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Wed, 5/12 11:47AM • 1:19:00

00:03

Good morning, everybody. It's not 10am and this issue specific hearing in relation to the application made by highways England for the proposed m 25. junction 28 improvement scheme is now open. Can I confirm that I can be seen and heard by those present? Please

00:22

read, compare and see you fine.

00:25

Thank you, Mr. Santa. Can you also please confirm that the live streaming of this app has commenced?

00:32

Yes, it started. Thank you.

00:36

For those people watching the live stream chaos advise you that should we at any point break these proceedings this morning, we will have to stop the live stream in order to give us clear recording files. As a result, at the point at which we recommend the meeting and restart the live stream. You will need to refresh your browser page to view the restarted stream. I will remind you this again should this occur. My name is rod McArthur, I'm a chartered architects and I've been appointed by the Secretary of State to be the member of a panel of inspectors to examine this application on the ask my colleague to introduce himself, please. Yes, good morning, everybody.

01:13

My name is Richard Allen. I am a chartered town planner. I'm an examining inspector and I've been appointed by the Secretary of State to be the lead member of the panel inspectors to examine this application.

01:25

Thank you, Mr. Allen. Together we constitute the examining authority for this application. In the arrangements conference this morning, which preceded the start of this hearing, you will already have spoken to Paige Hanlon, who's the case manager for this project. She's supported today by Ed model, Ed Maudsley from the case team at the planning Inspectorate. Before we move on to the agenda, we will need to deal with a few housekeeping matters and general observations and I will try to get through these as quickly as possible. First of all, I must say a few words on the general data protection regulation, or GDPR. You will note from the agenda for this hearing published last week on

Wednesday, the fifth of May 2021. That this event is being recorded as well as being live streamed to interested parties who requested this. The digital recordings are obtained and published, they form a public record that can contain your personal information, and to which the general data protection regulation applies. The planning Inspectorate practices to retain and publish recordings for a period of five years from the Secretary of State's decision on this application. Consequently, if you participate in today's issue specific hearing, it is important that you understand that you will be recorded and that you therefore consent to the retention and publication of the digital recording. We will only ever ask for information to be placed on the public record that is important and relevant to the planning decision. It will only be in the rarest of circumstances that we might ask you to provide personal information of the type that most of us would prefer to keep private or confidential. Therefore, to avoid the need to edit the digital recordings, what we'd ask is that you try your best not to add information to the public record that you would wish to be kept private or that is confidential. Does anyone have any questions with regard to this matter? I see no hands. So I will, I will move on. Please bear in mind that the only official record of the proceedings is this recording which will be placed on the inspectors website, tweets, blogs and similar communications arising out of this meeting will not be accepted as evidence in the examination of this application. For the purpose of identification and ease of reference, could I ask that at every point at which you speak? Could you please give your name and tell us who you represent? Moving on now to the purpose of holding this hearing. As you're no doubt aware by now, the examination is a predominantly written process and the examining authority have already asked a significant number of written questions on environmental matters. And on the draft development consent order. The hearings we hold are there to support or exist to support the written process, not to substitute or replace it. Today's hearing builds on the evidence already obtained throughout this examination from both written and oral submissions and material. It's an evolution of the process and today's timetable reflects that. Today will focus on areas where the examining authority considers additional discussion as needed. Interested parties should therefore not view the agenda as representative of the only issues remaining or of those which are important in the examination. Nor should it be construed that the examining authority has already made his mind up on other issues not being discussed today, or has deemed them in any way unimportant. The situation is that we have the written evidence we do not need to ask any further questions. The purpose of this examination is for the examining authority to examine the information submitted both by The applicants and also by interested parties. As a result, I would like to reassure you that we are familiar with the documents that have been sent in. So when answering a question you do not need to repeat at length, something that has already been submitted. If you want to refer to information already submitted, we would be grateful if you could give the appropriate pins examination Library Reference. Can I please also ask that the first time that you use an abbreviation or an acronym, you give the full title as there will be people here today, or listening via audio that may not be as familiar with the application or the documents as your whilst except that the majority of the discussions will be undertaken by those parties that have requested to speak. This is a public examination and therefore, even if you have not indicated that you wish to speak, if there is a point that you want to make, please make, please feel free to indicate using the hand raising function on teams at the relevant time that you wish to contribute. The hearing today will be a structured discussion, which the examining authority will lead based on the agenda that has already been published. The purpose of today is to enable you to answer any questions that we may have to ensure that we have all the information that we need in order to make a recommendation to the Secretary of State.

06:18

I would therefore like to remind everyone that this is not an inquiry. And therefore unless the examining authority has specifically requested or agreed to it, there will be no formal presentation of cases or cross questioning of participants today. As such, any questions that you may have for other parties need to be asked through the panel. We're conducting this meeting in accordance with section 94 of the Planning Act 2008. And the infrastructure planning examination procedure rules 2010. Specifically rule 14 relating to procedure at hearings, you're reminded that section 94 eight of the 2008 Planning Act allows the examining authority may refuse to allow representations to be made at the hearing, including representations made an exercise of an entitlement under Section 91 392 four or 93. If the examining authority considers that the representations a are irrelevant, vexatious or frivolous, be related to the merits of policy set out in a national policy statement. See, repeat are the representations already made in any form and by any person, or D relate to compensation for compulsory acquisition of land, or have an interest in or rights over land. I'd now like to turn to the agenda. If you do not have a copy of this to hand, this can be found in the examination library under reference db 038. As previously mentioned, the agenda for this hearing was placed on the inspector of website on Wednesday the fifth of may 2021. Rule 14 two of the examination procedure rules requires that at the start of the hearing, the examining authority shall identify the matters to be considered at the hearing. We consider that the main items for this discussion are as follows. Firstly, trafficking access. Now, originally, we envisioned a fairly detailed discussion, as the examining authority felt that it needed to undertake a thorough examination of the origins of the scheme and particularly the role and function of the designated funds process. However, interested parties will be aware that the applicant submitted a letter on Friday the seventh of may examination Library Reference as 041 in which the applicant has provided that information along with an announcement that the designated funds are now in place. The examining authority nonetheless has a few additional questions to ask. But the agenda items 2.2 2.3 2.4 and 2.5 are probably no longer items to be discussed. And the time to be spent on this item is likely to be considerably shorter than expected. Moving on then to noise and vibration and in particular at the London Borough of hearings continued concerns with the adequacy of managing construction noise needs further discussion both from the wider locality to begin with. And then with a more specific emphasis on growth form. We also have a number of questions concerning the draft development consent order. And some matters for clarification on a number of environmental statement topics. The subjects of which I hope are clear from the agenda. Not notwithstanding all of that the agenda is only a guide. We may add other issues for consideration as we progress. We will seek to allocate sufficient time to all of the issues to allow proper consideration of them. We will take a short commercial break at a convenient points if necessary. for medical or other reasons anyone requires a break at a specific time Could you please let us know and we will try to accommodate you as best we can. mindful that we have a lot to get through in this Hearing should the consideration take longer than anticipated it may be necessary for the time to be extended or alternatively, to prioritise matters and defer others to a third round of written questions. Finally, it's important that we get the right answers to the questions that we're going to ask. As I've mentioned, a number of times this morning, this is a predominantly written process. Therefore, if you cannot answer the questions that are being asked or require time to get the information requested, then rather than giving a restricted or potentially Wrong answer for the smooth running of the examination, can you please indicate that you need to respond in writing? And we can then defer the question to a further and have written questions or perhaps a later hearing. So before I

move on to deal with the items detailed in the agenda, are there any questions at this stage about the procedural side of today's hearing or the agenda? Again, I see no hands raised. So I will I will move on to an introduction of the participants.

11:04

Rather than asking if everybody present that is participating today to to announce themselves at this stage. I have a list before me of those presidents. I will go through that list. And perhaps ask each of the parties who is leading on their behalf. Today's hearing. In no particular order going through the list as I have it, then I see that we have j now and here are local residents. We have Mr. Rolf from the Metropolitan Police. We have Mr. Douglas, Ms. bassford. Mr. White and Mr. Lane from London Borough of hearing. I can I just ask who will be leading on behalf of the London Borough of hearing this morning.

11:48

It'll be myself Daniel Douglas will be leading on behalf of London borough pavement.

11:53

Thank you, Mr. Douglas. I don't see that we have Mr. obon. Done from Brenton Brentwood Borough Council. Mr. McDonnell and Mr. widger from Essex County Council and again, can I ask who will be leading today for Essex County Council?

12:12

Thank you for the small budget, Mr. Council. laconic. Going dollar will believe me on the the kind of matters in relation to the designated funds. Gary unfortunately has to live up to 11 and then after that, on other matters that the neighbours could comment on. Thank you.

12:29

Thank you so much. And moving on. I then see that we have Mr. reinberg. Mr. Clark, and Ms. Western from Transport for London. Can I ask Transport for London who be leading on their behalf today?

12:44

So I'll be leading the Transport for London nephew reinberg. Although I will defer to Mr. Clark and Miss Western on matters particularly regarding the decio

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takings reinberg. And I then see that we have Miss Evans, representing Grove farm and Mr. McLaughlin, from Redwood partnership also representing Grove farm. Can I ask who will be who believing on behalf of crow farm today?

13:11

Hello, Becky Evans here. On behalf of Mr. Mrs. Jones Grove farm. I will be leading in the first instance but with Paul McLaughlin, stepping in if required.

13:20

Thank you, Mr. Evans. I see that we have a Mr. Church from salvos on behalf of the gardens of peace. And then I see that we have Mr. Chalice behalf of the applicants. Mr. George, Mr. Cates, Mark, Ms. Meier, Mr. Lawrence, Miss White's, Mr. Hutchins, Mr. Dale sprinkly, Mr. Stangl, Mr. Harris, Miss Rieger and Miss Miss Spencer, all on behalf of the applicants. Can I ask? Mr. Chairman, I presume that you'll be leading on behalf of the applicant. But if not, please confirm.

13:59

Yes, sir. That's correct Mark trellis for highways England, if you could direct things to me at the first instance and I will ask one of my colleagues to deal with the questions. Absolutely. Thank you, Miss. Thank you very much.

14:13

So I have two other points I wish to raise before we move on to the onto the agenda. The examining authority issued a rule eight three letter on Monday the 10th of May, in which we made a minor change to the timetable. The original timetable had the examining authority issuing its schedule of changes to the draft development consent order on Wednesday, the 19th of May, a day before deadline seven which time oral submissions for this hearing and an updated draft decio were due to be submitted. The examining authority have concluded that this made little sense and we subsequently moved the proposed schedule of changes to the draft development consent order by one week to Wednesday the 26th of May. The changes had no bearing on on the remainder of the timetable as we move through this session. end up where Mr. Allen is leading on an item, I will switch my camera and microphone off in order not to overlook overload broadband. Mr. Allen will do the same. However, let us reassure you that we will be listening and following the discussion.

15:13

I'm sorry, can I just interrupt them? Mr. McCarthy? Oh, you may not know that you're you disappeared from visual. But we can I think all hear you. I just wanted to make sure that the parties are aware that, that you have disappeared from the screen. But hopefully, it'll come back shortly.

15:32

Thank you, Mr. Allen, it's probably no bad thing that you can't see me. subjective opinion, perhaps. But as long as I can be heard, please, please do let me know if if that also disappears. And as you say, hopefully, hopefully, I come back at some point. Before we move on to the agenda items, I can just double check that I haven't missed anybody out from the list of participants that I have mentioned everybody who will be participating today.

16:09

I'm seeing no hands. So I'm going to assume that we have, we have covered everybody. I'm happy to proceed if if, if I can still be heard, I think we'll just we'll just carry on. Unless there's a desperate necessity for me to reboot. So moving on then to agenda item 2.1. And an overview, excuse me an overview of the applicants letter to the examining authority dated the seventh of may 2021 exam exam informing the examining authority of the approval of designated funding for the non motorised user or nmu improvement scheme. Can I can I begin? First of all, but thanking the applicant for for sending that information through, I think it's a really valuable piece of information and very welcome news as well.

For the benefit of those who may not have had the chance yet to to digest the contents of the the letter that was sent through fully Can I ask the applicant to to give us a brief summary of the contents of the letter. And over to you, Mr. chalice.

17:28

Thank you very much. So Mark Ellis for highways England, we thought it would be useful to write to you in advance of this hearing. So everybody would have visibility of the fact that the application for designated funds for what we've called the integrated nmu scheme, which Mr. George will describe, in a bit more detail in a moment has been successful. Before I asked him to do that, just to explain what designated funds are, they are funds made available by highways England on application, often from within highways England itself for projects and works that go over and above highways, England's primary focus of managing and improving the strategic road network. And if applications under designated funds are to succeed, they have to adhere to all or most of a number of principles that highways England has published the most relevant, I think being that they must provide value to local communities and other stakeholders. The funds cover capital costs, and the project must be as it were ready to go in the sense it must be completed by the relevant funding period, which is the 31st of March 2025. And not surprisingly, the scheming question must have a relationship with highways England's estate, ie the strategic road network. So we are very pleased that this scheme has been approved for designated funding the amount being in the region of three and a half million pounds. And the scheme itself includes works through the junction, the subject of this examination, but also a fair distance the either side of it in order to provide improved facilities for non motorised users. And if I may, Sir, I'll turn to Mr. George from Atkins who can give a brief explanation of what the scheme entailed. So Mr. George, if I could invite you to do that.

19:36

Thank you, Mr. jealous.

19:41

Yes, good morning, sir. Yeah, I know. I know you. Yes. So I'm Pete George from Atkins. I'm the project manager for

19:51

the junction 20 decio scheme representing the applicant. I know that you took a few items off the agenda, but if it would help us To give a quick overview of the the wider designated fund scheme I've set out in the letter and also the junction 20 nmu. improvements. If that would help,

20:12

I think that would be helpful.

20:19

So, as Mr. Charles has already said, the designated funds scheme is is separate to housing funds core work on operating and maintaining the strategic road network and as such the designated funds wider immune improvement scheme has been progressed by a separate team to the SEO team. But it has been progressed with close coordination between the two teams to ensure compatibility around the

junction 20 issues and the scheme and the DCR scheme itself. The wider nmu improvements covers three sections of the network as Mr. Charles just briefly outlined, one is between Brentwood and the junction called cover nose covenants road to junction 28. You've got a section through junction 28 itself and then you go third section from junction 28 to Harold Hill, where it connects with the National Cycle network 136. As we said, the wider designated funds m u improvement scheme next upgrade about 3.1 kilometres of the network. I say cost of estimate cost of 3.5 million. It looks to upgrade existing walking route into a high quality share do cycling and walking route, as I said between carbonise road on a 1023 just outside Brentwood, Town Centre, and East and it connects through junction 22. National Cycle network route 136 and Harold Harold wood to the waist. The wider nmu route would comprise measures to improve the quality of the shared pass the safety of crossing facilities including those at traffic signals, it would include signing for an immune because we would make use of some residential routes, which would be signposted. They'll be dropped curbs and tactile paving. So the normal sort of features you'd expect on a high quality shared use path. Looking at junction 20 itself, so that there's neat fun scheme looks to overcome the barriers that we've been discussing over the last few months associated with the existing uncontrolled crossing at junction 28. roundabout on the 25 southbound off slope. we've noted that sir, presents a key hazard for a number of pedestrians and cyclists.

23:05

So in developing the wider integrated use scheme, housing and hazard has engaged and consulted with the highway and planning authorities including Essex County Council underbara hearing, brain repair, counselling and Transport for London and throughout the feasibility stage, the option assessments and the design phases of the project and that's been over the last couple of years. And all feedback on the routes on the route in terms of use of residential roads, for example, and, and some of the key design features were were welcomed from the from the local authorities and are considered in the design. So there's a number of workshops throughout the development of this scheme with with the local partners to make sure that their issues and their feedback was was considered in developing that. So we're looking at junction 20 itself. So there's a number of enemy improvements at junction to date which have been developed as part of this wider strategy. And programme of works, too. And this is really to enable us to as we discussed previously to deliver a comprehensive and coordinated approach on a wider network so we didn't want to look at junction 20 on its own. We wanted to make sure it was compatible with with improvements on the wider network to to ensure connectivity between bread and butter and Harold Hill was was realised in terms of what can be achieved at junction 28. Then improvements will allow pedestrians and cyclists to negotiate the junction 28 roundabout via the inside of the roundabout Island, so it's an island and inside the roundabouts. Our aim here is to get pedestrians cyclists onto the inside of that And this this in doing this would be able to avoid the conflict on the exit to the 25 safe banks slip road and the inside of the roundabout will be accessed over the provision of new controlled Toucan crossings and Toucan crossings are a specific type of signal control crossing for cyclists and pedestrians. So, specifically, this will be achieved by extending and improving the shared use path on the northern side of bridge three as it approaches the junction 28 roundabout. It will provide additional say new crossings on the a 12 eastbound off slope and the eastern circulatory carriageway on the roundabout. There'll be a new path provided or an upgraded path provided on the inside of the roundabout which will take you to the south western section of the roundabout where there'll be an additional new Toucan crossing to cross the southern section of the circulatory carriage me and then pedestrians cyclists will then be able to use the existing to come crossing on the 25

northbound off slip. So while while as I said for the you know this has been developed by a separate team looking at the designated fund scheme as a whole the sort of the wider detonated fund scheme. We can confirm that the the designated fund is wholly designated fund scheme is wholly compatible with with the decio scheme. It doesn't affect the fiscal works of the decio scheme. It only requires integration with the traffic signals, slight adjustment of stop lines and the signal settings. As such, it doesn't affect the the case for the scheme. And it doesn't affect the order limits apart from of space more piece of land in Essex was a bit of land required to integrate and tie in a new piece of pathway or shared use path with the existing pathways on Brook Street. And I believe that Essex County Council have previously indicated that they are prepared to give their consent to use its land to deliver these works subject to agreeing the way it's delivered. So I think I'll hand you back to Mr. Jealous unless there's any any questions.

27:33

Thank you, Mr. Georgia. Before you do, you touched on and gave a brief description of the Toucan crossing. So for the benefit of attendees who may not be so familiar with these Am I right in saying that it's it's a Toucan crossing is a shared crossing so shared between pedestrian and cycle users. But with discreet signalling for for each, which which may or may not indicate that it's safe to cross for both cyclists and pedestrians or may do it at different times. Yeah, basically, and they're in the right ballpark. Yeah,

28:07

you're in right ballpark. And yeah, I'm no expert in this myself. But um, yes, it's, it's like a, like a normal pedestrian crossing, it may be slightly wider. And it would have the signals for pedestrians cyclists it would have it would show a cycle as well as a pedestrian agreement as well as a green cycle. And I think that the term Toucan comes from the fact that two can cross so it's Yeah, so it's a really it's a pedestrian crossing for cyclists and pedestrians. So it's

28:39

and the introduction of or the change to crossings? Is there any effects on the transport and traffic assessments that have already been carried out with with the introduction of these? I think, again, you briefly touched on that, but but just to clarify a little, a little further.

29:00

This has been some sort of high level assessments on those. And I say this to be picked up in the detailed design, but where we're not expecting any change to the assessments. And partly because, you know, the demand for the pedestrian and cycle phases would not be every cycle, we're not expecting a huge demand going through the junction from blessing cyclists call up wouldn't be on every single cycle of the traffic signals. And hence, when we're doing our normal assessments, we're looking at new averages over the hour. So it's, it's on that basis. No, we don't expect to change the assessment. So as you anticipate

29:41

No, no effect on traffic flow, as already presented.

29:49

No, on average over the hour in terms of what we've presented. Yeah. Okay.

29:54

Thank you. I think again, while well while we have you The, the, the route as I understand it, right comes along, or as you've described, it comes along brick streets around the inside of the roundabout, as you described and then carries on westward in towards London along the a 12, on the southern edge of the ATL? How are cyclists on the northern side of the ATL and pedestrians? We have an idea of how pedestrians are accommodated within the proposals. But cyclists on the northern edge of the K 12. Within hailing, what is their accessibility to this to this route? And I'm thinking in particular, residents in the Woodstock, Kenilworth Avenue areas, what is their access? How is it proposed that they can access this route? Yeah.

30:49

So my understanding is that during the option identify identification and assessment of the designated funds, any new scheme that the team came up with number of options using the the shared use path on the southern side, as well as the North sides of a different options that were looked at. and assessments were made on those, and these were consulted with the local authorities as well. And I think it was general agreement to to maintain the shared use route on the southern side, as well with that was seem to be the main desire line. And I think there are a number of safety issues on the the northern side in terms of investing in terms of providing a high quality shared use path, then the southern side was was preferred by by all involved, it doesn't mean that northern side can't be used, there's an existing facility that will be maintained and actually widened slightly as part of the junction 20 DCR scheme. And the crossing facility as is there will still be maintained. In terms of coming from Harold wood for that area along the 12 from the northern side, then you will be able to cross there is an existing sort of subway crossing facility which we deemed to be safe way to access the shared use path on the southern side.

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Instead were in relation to to Woodstock and Kenilworth Avenue. So

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there's the streets that are closest to the it's very close, it's very close, it's but it's by the petrol filling station there, which is 100 metres away, so it's

32:35

okay. And you mentioned, presumably, then the preferred route would be to cross as soon as practicable onto the southern side, for cyclists in particular, because although you mentioned that there's there's enhanced provision along the northern edge, that is only for pedestrians, there's no mention of cyclists provision in there. for cyclists, they will they will need to get to the south side of the road as quickly and safely as possible to use this route. Okay. Just Well, actually, you also mentioned that additional land will be required your any you may want to turn back at this point, as I think this may not be a question for you. I want to ask Essex County Council shortly about their views and and the

level of cooperation that's required. But before before I do, you mentioned that additional land will be required on the s6 side. How is it intended that this this land will be secured at this stage?

33:46

I think it might return back to of course this but yeah, when I when I was referring to the land that would be acquired that was that was really to deliver the the the extent of the enemy's scheme around junction 28. And just to tie into the existing extreme freeway. So I'm back to Mr. Chalice if that's okay.

34:04

Thank you very much, Mr. George.

34:07

Thank you. So yes, on as regards to the land, which is in Essex is area and outside the order limits. I don't think it's a question of us acquiring any land, we just need the necessary rights to do works to their bits of highway in order to connect it up to the island in the middle of the roundabout. And we know from correspondence that Essex has been, you know, very cooperative and helpful, and we don't see that as a problem. It's just that there's no point in US building the middle section. If people can't get to it from the eastern side, over really sort of the last bit of brookstreet really, there's no one needs to cross brookstreet pretty well where it enters the junction and just crossed the road in order to get into the the central section which is is is going to accommodate the route through the junction. But obviously, we can't do that without As excess authority as Highway Authority, but we're very confident that they will fully cooperate with that.

35:08

Thank you. So just again from from my own clarity as much as anything else that the crossing at at brookstreet that you that you touched upon, and the rights that you need to carry, assume to carry out the works to construct the crossing, and then that falls outside of the order limits now, and wouldn't lose one as part of as part of this application this.

35:33

Well, what we are proposing to do, so this might lead on to how these works will be secured, is to enter into a section one a six obligation, requiring us to do the work. And by that I mean, the central section, not the whole thing. But the central section through the junction plus the little bit in Essex County Council's area that needs to be adjusted as it were, in order to get to the central section.

36:04

The area that we're discussing now, that the crossing at brookstreet, brookstreet will form part of that section 106. Yes, it would.

36:12

And what we're proposing in the section one, a six, obligation is a an obligation to carry out those works and have them ready for use by the public. By the time that the new loop road, which is work, number six opens. And that seems to us to be a straightforward way of giving the security that people are looking for that this route, you know, will be delivered alongside the primary DCA scheme better, I

should emphasise. So I'm talking about the section 106 agreement covering just the central section and this little bit in x ethics and not not the whole thing.

36:53

Okay, we do. We do have some further questions on the section 106 agreement, which, which my comment, my colleague will will come on to in due course, before before we do that. Can I come to to Essex County Council and just ask, we've heard that the cooperation of Essex County Council is is is a necessity screen as Carrie and I just asked her for comments from from Essex County Council on the discussions to date, whether you know are in a position to give whatever cooperation is required, if not what what else still needs to be done. To ensure the delivery of this routes through the junction,

37:40

the delivery of the road through the junction we obviously we fully support. The I did the issues around land required they're all within Essex Highway Authority. So as has been indicated, we will we will obviously that there's there appears to be no land issues, we know it for anything that that improves the access through the junction, we will we will happily support. And we you know, we will make the land available as required for for that development. So there's no, there's no particular issue around that. I know that you're going to come on to the section 106. And there's going to be detailed questions around that. So I'll just sort of put a marker down that I'm not sure exactly how that can work. I don't profess to be an expert around section 106 agreements, but I'm not quite sure how that works from a legal sense in terms of in terms of Essex as the Highway Authority and acting, you know, with Brentwood. Who would who would normally be responsible for for collection and dealing with section 106 matters. And if then relates to the highways, then, you know, we work closely with the districts to to use section 106 monies but I'm not quite I'm not quite sure how all that kind of works. And perhaps I know that there are further questions on that specifically. So perhaps we'll we'll come back to that in due course. I just have a couple of comments to make more generally around the roofs. You know, it's great that the designated funds has been made available. My understanding of the situation is that the applicant will will do all the work through the junction execute all the work through the junction which is welcome. And I hope that that would be included within the within the order limits the the cycle routes by the side of the junction Essex remains concerned. Essex is investing an awful lot of money throughout the county in developing sites. cycle routes, we have a very clear instruction, that all routes that we develop should be best practice. We do not support the use of shared paths, shared shared cycle pedestrian pathways, they are not best practice. And I think that is what is being proposed here. So there are some concerns around that. And we also remain concerned in terms of the finances, as I say it's good, it's great that designated funds is there. But we've had no involvement in terms of the costings around that, and there still remains a financial risk, it appears to me or appears to Essex County Council, in terms of if we are given the money to develop the scheme, and that would obviously apply to hiring and TfL. On the other side, you know, we need to understand exactly what is included within that because presumably, if there is a shortfall, I six and TfL slash hiring are exposed to are exposed to a financial risk. And when we're developing a cycle route that may not quite match best practice, financial risk, there is uneasiness, I would say over this going forward.

41:13

Thank you, Mr. McDonnell. That's that's noted. I will I would I recognise that and I will, I will just comment that it sounds sounds like whilst would it be a good summary today, that was your generally in support there, there are a number of fairly key items that still need to be resolved in order to secure your full cooperation.

41:36

I think that's a very good summary. Yes.

41:38

Yeah. And we have a fairly limited time within the examination left's for that to be achieved. Thank you, Mr. McDonald. Mr. Douglas, you have your hand up. Can I can I ask you to comment at the stage?

41:50

Thank you, sir. Then Douglas London borough pay ring, just really to to reemphasize what Mr. MacDonald's just said from but from hirings perspective. You'll the panel will be aware that there was a joint submission deadline six, which was rep six, dash o three, eight. Can which some set out? Both ourselves and Essex has concerns with the practicalities of of delivering the routes in its entirety. And the the the position around the potential financial risk for the local authorities per for either ends of the route certainly remains from from havens point of view. We note that the applicant said said that the route is subject to to detailed design. But that does pose the question from hirings perspective in terms of how accurate a 3.5 million pound cost estimate is for the scheme. In addition to that, there are there is a level of uncertainty over how how the the route in its entirety will be delivered. We have had discussions with the with the applicant over the last probably 18 months or so around how whether local authorities could be involved in delivering the ropes. And we have raised our concerns in relation to that. We haven't gotten the resources or the or the or the financial stability to be to be able to do that. The other point that I will make, and I know Mr. Allen's going to go on to Section 106 questions shortly. But we we are must confess like Mr. McDonald, I'm not an expert in Section 106 obligations, but given the the central bit of the ropes, the junction going through junction 28. That section is is an area that always England are are the Highway Authority for and there are cross boundary issues between ourselves and Essex slash Brentwood district as local authorities. We we do have concerns around the practicalities of how such an obligation with how you bring would be would be enforced. And we also again, I think from payments perspective, we would push to to say in regards to the central section of the routes, if the if the if the end result that the applicant and ours have now stated in their additional submission is for the route that section of the route to be delivered alongside the the the decio scheme itself, we would certainly suggest that the central section of the route should should be incorporated as part of the development consent orders. Order itself because it is it is with it is within the the the the order limits itself. Thank you.

45:03

Thank you, Mr. Douglas. This is a useful, sensible time, I think, to hand over to to my colleague, Mr. Allen, I see he's his camera on, ready to go. So I will hand over to,

45:15

yes. A lot of the discussion points have sort of fed into the questions that I was about to ask on the delivery side of this, actually, as opposed to sort of the scheme itself. But I would if it's, if I may, I'd like to just go back to the scheme itself. And bring Mr. George back in if possible, just before I do do talk about the deliverability. I don't know if Miss Georgia is still there. Where we talked about the the, my colleague talked about the cyclists on the on the north side, and you knew said that they would have to cross to the south side, I just wondered if you could clarify for me precisely where they would have to cross. In order to get to the south side. You did touch on it, but I want to follow it more closely, if I may. So where where would that crop? So is if someone a cyclist in Woodstock have in your Kenilworth Avenue wanted to access the sight line? How would they get to it?

46:16

Yeah, there's an underpass close to Petersfield Avenue, I think is?

46:26

And in your view, is that a usable underpass?

46:28

Yes, I think so. Yeah. I know, just under just know that, you know, the facility on the northern side of the freeway, is not a shared use path. So it's not suitable for for cyclists. So cyclists should be going to the south side anyway.

46:43

Quiet but but if you're, if you're, I'm just trying to think of this more more to human level if you like, if somebody was in Kenilworth road and decided they wanted to access it, they would have to walk with their bicycles on the on the north side against the traffic then on the pedestrian pathways, to the subway, under the subway, and then make their way from there

47:09

that would be that would be available to them. So people who are so close, there's a

47:15

route that they would take

47:17

that that's that's theirs that's facilitated to be used. There's other ways of doing it. But to me, that's the people are less experienced.

47:23

I'm not trying to trip you up with Yeah, no, no, I'm just trying to understand, you know, what are the other ways then?

47:29

But that's the mean, me, that's that's me with you doing?

47:32

I know. There were other way. So I just like to know,

47:36

just yeah, there's different levels of cycling, I guess other cyclists would take higher risks. But yeah, but normal people? Would we take that option? Yes.

47:46

Thank you.

47:48

And the other question I just wanted to ask was about this this area of land needed on the ethics side? Outside the order limits? And again, I don't know whether you're the best place to ask this. Mr. Georgia, Mr. Chalice, again. Could you just be more on your on the letter that you sent in on Friday, which is referenced as Oh, 41 on the examination library? For those who don't have it open? Again? Are you able to direct me to which plan or which bit of the road you're talking about would need that connection outside of the s in the Essex area?

48:22

Yes, it should be on the very last plan. So attachment B of that letter?

48:31

Could you again, just I want to be precise. I don't want to walk away from here. No, going the wrong way. Can you give me the plan number please.

48:38

It's attachment B. Yeah.

48:43

There's quite a few plan

48:45

should be should be found in the very, very last page of the lecture.

48:47

I think there's only one drawing not Yeah, you got it.

48:51

And so which bit of that are we talking about?

48:55

So there's, it's it's the new curb. From the 12 westbound off slip as it comes around from the to new Toucan crossing as it comes around in onto brick Street. We then need to cross then turns northward to northbound to cross over what sports was that what is the New Roman road is the old Roman road. So

just need to tie in, we just need to have a drop curb for be able to tie into the existing freeway next to the filling station. They've so

49:32

understood that just wants to clear which bit of it and I think you're saying it's essentially the yellow and hashed area that is at the extreme right of that plan, almost, where brookstreet is now where the exists is that it's that bit of the

49:48

it's just a very,

49:49

very helpful, thank you very much

49:50

problem. Thank you.

49:55

Thank you. So if I could now then come on to the deliverable. 80 of the plan of this proposal? I don't know. Again, Mr. Chair, Mr. Woods, are you got your hand up? Thank you, sir.

50:09

Thanks for the opportunity to speak. I don't it's maybe an observation or it may be something that you can act upon. But I think it would be useful if we could see a copy of these maps on the screen, sir. So that conscious to record the number of people here in the meeting may be useful for people if they had a better understanding. And they could follow it on screen if you'd like.

50:31

Much as the the the brilliance of Microsoft Teams actually is, and without wishing to denounce it in any way. I think the experience I do agree with you, Mr. Wu Ji, I think it would be helpful, but I don't think it actually works really well, in this environment to have it on a screen. In my experience, it has caused all sorts of problems. Hence why I think the only way to do it is that we all have it open individually, on our own screens, through the examination library. I appreciate that probably not a fantastic answer. But it but the risk of trying to share a plan when there is 20 plus people on this on this team's meeting, is is is a recipe for disaster, believe me. So I if I could ask you, if you were able to go to our examination library and pull up ISO 41 the letter is, is perhaps there and it'd be a lot easier for you to read it at your own leisure and also at the bits you want to focus on. If that's if that's okay, Jane. Hello, good morning.

51:45

Morning. Can I just say I just wanted to add about the discussion about the psycho pathway. Obviously, on the north side, I think if those that we've been very short change to gain as a neighbourhood, and why it is great to hear that the fundings been, you know, going to be available, etc. And there's works going to be done on the south side. We need something on this side of the road, that subway is not safe, it's not practicable, and there are no alternative safe routes for residents. Those of you that have

walked the walk in this area will see clearly that if we if cyclists do try to cross the road from the northern side, to get to Brentwood, you have still got to take your life in your own hands, because I may have missed it but didn't it didn't appear to me that we're going to have a to can crossing from the new off slip road into the middle of the roundabout so that we can get to Brentwood with people that can get to Brentwood that way. I don't know if you can correct me on that.

52:55

Well, I'll certainly bring Mr. George back on that on that point. But if I could just ask you, you made an observation about the subway the existing subway, which seems to differ from the applicants view in your experience as a resident Jane what what what is that subway like explained to me what what is presumably you've used it many times to talk me through what what you experienced that subway to be.

53:19

It's a subway that most local residents actually avoid. It attracts a lot of trouble. We have motorbikes down there. We have people urinating, we have people drinking. The has, we've been here over 20 years, and it's tended to be a bit of a hotspot for trouble. I mean, we have just had some stabbings in our area. Not directly in our area, but very close to us. I think he probably made the national press. And it really is the sort of place that you don't want your children to use to get to school. And bearing in mind most, most people that live in Woodstock and Kenworth were part of London Borough of hay ring schools, most schools, shops, medical practices, you know, it is on the south side we need when we often need to get across their shops. You know, we're we're out on a limb up here. And it isn't the sort of place you know that you you wouldn't want to cross as an adult, let alone Let your children cross there. People use it but very infrequently. It's not. It's not, you know, highly use area. And I'd like to know how we were supposed to cross what are what were those suggested alternatives? Because I don't see an alternative in this area that's safe anyway.

54:48

Thank you, Jane. I'll bring Mr. George back in at this point. Whether you want to comment further on that I on the the underpass I'll leave to you but Jane did right A question about the the a 12, the new a 12. On slip, where it meets the roundabout is there, is there a crossing point there for pedestrians mainly to be able to access the psychopath

55:16

to take the subway first. So we we've we've looked at these options, we've had a lot of workshops with the local authorities as well. And I'm not aware that this issue came up the, from my understanding the existing subway is part of the existing Cycling Network. And there's certainly signing for cyclists now to go through it. So we will simply look into Lincoln with the existing cycle network, which understanding includes the subway, in terms of use of the Northern, curb and northern curve all the way on the northern side of the a 12. I say it's currently a freeway, rather than a shared use path. We did consider it as an option. And during the workshops, again, involving the stakeholders and local authorities, we agreed that with the scheme coming in and having the loop road coming in onto the a 12, and the new diverged to the junction, you've got Malins access to maylands Golf Club, there's quite a lot going on

there. That wouldn't be the safer option for cyclists on the northern side, and hence the southern side was selected.

56:36

So of course is about the pedestrians. Mr. Walk up the new a 12 one slip, they arrive at the junction with the moat which the roundabout? How do they cross safely in order to get to the new the new shared x the chute shed route.

56:57

So if you if you were to walk up there, you'd use existing facilities. So when we're putting in the new slip road, and we'll have a wider footway, but the crossing point at the top will be as existing. So there is a signal control there. At the moment, there's no pedestrian phase there, but you can cross with the red phase for traffic, then there is a path that goes between alongside the roundabout the structure basically. So it goes from the north to the south of the northern side of the 12 to one side of the 12. And then you can cross the the exit from the roundabout onto the a 12 westbound into London. So at the moment, it's an uncontrolled crossing, we did look at that this cross it is different to the n 25 exit to the south, this crossing is got less traffic, the visibility is much better. And it is at the 25 exit. And it is much safer and easier to cross. So the biggest hazard we've overcome is the exit to the M 25. size. So you can use existing crossings.

58:19

Thank you,

58:20

thank you. Jane is a new hand or is that an old one that you've not put down

58:27

is a new hand because Okay, I just just sort of control myself here a little bit, but it isn't safe and easy to cross that roundabout anywhere. And, you know, we go into all these links to make all this supposedly improved severance and all the rest of it. But you need the minimum of a controlled crossing there to not even put a control crossing in. So the residents on people on this side of the a 12 can get across really safe place visibility, you know, it changes and I know it's not heavily used at the moment, but I know that local residents have raised the issues that the reason it's not used is because it's so dangerous up there. And it's gonna be but you've said it yourself. Mr. Mr. Atkins that there's a lot going on down this section from Petersfield Avenue, Kenilworth Avenue, Woodstock Avenue, excuse me, we've got a petrol station. We've got entrance and exit of the golf club. We're going to have the the construction site going in and out. We're gonna have the new double loop road. You know, we're gonna have the new slip, we've got the growth farm all in what less than half a mile. It's it just figures beyond belief that we're not even delegate control crossing up there. Sorry, that would be quite staggering.

59:53

Just Just before I give Mr. George, I'll bring you back here Mr. Jones, you can lower your hand. I will bring you back in I think we He just said that there wouldn't be a controlled pedestrian Alliance at the

new exit of the a 12 is just that there wouldn't be one where we currently cross the the on slip onto the A 12 is a Are you saying Jane that you think that that should also be controlled?

1:00:19

Through I'm a bit getting a bit confused. Yeah, I know that the only way you can. I've walked here I've actually tried to do that we tried to go out for meals, or walk up to Brentwood, up to the Holiday Inn which is literally in the Nags Head, which is just the other side of the roundabout so we don't have to drive etc. And you have to walk right you won't pass go farm, you have to walk to the tip, where the where this, we're used to will go left up to the northbound on the motorway, you have to cross where the traffic lights are, but they're not controlled. There is only a it really is just too dangerous. We just don't do it anymore.

1:00:59

Okay, that's very helpful. Thank you. Mister, I'm gonna give you the final word on this before, I want to talk about the the costs and delivery deliveries in this game.

1:01:09

Thank you. So my final word would just be that we putting forward the safest option is to use the southern side of the 12 including for residence at Kenilworth, and Woodstock avenue to use the top way. And to use the safe, shared use path on the southern side. It's the safest way to go from one side of the junction to the other.

1:01:31

Okay,

1:01:32

sorry, can I just say what? I might have missed something. But have we been consulted on all this, that we're being consulted on the m 25? Because I don't I don't remember seeing anything about different options being looked at for cycles and pathways in, you know, in our local area.

1:01:53

I'm gonna allow the applicant to make read read written representations on that. Jane, I think I don't really want to get into a long discussion on consultations. Please

1:02:03

comment, because I don't see in it. But if I've missed it, then, you know, I apologise. But I

1:02:09

don't know. I'm sure you. I'm sure you haven't, Jane, and you've taken a very keen interest in this. So I'm sure you that I think it would be better if I could ask the applicant to make a written response to Jane's point on the on on the consultations, particularly regard not not just on the home scheme, but particularly regarding this, this non motorised user and the cycle connection. Please. Thank you. I'd like to if I could move on. I think Mr. Chinese, I think these questions may will be directed to you. But if not, I'm sure you will. You'll send them elsewhere. I just have a few questions on on. On the deliverability,

as I've said that you talked about that on your letter on on Friday of last week, as I say referencing so 41. You talked about the scheme costing three and a half million pounds. Can I ask is that just your bit of the the scheme that you're delivering? Are you talking about that would be the cost of implementing the entire scheme from hiring all the way into Essex?

1:03:15

So I think that's the estimated cost of the whole thing, all the way from Harold Hill to Redwood.

1:03:25

Making it out of that thank you and is so that it follows then that is the three it's the three and a half men will deliver the entire route, because some of the comments that have been raised by Essex and and hiring and TfL is that the applicant has been seeking funds from them to help deliver it. But that wouldn't be necessary, would it if you have now the money to deliver it?

1:04:00

Correct. So my understanding is we're not asking TfL on the western side, or Essex County Council on the eastern side to make any financial contribution. We're just asking for their cooperation. Because of course, we are talking about roads which are largely under their respective stewardship, but highways England is intending to pay the bill.

1:04:26

And that actually is quite reasonable to my next course where you talked about the conditions of the award of Of course, here of course, you are sorry, the designated funds you I think you mentioned, but like with any pot of money, you you have conditions of of its use, and you have to spend it by the 31st of March 2025. That is correct.

1:04:50

That's one of the general principles that apply to designated funds application. So yes, that will be the intention. And indeed, the central section As we're probably going to come on to will be delivered as part and parcel of the scheme you're examining.

1:05:07

So how will you divide up presumably as with matter for the section 106 agreement? How would you? How would you cost out the your bit from the rest of the works? So how to hate how will hiring know how much they're gonna you're gonna leave them? Or TfL and, and ethics, how does that work? Well,

1:05:31

so we're not intending to give them any funding and expecting them to do the works through the central section.

1:05:39

But But you said it's three and a half million pounds to deliver the entire bit. Yes. Which there is if you divided up, there's the bit in hiring, there's your bit, and there's the bit in Essex. And so in terms of you're presumably expecting Essex and hiring stroke TfL to deliver the bits on their side,

1:05:59

in fairness, so that hasn't been bottomed out yet. As regards our letter on Friday, and as regards this scheme,

1:06:08

we're really only concentrating on the middle bit, and the precise arrangements for delivery for the wider bits is yet to be fully worked through. But the hubby's there.

1:06:21

Well, that would be fully worked through via the section 106 agreement, presumably that is what will set out how those bits are going.

1:06:30

So what we're intending with section 106 agreement is simply to give you and others that have raised the point reassurance that the middle bit within the order limits, and the little bit in Essex is part that we discussed, will be delivered as part of the decio scheme. The remainder, which is obviously a lot of it, in terms of the distance, will have to be subject to separate arrangements, which certainly I'm not in a position to deal with this morning.

1:07:02

Thank you.

1:07:03

So can I ask is the section of the agreement that you're proposing to make? Would that be a unilateral undertaking? Or is that an actual section nine, six

1:07:12

agreement? I think so we prefer for it to be an agreement. But if we can't reach an agreement, and But I'm confident we will, I certainly hope we will, we will put it in the form of a unilateral undertaking, but I very much hope that we're pushing at an open door or doors as regards the parties to it, and that we can settle a short form of planning obligation in short order.

1:07:36

And that would be signed between yourselves and presumably genetics are there as

1:07:40

well, I think there are various ways so that it could be done. But I think as hovering is the local authority, which has got most of the site, if I can put it that way, because the roundabout is in hirings area. The the my current thinking, although it could be done with one or both authorities is to give the obligation to hiring. To construct the the scheme within the area I've just described the central bit before the loop road opens. And that would seem to me to be a simple and effective way of doing it. I was England owns the roundabout. So the obligation, the planning obligation needs to attach to an ownership in land

would seem to be the obvious one. So it's quite a simple agreement. It's it doesn't involve any payments being made. It's simply an obligation to do these works before the loop road opens.

1:08:41

Now, Mr. Douglas raised in in his response to you that he didn't see any reason why this couldn't form a requirement in the decio. It that seems a reasonable point is that Mr. Chan is what what why why is it not? Why do you prefer to do it this way, as opposed to have it as a requirement in the decio?

1:09:02

Well, a number of reasons as simple. And as I'm talking about a very short form section 106 agreement, I think not to deal with it within the decio sits more comfortably perhaps with the notion of designated funds being for schemes outside highways, England's primary function of improving the managing the SRN. And I suppose the other point is that whether the works, the subject of the audit can be added to by a requirement. I'm not sure about it might be possible.

1:09:39

And I suppose the obligation as well would mean that if for any particular reason, you did not proceed with this with the application if the secretary of state were to to grant the order and be useful for whatever reason, it might be decided not to proceed. With a with those works, when the obligations still bind you to provide those improvements or or are they? Are they? Are they tied to those words

1:10:11

are tied to the works? I mean, I have to say we haven't sent a draft out yet to where actually I have drafted something. But yeah, they will be tied to the work. So the obligation that we are proposing is intended to give you and the other parties comfort that the central section will be secured as part of this scheme, in effect. And finally, I just

1:10:33

wanted to ask, Are you confident or is the African confident that the 31st of March 2025 is achievable given the where it's only sort of less than four years away now, for not only your section to be to be delivered, but for somehow that because presumably, however you work it out, when you deliver your scheme, that's going to cost a certain amount of money? About 3.5 million pounds? Yes, the rest of it, that's in Essex, and in hiring, you're going to have to, obviously, you said, You don't know how it's going to work. And I accept that. But you're going to have to either do the work yourself, yourselves or you're going to have to give them the whatever's left, you're gonna have the cost out, then hiring cost out the business x and give them the money to do it. In that respect, which is going to sit outside this application process?

1:11:29

Yes. Now,

1:11:30

can you do that? Can you can you get to that agreement? Do you think and give them the money that they need? And that the rest of the money by the state? Is there a risk, for example, that you get to that

date and say, Well, sorry, when it times out? We've got no more money, and therefore we only end up with your bit in the is actually delivered? Well,

1:11:55

thank you. I

1:11:56

do I do see the point. And I think I may have said a bit of a hair running with this 31st Of March 2025 date. That's one of the general principles whereby designated funds applications are considered. And the intention is to deliver it by that date. And so this one, this particular application, has accorded with that principle and presumably all or most of the other 14. And what I don't know the answer to, sir, to be playing about it is whether the funds are time limited, or whether that was just a criteria for the awarding of the funds. And I want to come back to you on that if you'd like me to to Yes, please. But I suspect the position is the designated funds have now been allocated. And that may be that, but I don't know whether the progress somehow disappear. If the scheme isn't delivered by that date, I'd

1:12:47

rather doubt that's the case if the works have already started. That I don't actually know. That would be very helpful if you could if you could confirm that not just to if not for the examining authority, but I think the authority other authorities involve hiring and sex. And it just leads me and this is my final question on this. You heard from both ethics and hiring, that that that there might be some concerns that when they come to do their but it might actually exceed the 3.5 million pounds. I'm calling a 3.5. But let's say they're apportioned bit of it, you give them let's say, a million pounds of it, or a million points or 1.2 million, but actually there is 1.3. Would it be highways, England's the at that point, generally, that you would expect the authority to bridge the gap if if there is such a gap? And what if there's a surplus?

1:13:44

Well, so let me explain. I should say, firstly, that I ought to give you a confirmation of this, because I'm not absolutely certain. But my understanding is that the 3.5 million, which I think is a slightly rounded up figure is an estimate of what the whole works would cost. But the highways England has committed designated funds to delivering this scheme. So if it costs a bit more than that, then it costs a bit more than that, if it costs less. And my understanding is we're not asking either Highway Authority to contribute anything. We're just asking for their cooperation, because we're talking about their their roads.

1:14:24

Okay, I think I would like that in in some form of state or even if it's in the agreement that you are not seeking funds from either either authority, I think that would be held for the Secretary of State anyway.

1:14:38

Well, that's fair enough.

1:14:39

Thank you very much for that. I don't have any further questions on that aspect. I'm going to bring it back to either TfL or online number of hiring if they want to come back on what they just heard, or have you said what needs to be said?

1:14:59

Yes, Mr. Dunn. Less

1:15:03

than London borough high rent. It's just really so we know what Mr. Mr. chalices just said, with regards to the funding and the financial side of things. But the concerns that we've previously raised around around us as a local authority taking responsibility for delivering our section of, of the route routes. Do remain. Thank you.

1:15:33

Thank you very much indeed. Mr. reinberg.

1:15:40

Yeah, just to confirm that we have similar views to London bar of favouring, really. And we'll come back to you. We've learned some more about the approach that the applicants proposing for the rest of the designated funds route today. And we'll come back to you with sort of our written position at the next deadline.

1:15:59

That's very helpful. Thank you.

1:16:00

Thank you very much. Indeed.

1:16:04

I can't see any other hands up. So on that basis, I'll hand back. Mr. MacArthur.

1:16:11

Thank you, Mr. Allen. I just have one further question. Probably more of a clarification for Mr. Chalice, if I may. We've heard from from both Essex County Council from London Borough of haven out about the concerns and recognise that there are discussions still to be had, as you've said, but and perhaps just for my clarification as much as anything else. If, if there is no agreement reached between Essex County Council, and there'll be h and Andrew and the applicant I so I appreciate that. It's an unlikely scenario in the real world. Nevertheless, it is the intention of the section 106 agreement. And bringing it back to the to the area that we we actually need to concentrate on and the aspects that we are actually examining is one of the functions of the section 106 agreement to ensure that even if there is no agreements, there is no risk to the delivery of the roundabout section that the bit that you can control on a bit who is within the order limits.

1:17:20

Yeah, I mean, the purpose of the section 106 agreement would be to guarantee if I can use that word delivery as part of the decio scheme. And it will be by a simple obligation, hopefully, by agreement, but if not, we could put an obligation in unilaterally to say that we won't open the loop road until such time as the what we're calling the central section has been completed and is open. And that strikes me as a as a simple way of achieving the security that the parties are looking for.

1:17:53

And that are obligatory is missing the call just to say that agreement obligation will be with us in this examination before we before we closes.

1:18:01

Yes, I think that would be that certainly what we're trying to do. And you would have full visibility of it and therefore can take it into account.

1:18:10

Well, I think we will have to have it before the close Mr. Chinese otherwise, we can't take it into consideration. Indeed,

1:18:19

sorry. No, thank you. I think You took the words out of my mouth. That I think as there are no other hands up can concludes. Section 2.1 of the agenda is now coming up for 20 past 11. I propose that we take a short commercial break until I think 1135. Can I remind our viewers on the live stream that when we do return you will need to refresh your browsers when we commence which will be at 1135 Thank you