension, and has sought to consider those as far as it can on the basis of the information that is available. But with Morris there, just there just isn't sufficient information as and when Morris Connect comes forward, of course, it will need to consider its cumulative impact with everything else that is happening there at that time.

00:37:02:04 - 00:37:06:03

And what was raised by Councillor Barlow? Have you got anything to add.

00:37:07:12 - 00:37:40:27

To the list on on behalf of the applicant? I suspect we might be talking about that under construction working hours. But again, you know, the applicant is very, very conscious of the of the different projects that may be constructing at the same time and, and has sought to to minimize and adopt relevant controls in terms of making sure that impacts on the local communities are minimised as far as possible, whilst also not extending the construction period. Uh, beyond that is always a balance between those two, but I think we'll be talking about it in terms of construction hours.

00:37:41:13 - 00:38:08:21

Okay. Um, we'll move on to construction hours there. Um, so if we can start with the outline code of construction practice, um, that states, um, that's up to one two, and it states the core working hours for onshore and intertidal elements. Can I just check what the core hours would be for offshore works?

00:38:21:25 - 00:38:27:00

Forecaster on behalf of the applicant. Um, offshore working could be 24 hours.

00:38:27:28 - 00:38:31:08

Is that explicit in the documentation?

00:38:31:10 - 00:38:35:29

Just. We can review the documentation to check and clarify. Okay.

00:38:36:01 - 00:38:36:17

Thank you.

00:38:39:21 - 00:38:58:01

So for onshore onshore works, um, the applicant is looking for at 12 hours, six days a week, working hours. So first of all, um, would this apply to bank holidays, public holidays, Easter and Christmas period?

00:38:58:25 - 00:39:25:01

So listen on behalf of the applicant. It's important to read the Outline Code of Construction Practice alongside requirement 14 of the draft DCO. Uh, so that says um, except as otherwise agreed in the code of construction practice, construction, uh, of the onshore works and traffic movements may take place only between 7 and 7 Monday to Saturday, with no activities on Sundays or bank holidays.

00:39:25:03 - 00:39:25:18

Okay.

00:39:25:28 - 00:39:29:06

Okay. And in terms of the Christmas period.

00:39:30:24 - 00:39:32:17

I think that's a bank holiday, sir.

00:39:32:22 - 00:39:50:09

I'm just. Yeah. Um, in terms of the bank holidays sometimes, can, uh, construction contractors have, uh, two week break during, uh, holidays. So I'm just trying to understand what your baseline is.

00:39:53:09 - 00:39:59:02

Forecast on behalf of the applicant. We haven't and wouldn't specify that contract for possible contractual downtime.

00:39:59:04 - 00:40:09:07

Currently the assumption is to take the bank holiday, say the 25th or the 26th. But then there would be working on, say, the 28th, 29th as an example.

00:40:09:15 - 00:40:11:04

That's the worst case assumptions, Okay.

00:40:11:26 - 00:40:13:04

Just so that it's clear.

00:40:24:19 - 00:40:49:27

For extended working hours, which is beyond the core working hours, um, you refer that this needs to maintain time critical activities. Uh, that's in is in up to one, two, uh, paragraph 1.8, .2.4. Can you elaborate on what is meant by time critical activities?

00:40:56:05 - 00:41:17:10

It is done on behalf of the applicant. Um, time critical activities typically are those things where, um, they either need to happen at a very specific period or there is a, um, there is a continuous period. So for example, if you start a concrete pour, um, you need to continue that concrete pour until it has finished.

00:41:18:09 - 00:41:34:27

So um, say an activity whereby it's been delayed because of weather or so forth, and there is a need to catch up on the program that wouldn't be deemed a time critical activity then.

00:41:41:23 - 00:41:46:14

Placed on on behalf of the applicant? No, that wouldn't be considered a time critical activity. Okay.

00:42:02:01 - 00:42:07:10

For the four year onshore substation construction period. Um.

00:42:11:13 - 00:42:22:04

You mention, um, continuous concrete pouring and finishing work that takes place. Um, where would this type of activity occur?

00:42:26:12 - 00:42:27:03

On the platform?

00:42:31:12 - 00:42:31:28

Yeah. What?

00:42:38:12 - 00:42:46:01

About Hillary Williamson. On behalf of the applicant. A concrete pause would be undertaken on foundation works on the onshore substation platform. Okay.

00:42:46:03 - 00:42:47:03

Okay. Thank you.

00:43:02:14 - 00:43:21:17

I think rather than ask further questions that I have here, I'll put them as written questions. But I would like to take the time that we have now to ask parties if they have any observations to make on the construction errors, and possibly, if I can, ask Conway first if they've got any.

00:43:24:00 - 00:43:44:02

Thank you. Um, in relation to the section 42 or regulation 42 consultation, Conway did request that the working hours be limited for the onshore work to be limited to 8 a.m. to 6 p.m.. That's in the interest of amenity of residents.

00:43:50:25 - 00:43:55:01

Um, what about Saturday? Working Saturday?

00:43:55:10 - 00:44:05:27

Normally, the um council will permit Saturday morning working, but not doing the afternoons. I think it's usually until 1 p.m..

00:44:09:08 - 00:44:21:08

Okay. Um, before I hand over to the applicant, um, I've got two colleagues here. Can I start with Mr. Hussey, who will put his hand up first, and then Councillor Barlow afterwards. Is that okay?

00:44:22:15 - 00:44:33:02

Thank you. Um, can I ask the applicant the co-working hours whether they're 7 to 7 or 8 to 6? Is there any seasonal variation in that, or is that throughout the whole year?

00:44:44:09 - 00:45:14:25

That Phil Williamson on on behalf of the applicant. In response to Conway County Borough Council, our response to the section 42 comments, which we put back in relevant reps, was that the we believe that the proposed core construction hours are considered to be appropriate. Um, the core construction hours are primarily driven by the duration of those lengthier works, such as the onshore substation, and minimizing that duration as much as possible.

00:45:15:27 - 00:45:28:26

Um, alongside that, we believe those hours to be considered to be appropriate as the potential impacts to sensitive receptors or of undertaking works within those hours have been assessed, and no significant effects have been identified.

00:45:30:29 - 00:45:54:06

And in relation to Mr. Husky's response. A question the at the onshore substation activities will be task led. So whilst those core construction hours might remain, there are other factors to consider such as health and safety lighting depending on the light at the time of year. Um, and so as I say, it's task led, depending on what's happening at that time for you.

00:45:56:05 - 00:46:19:18

Can I sorry. Can I come back on that, please? Um, can I refer you to document EP 069 Landscape and Visual Resources 3.6 on page eight of 197, you say. During the construction phase, no work will be undertaken during the hours of darkness. So is that accurate?

00:46:39:18 - 00:46:57:28

I feel real, Williams, on behalf of the applicant. Um, I think we'll just have to review what we mean by darkness. Um, as I said, task LED lighting might be required. Um, in the where where lighting is a

factor for health and safety reasons. But the, um, the statement of darkness. I think we need to clarify to you.

00:47:00:06 - 00:47:07:00

That that was certainly helped because, um, a layman reading that would imply that that means sunlight hours.

00:47:10:15 - 00:47:12:07

Okay. Um, Liz.

00:47:12:09 - 00:47:55:29

Dunn, on behalf of the applicant, I just, um, we're obviously we were aware of, um, Conway's relevant, uh, Conway's consultation response to section 42 and the request for those shorter hours. Um, It's something you've probably heard before, but there's always that balance between being able to have a shorter duration of time on site because you've got longer working hours versus working to shorter working hours. And I think Mr. Williams reference to, um, to the environmental statement not identifying any significant effects, I think we have considered the impacts of some um, of those working hours on, uh, on people that are living around, um, and we are talking specifically around the substation area now.

00:47:56:09 - 00:48:18:27

Um, and, and it is, as I say, it is always that balance between trying to get something done more quickly so that you can actually move off and, and clear away rather than having those shorter working hours. And the applicant feels that the hours that have been put forward are appropriate to be able to do that. But does recognize the the recognized, you know, the points that have been made by others in respect of those.

00:48:21:06 - 00:48:22:24

Can I ask, counselor?

00:48:24:05 - 00:49:03:09

Yes. Well, actually, I'd just like to, um, agree with my colleague from Conway about the hours. Um, certainly in consideration of the community and the residents. Uh, we feel that 8 to 6 is far, far more appropriate. And I would take issue with the notion that residents would prefer a 7 to 7 in order to get the job done quickly. Our experience from the other substations that have been constructed in Kevin Murdock, which is, uh, Gintama and um, the Burbank one, is that, you know, the shorter time scale is preferred.

00:49:03:11 - 00:49:36:23

7 to 7 every day, particularly Saturdays, is very, very, um, detrimental to the to the health of the community. So I really would take issue with that. And I also like to ask the applicant whether the hours they've specified 7 to 7 include mobilisation time, because I believe that normally an hour either side of the core hours is allocated to what's called mobilization, which I presume, I don't know, I'd have to be informed about it, but would also include, you know, noise of various kind.

00:49:37:08 - 00:49:40:08

But, um, I'll be informed by the applicant about that.

00:49:40:15 - 00:49:46:18

You can ask the applicant to respond and then we'll come to.

00:49:47:21 - 00:50:18:17

Loads on behalf of the applicant. Um, there is the outline code of construction practice, which is app. Uh 212. Um, does talk about the mobilization period and that period of up to an hour, um, uh, before and after core working hours. Uh, it explains what could be done during that mobilization period. And it's effectively non, um, it is non noisy activities. It's people arriving at site site inspections clean up um some maintenance.

00:50:18:19 - 00:50:28:04

It doesn't include any HGV movements into and out of those areas. Um and um that uh that.

00:50:31:15 - 00:50:49:03

Sorry I'm just checking the wording of the requirements. So you have that mobilization period. Um, and that needs to be read in the context of requirement 14, which uh, talks about, uh, traffic movements arriving and departing may only take place between the hours of seven and seven.

00:51:01:13 - 00:51:16:03

So it is done on behalf of the applicant. So to be completely clear, the mobilization can take place would be outside of those 7 to 7 hours. So it could be from six till seven in the morning. But they are designed to be non noisy activities in that sense.

00:51:16:25 - 00:51:25:23

And you say no HGV movements in the mobilization. And would there be something in place to prevent um HGVs turning up in that period and waiting to get into that?

00:51:25:28 - 00:51:40:23

It is within the outline code of construction practice. So clearly once that's been agreed, there's a mechanism to secure that. I imagine it would also be notified to any HGV drivers that they shouldn't be. It would be part of the contracts that were placed there.

00:51:44:05 - 00:51:44:27

Mr. Thomas.

00:51:46:19 - 00:52:12:17

Thank you. Um, It might be helpful to understand the applicant's position in respect of what activities might need to be carried out during the extended period. Um, from 7 a.m. to 7 p.m.. Some of those activities may not be as much because of cause for concern, whereas other ones would be a greater concern. So any clarification on those points would be highly advantageous.

00:52:13:25 - 00:52:28:20

Based on the applicant that is set out in the outline code of construction practice. So I think as we work through discussions with the with the local authorities on those, um, there is detail in there around what sort of activities can be undertaken.

00:52:32:07 - 00:52:38:21

Okay. Thank you. Can I just check about the bit about noisy activities? Um,

00:52:40:09 - 00:52:57:02

how would you define, uh, a delivery to the onshore substation for either concrete pouring or for components of the substation, like transformers? Could that be undertaken those deliveries at night?

00:53:09:21 - 00:53:45:21

Hilary Williamson, on behalf of the applicant. Um, transforming deliveries such as those might be delivered on an abnormal, indivisible, indivisible load or are treated completely separately. Um, because of the complexity around those deliveries. So that would not be a delivery that happens in, uh, that mobilization, uh, time period. Um, as Miss Dunn has alluded to, the, the, the code of construction practice does state that mobilization does not include heavy goods vehicle movements into and out of construction areas, but suppliers can make use of the wider highway network outside those hours to travel.

00:53:46:05 - 00:54:02:04

Okay. And um, in terms of, say, piling activities, I'm not sure if you're looking to undertake piling for the onshore substation that that would be like would any activity involving piling be done in the night?

00:54:07:05 - 00:54:16:24

That Phil Williamson, on behalf of the applicant, no piling would be undertaken under 24 hour activities or in those mobilization periods it would only be in the core working hours.

00:54:17:13 - 00:54:22:06

Okay. Thank you for that confirmation. Um, yes.

00:54:22:08 - 00:54:46:17

Councillor Martin Barlow, cabinet minister. I wouldn't want to extend the discussion unnecessarily, but I would query the notion that you can have during the mobilization period. I don't know, minivans of workers and vans of people arriving cars. And that's not actually a noisy activity in a in a rural setting.

00:54:47:26 - 00:54:52:11

Thank you. Can I ask the applicant just briefly to respond to that?

00:54:56:16 - 00:55:28:26

Phil Williamson, on behalf of the applicant, um, in response to the the the point about the rural setting. Um, as we've identified the the construction access to the onshore substation would be immediately adjacent to the existing access for the onshore substation. Onshore substation for national grid. Um, so

we'd be using an area of of um, of public sort of access that's already used for, um, large scale infrastructure. Uh, and so, um, we believe that those activities are appropriate for that location.

00:55:31:29 - 00:55:40:29

Okay. Can I just check to see if there's anybody else around the room that's got any comments to make or similarly, virtually?

00:55:45:27 - 00:56:05:20

No, I can't see anybody with raised hands either. So I suggest that we break for lunch, and, um, I think we take one hour lunch break. So can we, uh, recommence at 1230? Sorry. 130. Thank you.