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SUMMARY KEYWORDS

highway, Jarvis, point, sir, section, cables, works, transcript, applicant, land, area, proposed, depth, undertaken, limits, confirm, rights, plot, refer, carpark

00:03

Right, the time is now 10 past 11. And the hearing is resumed. We were just about to move on to the next section with an agenda item 4.3. But before I do, I just like to confirm that the transcript and the appendices that we are referring to are available in the examination library, Rep. 5034. And Rep. 5056. As are the other documents that were obviously referring to and sharing on the screen.

00:37

Just moving on then to the next section of what we might call the run through the scheme from north to south. And that relates to the works compound and lay down area work. Number three.

00:50

I didn't actually have any specific questions on this section of the transcript. Mr. Jarvis, is there anything that you wish to say to this section?

01:00

And nothing general? So No, thank you. Thank you. Anything from anybody else?

01:06

Okay, nothing heard. Thank you.

01:08

I then come on to the next section, which is areas for storage, stroke stockpiling. Again, I didn't have any points that I wish to raise about that. I mean, obviously, these areas are all still relating to the converter station area, and the area of the land plans that we can see on the screen now.

01:30

Mr. Jarvis was there anything that you wish to say to areas for stock piling or storage? nothing further, in addition to the transcript, sir, thank you. Thank you. Was there anything from anybody else?

01:43

Okay, nothing heard. Thank you. On to the access road, which effectively we've just spoken about. But in terms of this particular section of the transcript, I didn't have anything I wish to raise. Mr. Jarvis. Was there anything from yourself?

02:00

No, nothing further, sir. Thank you. And was there anything from anybody else?

02:06

Okay, nothing heard. Thank you.

02:10

I now move on to the next section of the transcript, which is on page 14 of the transcript, which is the 11 kV overhead line and undergrounding. Effectively, yes, I again, I have no questions on this. Mr. Jarvis. Was there anything that you wish to say on this section?

02:28

Yes, there is. There have been further discussions with SSE who are the owner of the overhead line in this location. And those discussions have progressed positively. And they've identified that the over ground and can take place. From further north. There is therefore an intention to reduce the order limits in this location to remove the area that extends South shown blue broadly from where it aligns with the land shown yellow. And the intention is for that to be submitted in the next few days. Today or tomorrow, sir.

03:03

Mr. Jarvis, could you with that with the land plans on the screen? Now? Could you just give me a plot number that we're talking about? Is this one 180? And that kind of area?

03:15

Just bear with me one second, sir. And I'll confirm the numbers for you. Thank you.

03:22

So, if I may, I'm going to refer you to others Sullivan, who will be able to confirm those numbers for you. Thank you.

03:32

I'm guessing a lot of feedback at this end.

03:39

So, getting that

03:42

seems to have gotten missed. Mr. O'Sullivan think that your laptop as well. That's the problem. So, we really do

03:51

need a new laptop. Sir. Can you hear me now? I can. Thank you.

03:56

Okay, sir. So the

03:59

following audit was really was just to know the plots to which Mr. Jarvis was just referring. Yes. So, the plots which we anticipate will be removed from the order limits are part of plot 150

04:19

plot 167 plot 166 plot 168

04:28

plot 174

04:31

plot 176

04:34

plot 177 and plot 180. And plot 175 and 163 will be reduced in size also.

04:51

Right, I think you may well guess from my comments about plot 180 that I was in completely the wrong place.

05:00

And so, what I'm doing now? I'm going through

05:05

the land plans to actually look at where those

05:10

plots are you but you did you did mention 180

05:15

Yes, yeah, right. Okay. I've got Yes, it was the area that I right. I think I was correct in my thinking it was the area that I was I was thinking when Mr. Jarvis was explaining about the 11 kV works. And so that does accord with what was going through my mind. So, thank you for those plots. And just for a little bit more background information on there sir. I don't probably need a lot of background information. But if you've got something brief that you want to say, that's fine.

05:43

No, I think it's probably, we can pick it up with the submission for the change request, sir. Thank you very much. Mr. Jarvis. You.

05:59

Hello, sir. Right. Thank you. Thank you for that explanation. Thank you Mr. O'Sullivan for that explanation of the plot numbers. So, I'm now aware of where it is. And had you completed what you wish to say under that particular section of the transcript? Yes, sir. We have Thank you. Thank you. Was there anything else from anybody else on that element of the transcript which related to the 11 kV overhead line? undergrounding.

06:24

Okay, nothing heard. Thank you. On to the next section, then, which is headed up drainage. And again, I didn't have any particular points on this. Mr. Jarvis. Is there anything that you wish to say?

06:36

Nothing further, sir. No, thank you. Thank you. Anything from anybody else?

06:42

Okay, nothing heard on to telecommunications buildings effectively. Yes, we've dealt with this in the discussion that we had before to some extent. I didn't have anything further that I wish to say on this. Anything from you, Mr. Jarvis. Nothing further, sir. No, thank you. Anything from anybody else? Okay, nothing heard. Thank you.

07:04

On now to landscaping and ecological enhancements. I didn't have anything on this. Mr. Jarvis. No, nothing further, sir. Thank you. Anybody else?

07:18

Okay, nothing heard.

07:21

Excuse me. The HVDC cables. I'm conscious that

07:27

these are the HV AC cables in the proximity of the area that we're talking about at the moment and the DC cables when we talk about those then

07:36

it is still a general description rather than going into the route. But anything I didn't have anything on the HV AC cables? Anything Mr. Jarvis nothing further sir. No, thank you. Anything, anybody else?

07:51

Okay, nothing heard. HVDC cables is the next section.

07:57

I didn't have anything on this. Mr. Jarvis.

08:00

Nothing farther, sir. No, thank you. Anybody else?

08:06

Okay, nothing heard. Thank you.

08:12

Now I'm now going on to the onshore HVDC cables.

08:19

From the transcript This is dealt with in sections north to south and I will work through those sections in a similar way that we've just done. But first of all, anything on the introduction section to the HVDC cables. I didn't have anything from myself, Mr. Jarvis.

08:36

Nothing further is there now? Would it be okay, if we just pause for a short moment? We've had an issue with the audio and what we're trying to do is dial back in through a conference phone so that we can all speak using the same audio and that should avoid any further issues with sound reverberations. If that's okay.

08:53

When you say pause, what do you want to take seconds. We just need to dial the number and enter the PIN. Right. Okay. I'm happy to take a pause. Thank you.

10:14

Hear me

10:16

now join joining.

10:26

Mr. Roscoe, you're muted.

10:30

Thank you very much for that, Mr. Jarvis. I was still getting feedback at first.

10:38

It seems to be better when you spoke just a moment ago. Could you speak again please, I think we've got a more general problem in that it's not the audio through our phone isn't working. So, I'm just going to dial that out and join as I was before. Sorry, sir. Right. Okay. Is that going to be another 30 seconds or so? No, sir. Right. Okay. Thank you. Mr. Jarvis

11:00

is now exiting.

11:03

Right, you can probably hear that people exiting and coming in from my end now.

11:09

Right. Okay. I mean, I was it. It wasn't a problem before I realized that these circumstances are of course unusual to how we work previously. And if there is reverberation or difficulty, I will say, and, and hopefully we can correct it as we go along. Right. We had got then to the

11:31

refit the introduction to the onshore HVDC cables. I didn't have anything I wanted to raise in terms of that introduction. Was there anything from you Mr. Jarvis? nothing further, sir. No, thank you. Thank you anything from anybody else?

11:47

Okay, thank you.

11:53

To then to the sections of the cable route.

11:59

The set out in the transcript getting the reference previously.

12:03

The section one then is the Love Dean converter station area. I didn't have anything on that. Anything from you, Mr. Jarvis? No, sir. Thank you. Anybody else?

12:15

Okay, nothing heard. Section two is Anmore.

12:20

I'm just wondering if at this stage, thank you. So, what what's happening with the screen sharing now is that the screen sharing will actually generally follow the areas that were that we're talking about. I'm conscious that the sections may not directly refer relate to the land plan sections. But in terms of description, it will help us identify where we are on the route. So, on section two, Anmore, I just had one, this relates to the width of the blue land shown. And one of the reasons given for the width of the blue land shown is the risk of caustic or archaeological features within that land. Excuse me, and the need to avoid those Mr. Jarvis

13:15

Do we have and I must admit, I haven't looked through for it in detail. Do we have details of a previous investigation? What is the previous? Is there any previous investigation that's been done? I've seen desk study,

13:28

work that actually showed those potential sites indicated on a Plan and Document to go with that. Is there any physical investigation work that has been carried out or that might be carried out to actually identify features that would need to be avoided? Mr. Jarvis?

13:53

I would need to double check that and come back to you on that point in writing, as I haven't got the answer immediately to hand. And I understand there have been geophysical surveys undertaken but I can't absolutely confirm that at this time.

14:07

Right. Okay. I mean, we've already said that we would have a post hearing note to generally cover this item on the agenda.

14:16

Just on that aspect of it, I'd not be looking for chapter and verse if there are references that you can put in within the application as to any work that's been carried out. And just to very briefly go into work that would be carried out to avoid these features. So that that can be linked up with the

14:40

the width of the rights that you're seeking, if you'd like to give a picture of the background to these rights, and what

14:50

would be needed to actually define the route at a later stage in detail design.

15:01

Yes, that's fine, sir. Thank you. I would just mention that we also do have an option in place in relation to this land also.

15:09

Right. Okay. Thank you.

15:18

Right. I didn't have anything further on this. Was there anything from anybody else?

15:27

Okay, nothing heard. Thank you. On that to section three in the transcript, which is Denmead stroke Kings Pond Meadow.

15:39

I didn't have any points I wish to raise on this. Mr. Jarvis.

15:48

Sorry, I'm

15:51

sorry.

15:54

Mr. Jarvis. I didn't catch that. I'm sorry. Nothing further, sir. No, thank you. Thank you. Thank you. we all we all forget to unmute from time to time. Anybody else?

16:05

Okay, nothing heard. Thank you.

16:09

going on now to Section four Hambledon road to Farmington Avenue. I should just say at this stage that it may seem to certain parties that were going through very quickly, there were extensive submissions in terms of the transcripts put in by the applicant. The sections that I'm dealing with, often run to

16:32

one or two pages of a form. And so, what we're concentrating on now, is really any specific questions that I and indeed other people have relating to those sections. It's not as if this is the speed at which this work is being done. The understanding of the text is taking place beforehand. And that's the benefit of the transcript, as I said at the start. So, section four Hambledon road to Farmington avenue. I didn't have any questions on this, Mr. Jarvis. And no, nothing further, sir. Thank you.

17:03

Right, I have just seen a hand raised and

17:11

I'm just looking for who it is. I can see two hands raised now.

17:17

Miss Colquhoun, and Mr. Turney have their hands raised as far as I can see, I'll deal with Miss Colquhoun first.

17:27

Thank you very much. I was going to

17:33

either choose now to raise some issues with regard to and it comes back to the permanent limits point.

17:40

Or, later when we deal with our representations.

17:46

Tomorrow, but for the moment, sir, I think what all what I wanted to check in regard to the transcript, it's paragraph 450. Point three.

18:00

Yes

18:03

And we've got reference to the to the cross section showing the typical approached in installation.

18:12

Yes, it what we just wanted to check was if that's a typical approach,

18:21

is there what would take the applicant and construct outside of those typical

18:31

depths as it were, I mean, what it what is it that that would prevent that from being a typical approach?

18:42

Mr. Jarvis

18:45

with specific reference to depth, you may take the cables deeper so that you're avoiding of the utilities in the highway without the need to divert them

18:57

but what would trigger that? So, it's, it's it is the it's only the it's, so I don't, really, I'm happy for a certain amount of conversation between the parties.

19:12

Miss Colquhoun then so it's, it's been answered? It's been answered in terms of

19:18

potential obstructions. If you like within the line, it's been answered vertically. Mr. Jarvis. Was that the do I take that answer to be the same for horizontal in the horizontal plane? Yes, sir. Right. Okay. And then Miss Colquhoun then your question then went on to what would trigger

19:42

No, I think I think what I've said, forgive me, that what I'm trying to establish is an I've been looking very carefully at the works plans and limits of deviations and this was clearly an example of where a the limits of deviation

20:00

would go

20:02

south, sorry, would go further into the sub soil. And that's what I'm understanding from the evidence is that this is one of those examples where the sub soil to the highway would be

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would be required as it was part of the, as part of the construction that

20:23

was the difficulty I've had is looking at the discussion we had yesterday about the rights that are being that, the right being relied upon, through the nurser statutory undertaken, as well rights. And subsequently, if you need to go deeper, you've got your sub sort of rights. Is this one of those examples where

20:48

so, construction may begin within this typical cross section. But subsequently, it's discovered that there is

20:57

other stuff in the way that you would dig further, is that is that what we're talking about here? Is that what that sub soil right is covering? Mr. Jarvis?

21:09

Yes, cables are constructed in the highway. And it's preferable to avoid existing utilities by going to a greater depth, that depth may extend beyond the vertical plane, which forms the highway. And in those circumstances, rights over that land would be acquired to allow for the construction of in the operation and maintenance of the cables in that land, which is below the highway.

21:31

What would be sorry? That I found a question if I could just before so that so that this can come through them through me if you could just speak after I've said your name, I would be grateful. Miss Colquhoun? I'm so sorry, sir. So that the other question I have, therefore is

21:52

what is the position? What would be the position? If there was no construction?

22:00

There was already an issue with regard to anything that's in the way within the highways.

22:08

Is it proposed that there would be a,

22:14

a,

22:15

I'm trying to think of what the suitable construction word would be. But

22:21

is there the potential to drill through as it were, the extent of the highway and, and build everything at sub soil?

22:31

Right. So that I and I understand the question is what you're saying almost, is it? Is it possible to HDD for example, certain lengths of the route within the highway to avoid obstructions within the depth of the highway itself?

22:54

Have I got that correct? in its effect, sir, that the what I'm concerned about is not so much if there is construction within the highway, because we've established that the applicant Undertaker wish to use nurser. But if for example, subsequent to any assessment by the contractor, it is decided that, in fact, it would be easier better for whatever reason not to use the highway and therefore, not to rely upon the nursery rights, that the highway would still be used to access that sub soil.

23:45

Right.

23:47

So, what you're saying then there's that the highway would be used to access that sub soil at either end of the HDD or whatever it might be. Yes. The works necessary to travel through the subsoil. Yes.

24:05

Right. Okay. So, I'm now clear on the question that's being asked, Is there anything that you can give us at the present time on that, Mr. Jarvis?

24:16

Yes, as we discussed yesterday,

24:20

to get to the vertical plane of land, which is below the highway, one would have to go through the highway, where you're going through the highway, you would be relying on new roads and streetworks act powers as we discussed yesterday, the new road and streetworks act permits the breaking up of the road and statutory authority is provided for that through article 11. I would just like to clarify that there is no drilling in the highway. It's all through open trenching, and for obvious reasons, it would not be preferable to go to a greater depth for the whole of the route because that would be more time consuming and more expensive for the contractor. However, there is a need to retain flexibility for in the event that there is a need to route around

25:00

certain constraints which are in the highway. It is also the case that there are protective provisions applying in relation to statutory undertakers operate operators. And they would also operate to allow the applicants to liaise with the relevant Undertaker's to find the best route to lay the cables whilst not having serious detriment to that operators. Thank you, sir. Mr. Jarvis would Is there anything within the DCO that exists at the moment to prevent, for instance, trenchless construction within the highway?

25:33

Yes, there is, sir. Because the works plans show the areas where HDD may be undertaken, and they may not be undertaken elsewhere. Now, I can double check to confirm that that is a secured position. But that is the position, I will review the wording. But if that's not already absolutely clear, I will make sure that it is Thank you. Because I mean that what you've just said, would imply that HDD must be undertaken in certain areas, but may not prevent HDD in other areas. Right. That was the first point. The second point then was that in terms of the trenchless construction, if indeed that should take place, was what you were saying effectively that the new roads and streets Works Act would be used could be used to go through for your entry and exit points. But that anything in between could just go into sub soil and know that it's not your intention to actually do that. But if the response should come back that trenchless construction may be an option, after having considered this is that the kind of situation that would exist that the either ends of the trenchless construction would go down through the highway from below. And that would be new works and street roads, roads at each end, if you like, Mr. Jarvis. There's no trenchless construction in the highway. So, you wouldn't be able to set up the compounds. It's not feasible. It's not proposed. And I therefore don't think there's any point in answering the question further. Right. Okay. So, what you're saying is that is that one of the reasons that it wouldn't be proposed is the extent of excavation, land, whatever that will be required in the highway to actually do HDD entry and exit pits?

27:29

Yes, there wouldn't be sufficient land for a compound for HDD in the highway within the order limits in any event. Yep. Out on the highway. Okay, okay. Right. Okay. So, I've got that then. Was there anything else on this then? Miss Colquhoun?

27:49

Miss Colquhoun? I think you're still muted.

27:52

And I can't see a visual. So, I'm not sure whether you're speaking or not.

27:56

Sorry, sir. Okay.

27:58

I was.

28:01

Forgive me. I was talking to someone without that with my mic on because I was trying to avoid things. Did you ask me a question? I just asked, having heard what Mr. Jarvis has just said, is there anything else that you wish to say on this matter? I think not at this stage, though. Thank you.

28:19

Mr. Turney.

28:23

Thank you, sir. Richard, Turney for Hampshire County Council. And there are two points that are raised by this section of the transcript and by the rights that are sought at the highway in this section,

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they effectively come down to the certainty of what's proposed.

28:41

And the first issue is about the vertical deviation. And the issue that has been raised by Hampshire County Council is that the applicant proposes both to have rights to lay in the highway, and to have rights to lay beneath the highway sub soil.

29:03

At the moment, it is given indicative

29:08

figures for the proposed depth of cable lay.

29:12

We've had various different fingers at various different times, and we've made various requests about the depth of the cable lay. And I think really what we're pressing for here is a little bit more certainty by way of their plan.

29:28

A plan of action as opposed to a plan drawing as to what depth they propose to lay the cable.

29:37

And then we need to have a mechanism by which we can understand whether and when in any particular section, the applicant considers, and the Highway Authority considers that they are in the highway or beneath the highway, because it's a different set of statutory powers that are relied on in the two instances as Mr. Jarvis explained

30:00

yesterday, they don't propose to acquire any rights from highway authorities in land that is part of the highway. But they do propose to acquire rights in respective sub soil beneath the highway, which in Hampshire County Council's case is also owned by it in large part. So that's the first point. The next point is about the certainty

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in respective joint BEIS.

30:26

Mr. Turney just before you go on to your second point, just for clarification, in terms of the first point, yeah, um, the, the opening up of the highway to install the cables in the subsoil below the highway, was said yesterday, to need to be covered under the street Works Act.

30:54

And so that would require a reason for installation. And presumably, that would require details of the depth at which that cable was to be laid. And that would be the identification of whether the cable was indeed to be laid in the highway, or in the sub soil below the highway.

31:17

I'm conscious that it's been said that the technicalities of such a decision would depend on

31:25

almost it's been implied that almost until you actually get into the highway often, you can you don't actually know what depth other equipment operators is actually laid. Is that correct, then am I correct in saying that that detail would need to be available before the highway could be opened in any event, whether delay in the highway or to lay below the highway?

31:50

Well, I can check with officers. I don't know. If that's point which we can answer straight away. I'm looking to Holly Drury is also on the call as to whether that technical point about whether we know in advance the precise depth in any particular location.

32:09

But it's more I think, understanding whether there is an extent to which we can be sure as to the overall scheme of the proposal.

32:20

The difficulty here is that whilst entry into the highway cutting through the carriageway and going down is, as we've been told yesterday, covered by Nusra,

32:33

there comes a point at which the cable lays beneath the highway, and then they're relying on alternative easements and rights which are being sought under this order.

32:46

And it's about properly understanding when those are going to be engaged, as opposed to saying, well, we're in the highway. And the precise vertical and horizontal deviation will depend on the detailed understanding of what's already there to make sure that there isn't conflict with existing utilities and so

on. This is a more profound if slightly esoteric point about how deep you need to go to leave the vertical limits of the highway.

33:17

So that's really the point. And it's about having a degree of understanding as to when they're going to be relying on the rights and when they're going to be relying on the power to lay in the highway.

33:31

Right. And so effectively is, is what you're saying that, too,

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do that shortly before the highway is opened, when

33:46

detailed physical surveys have been done, would be too late.

33:52

And following on from that, then once the trenches is opened, then that would be too late as well. You're looking for something earlier in the timeline than that, when it so it may be that that is the answer that the applicant gives that they'll provide that confirmation when they get to their detailed design stage. And then there'll be submitting that information to the Highway Authority. But at the moment, the scheme for that is slightly unclear. And in particular the point at which they notify that they're going to be exercising

34:25

rights or taking powers over the subsoil

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assets as opposed to exercising a statutory right to open up and lay within the highway. So that's the distinction, as it says is like the esoteric point, but at the moment, we don't know what's what the intention is or indeed the scheme by which that's managed. So, maybe so that's the point that the applicant can assist with and explaining at what point in the process, the intentions in respective depth are known and how it's going to be established between the applicant and the host.

35:00

authority, whether it's regarded that a particular cable is in or beneath the highway, right, just before I move on to the applicant, then but it's been confirmed to me previously, that works to install in the sub soil beneath the highway would need a full set of notifications for opening up the highway above, in the first place. Am I still correct in that?

35:28

That's my understanding. There's still going to be going vertically through the highway. It's the point is are they stopping before they leave the highway. Or are they carrying on anything highway.

35:39

Yes, yes. Right. Okay. Thank you.

35:44

Mr. Jarvis. Is there anything else that you can give me on this at the present time? Or is it something that you would wish to come back to me on Mr. Jarvis?

35:55

Thank you, sir. So, requirement six in relation to works number four requires the proposed cable burial depths to be confirmed as part of D sub design requirement 25, which is the traffic management strategy requires plans of the works to be provided to the Highway Authority. That's the plan that's to be approved prior to any permits for work taking place on the highway to be granted. It will be the case that through that detailed design, it will be determined in discussion with the Highway Authority, who the highway is vested in whether the works are in the highway or out of the highway, work out of the highway, it will be necessary for the undertaker to serve a general vesting declaration to secure the rights over that land. And on that basis, we consider the position is adequately clear and secured. What we would not be able to do is to map the whole of the highway and explain the exact depth to which it is highway and is not highway throughout the route. But it's not considered that that's necessary to be undertaken, sir. Thank you.

36:53

Right. Mr. Turney, anything in response to that? Well, I'm not sure it quite answers the point about understanding the point at which they're proposing to go beneath the highway understood that, at some point, they'd have to seek to vest those rights. But it seems to be a rather

37:14

convoluted process to say, well look out for our requests under requirement six, let's look out for our requests and requirement 25. And then see if also a GVD is made

37:26

it seems that the process for establishing

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when they're going beneath that I was supposed to in the highway, something that can be dealt with, particularly in advance. And

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I perfectly understand that that's a matter of the detailed design, but in advance of

37:45

making those declarations in advance of in the process of approving those detailed designs. So, it may be that the way to achieve this is by looking at the detail of the information that's going to be provided. And six, and I think it's 25 as well the Mr. Jarvis wants to rely on and seeing if we can agree in advance

how that information is going to be articulated to us so that we can have some clarity over depth of laying which is going to be a big issue in this scheme.

38:16

Right. Okay.

38:19

Mr. Jarvis, was there anything that you'd like to come back on that just before I summarize,

38:25

just to know that there'd be no issue with something combinatory being included in the DCO. I acknowledge the point being made by Mr. Turney, that it would be helpful for the Highway Authority to have clarity as to when it's in the highway, and when it's not in the highway. I wouldn't necessarily think that it's a big issue. But it is something that can be confirmed, and I'll be happy to talk further with Hampshire County Council as to how they'd like to confirm that noting that Hampshire County Council as the person to the highway are vested in will be the persons with the best knowledge of the land, which does form the highway. Thank you, sir. Thank you. I was minded before you spoke, Mr. Jarvis, then to ask for, for this to be included in your post hearing note which it would be anyway, because it's part of agenda item 4.3. But to ask for one from Mr. Mr. Turney, I think that because this issue has been raised and because there are continuing discussions, I'm not sure that I need to actually ask for a post hearing note from you, Mr. Turney at the present time.

39:19

Are you content with that? Or do you wish to submit something on the on the matter? So, we'll pick the point up in our written summaries is of course we will do anyway. But we weren't we weren't put in anything else for the moment. Otherwise, you'll just get more and more notes. And we'll put that on the agenda with Mr. Jarvis, who I know has been

39:38

meeting with us on a regular basis anyway, so we'll put up the agenda for the next week. So, there was just one more point and it's a similar point is about location of joint base

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that is recognized that

39:51

the certainty

39:54

of the location content

39:58

is a matter of detail does

40:00

But I think we probably need to also take that offline.

40:04

Because obviously, the joint Bay or joint Bay in the highway is a much more significant excavation than the cable lay or potentially much more significant excavation than the cable lay. And that has impact on the management traffic,

40:20

working area and so on.

40:23

And I think we need to, from our perspective, we're concerned to make sure we work towards certainty as to that as early as possible, because that will go to the heart of the management of these works. Right again, just on that, Mr. Turney, then I believe that joint bays will come up at the issue specific hearing on Monday, and so it could well be that this discussion can be taken further than right. Thank you. Was there anything else on section four going back to the transcript, which is Hambleton road to Farmington Avenue?

40:54

Miss Colquhoun.

40:59

Very briefly, because it relates to the point about the Joint BEIS. I know that we are going to deal with it once you have, but if

41:08

my understanding is that I'm looking at paragraph 1459.

41:16

Of Aquind's transcript. Yeah. And it deals with the order limits that Marples way. And I think that's one of the locations where the Joint Powers is supposed to be located outside of the order limits. Is that right?

41:33

Sorry, I'm asking through you, sir. Your eyes right. There are various in my understanding, there are various locations at which that is the case, Mr. Jarvis at this particular location is that what is the case?

41:48

Thank you, sir. So, there are specified locations for Joint BEIS currently. And the intention is to keep them off of the highway, where practicable. And I would just add, and further to the points that were made by Mr. Tawny that we do acknowledge there is a quite a request for further clarity on this point.

42:07

Having produced the transcripts it is being looked at further work is being undertaken to evidence the feasibility of the delivery of the Joint BEIS in the indicative locations, which will evidence how they can be located off of the highway. And we are also looking to identify areas where Joint Base cannot be. Because if they were the undertaking of them will be out with traffic management that's proposed in relation to the cable corridor and therefore could be more impactful. I appreciate it would have been helpful if we had that information in advance of today sir, but it was just not able to produce that in time, but it will be available very shortly and will be discussed with the highway authorities and submitted in the examination in due course and as necessary secured through the DCR in relation to areas where Joint BEIS cannot be Thank you, sir. Right. Okay, basically, and then was there anything else on this on this particular matter following what you've just heard from Mr. Jarvis?

42:58

No, I think it's better to wait and see what comes forward with and then we can take it further if that's necessary.

43:06

Thank you very much.

43:09

Was there anything else on section four Hambledon road to Farmington Avenue?

43:14

Okay, nothing heard. Thank you.

43:20

On that section five Farlington I didn't have any particular points that I wish to raise on this Mr. Jarvis. Anything from you? And I thank you for that. Anybody else?

43:33

Okay, nothing heard. Thank you. Section six Zetland field to Sainsbury's carpark.

43:40

I didn't have anything on this Mr. Jarvis

43:44

and nothing No, thank you, sir. Anybody else?

43:49

Okay, nothing heard. Thank you. Section seven Farlington Junction to airport service road.

43:58

Mr. Jarvis just had one point on this. It relates to paragraph 453 10.

44:08

And

44:10

that refers to

44:13

the use of the carpark to support the construction works within Section seven.

44:19

Now, I wasn't sure what support that would be that is actually plot numbers 714 to 715.

44:43

And that is the existing car park area that you can see on the

44:48

screen shared version now. I was just looking for the anything that you can give me on the type of support that that carpark would actually give to the works in that area.

45:00

Bearing in mind the extent of 712, and

45:06

also, indeed the width of 713, although that is for a different purpose, but really the extent of 712.

45:14

Thank you, sir. If I may, I will refer you across to Mr. O'Sullivan to respond to this point.

45:19

Mr. O'Sullivan.

45:24

Thank you, sir.

45:26

I would refer here to Appendix A of the framework management plan for recreational impacts,

45:33

which is

45:35

rep 4026 as per the examination library, and again, phase one identifies the use of a small portion of the carpark for initial plant and material deliveries and Doctor installation being undertaken elsewhere within the order limits at that stage. So, it's envisaged that it would only be a small area of the car park that would be used for a compound temporarily at the start of those works.

46:08

Thank you.

46:12

Mr. Jarvis. I don't have anything else on Section seven.

46:19

From yourself, I'm getting some feedback. I think it possibly it's gone now.

46:25

Sorry. So just crossing a bluff. And the only point I would add in relation to plot 715 is also that you can't access there's one entrance to that land. So, unless you include the whole plot, you can't access it. So that's the reason why the whole plots included rather than just a smaller area that's required temporarily for the compound. you essentially have to be able to route all the way through the carpark so

46:48

right. Okay, I can understand the point that you're making. Thank you.

46:52

Was there anything from anybody else on Section seven?

46:56

I think heard Thank you. section eight, which is Eastern road from airport service road to moorings way. I didn't have anything on that. Mr. Jarvis. And no, nothing further, sir. Thank you. Anybody else?

47:13

Okay, nothing heard.

47:16

Section nine,

47:19

which is for the south and that it's effectively sheets 10 and 11. And it's

47:27

the length between the three Milton common?

47:32

I didn't have anything on section nine. Mr. Jarvis. Any comments from you?

47:39

No, sir. Thank you, unconscious that section nine is quite a lengthy section and goes from where we've just seen through to the east, the landform.

47:51

Miss Colquhoun.

47:55

Thank you, sir. I think this is probably the relevant point to come back to what are referred to as the limits of deviation point.

48:05

Earlier today, you had a discussion with Mr. Jarvis, sir, about

48:10

permanent limits. And what that means. And, and obviously, that we can refer to

48:20

the order to see where that's defined, the order doesn't obviously define the deviation limits, nor does it define the onshore cable corridor, which is what I have understood to be

48:34

what is meant by the limits of deviation and or the mixture of permanent REITs? Have I misunderstood that, sir, and I'm very happy to be corrected? But the principle issue that comes from this is that we have a position here where the works plans clearly show

48:54

all three of the options on Milton common.

48:58

But obviously, they cannot be permanent limits, because one of the options is what is going to go forward. So how do you marry up what is being proposed in terms of permanent limits? Where there are options?

49:12

And I have a second question after that, sir. But I was just wondering whether that could be clarified.

49:19

Right, just before we do that,

49:24

in the agenda, we do have section nine

49:29

and

49:31

that is the consideration of options.

49:36

We also have the outstanding point from yesterday, which is effectively if I could just call it option fall away.

49:46

Where options are defined,

49:49

potentially defined at a particular point in time, possibly following detailed design. It was my intention to consider subjects like that.

50:00

At that time in the agenda,

50:03

I'm happy to take a brief response now, but I would really want to, I think at the moment, I would be minded to return to it at agenda section nine, consideration of alternatives and options. Just your views initially on doing it in that place is called here, nor do you think that you would wish to raise it now because it's more relevant to how, how you're looking at it. So, I might your convenience, so I'm very happy to do it then. But hopefully it might be helpful at I've raised it now. So that that when applicants deal with it, it can be sorted quickly. There is that yes. Yes. Okay. Thank you. Mr. Jarvis. Was there anything that you wish to briefly say on that? Yes, just with regards to the limits of deviation, the limits of deviation are provided by the redline within which the proposed development will be located. And the permanent area, as we've discussed in accordance with Article 23, will be confirmed as that land which is required for the element that they along with the detailed design confirms where the cables are located. We will come to it later. But I would just correct, Miss Colquhoun, that it's not correct. Only one of the options across motion common may be followed the cables may array. And we'll come back to that point on section nine. Thank you, sir.

51:16

Thank you very much. Anything else on section nine?

51:21

Let's go through and I can see your hand up, but you're muted. So, I don't know whether you wish to make a continuing note. I've seen it go down now. Thank you. Anything else on section nine? Okay, nothing heard. Thank you. Right. The time is now just gone. 12 o'clock, I might need to take another short break.

51:41

I'll just remind those on the live stream that if they can't get back on after the after the break, then they should refresh their browser.

51:50

So, I will adjourn the hearing to be resumed at 1210. That's 10 past 12. The hearing is adjourned.

Thank you.