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Thu, 8/12 6:59PM • 47:33

00:03

Good evening, everybody. Can I just confirm with somebody if they can hear me and see me clearly before I commence and somebody could just let me know that would be great. So yes, we can see you and hear you. Thank you very much. Mr. Frey. Appreciate that. Can I just check in with Gregory did a live stream and the recording the event has now commenced?

00:30

Yes, that's all commenced now. Brilliant. Thanks very much. The time is now six o'clock, and it's an open floor hearing for the a 47 North turning to Western Union project is now open. My name is Adrian Hunter. And I'm a chartered town planner. And I'm employed by the planning Inspectorate, and have been appointed by the Secretary of State to examine this application and I'd constitute the examining authority. There are three more colleagues from the planning spectrum here this evening. You've already spoken to Michelle Gregory, the case manager for this evening's hearing. I would also now like to introduce you to Steven Parker, and Katie Luan, who are from the case team. If you have any questions regarding the application process in general, could I ask in the first instance that you please direct these to the case team who will be happy to help? Just before we get on to matters, I just like to sort of do with a few housekeeping things if I could, please. And can I ask that all audible notifications for electronic devices are switched off. And this will help reduce background noise. Unless you're speaking, please keep your microphone muted as well. As we're conducting this event virtually rather than as a physical face to face event, the dynamics will be different for those participating and observing. By this, I mean that you may see me looking away from the camera and appearing to not engage with speakers. This is because I may be writing notes or looking at materials on screens. I do have a second screen to my side read documents on as well, I can assure you that I will be paying close attention to what is happening. To avoid disturbance. I will also mute my microphone when you are speaking.

02:10

No request being made for any special measures or arrangements to enable participation in this hearing. But can I just confirm that this is correct? Yes, that's correct. Mr. hanjo. No, no requests. Great. Thank you very much for that. Please note that the chat function in teams is not being used this evening. So please do not send any messages via chat it is not being monitored. If at any point in the meeting you want to speak Can I ask that you turn your camera on if it is currently turned off and use the raise hand function in teams. There is a digital recording being made at this hearing. This will be made available on the project page of the national infrastructure website as soon as possible after the hearing is closed. If you met if you take part in the hearing, it's important that you understand that your comments will be recorded and the digital recording. We published and retained usually for a period of five years from the Texas Secretary of State's decision. The search, the planning Inspectorate is subject to the general data protection regulations, it's very unlikely that you will be asked to put

sensitive personal information such as email addresses an economic financial, cultural or health related matters into the public domain. Indeed, we would actively encourage you that you do not. However, if for some reason, you feel that it is necessary to for you to refer to sensitive personal information. I would encourage you to speak to our case team in the first instance, we would then explore with you whether the information could be provided in a written format, which could then be appropriately redacted before it is published. For the purposes of identification, ease of reference, can I ask that at every point in which you speak? Could you please give your name and if you are representing an organising organisation or individual, you explain who it is that you represent. Please bear in mind that the only official recording in the proceedings is a digital recording that will be placed on the project page at the website, tweets, blogs and similar communications arising out of this meeting will not be accepted as evidence in the examination for this application. The formal purpose of this evening's open floor hearing is to discharge the examination authorities duty to interested parties who have requested to be heard. The hearing is an opportunity for you to make your case on any relevant matter orally to me. It is therefore an opportunity for me to hear firsthand your thoughts about the application. And they also have questions about your submissions. As was agreed in the first part of the preliminary meeting, I will offer the applicant a right to respond at the end of the meeting. Before I confirm those persons who wish to speak Are there any questions on the conduct or the management to this open floor hearing anybody wish to raise at this point?

05:01

Okay, I'm not hearing anything, I see any hands. So that's great. Thank you very much, I will now move on to the second item on the agenda. Because we only have a small number of people who've requested to speak this evening, I do not propose to limit the time available to you. But I would ask that you may have contribution to the point and as focused as possible. In fact, consider the points are being repeated, or the concerns that are being raised on not matters the examination, then I reserve the right to ask you to draw your contributions to a conclusion. I'd also take this opportunity to remind you that you can submit the full transcript of anything that you said tonight's meeting by the next deadline, deadline one, which for your information is Wednesday, the first of September, I have been provided by my case team with a list of those people who have requested to speak this evening and their status in the examination. So in a moment, I'm just going to check that everybody is here on that list. However, given the small number of people registered, if you have a preference as to when you want to be heard, or you have other commitments that I need to take into account, please let me know. And I will check and see if we can possibly amend the running order to accommodate that. So just turning to those people who now wish to speak, I will not run through the list of registered names that I have. When I say your name, please, can you introduce yourself turn on turning on your camera, confirming, confirming that you still wish to speak, whether you have any requests as to when you're heard, and also if you could tell me whether you're acting on behalf of anybody. So in no particular order, I'll go down the list that I have. And if I could start with Mr. Peter Milliken.

06:39

Hello, Hello, sir. My name is millikin. I'm a resident of Eastern. I've got no preference of when I'll speak and those special needs. Okay, great. Thank you very much. Next, if I could go to counsellor Ben Moy. Hi. My counsellor bad boy.

07:06

Speaking on behalf of Easton parish council as acting Chairman, and I have no special requests or anything, Greg, thank you very much. If I can, let's go to Councillor David Lewis. Good evening, sir. Good evening,

07:26

everyone. I'm Eastern parish Council, counsellor and also resident of lower Eastern. I'm just really just concerned about the closure of our church lane, lower east and,

07:41

okay. Thank you very much. I have Mr. Andrew caudron. Next, if I could please. Thank you, Mr. Hunter. Can you hear me? I can see you clearly. Thank you very much.

08:00

I'm speaking or trying to represent some of the views of the Wensum Valley Alliance, which is an environmental group, and I hope to be speaking in environmental terms as evening. Okay. Thank you very much for that. And then I have Mr. Richard Hawker.

08:24

Good evening, sir. My name is Richard Hawker. I'm also a member of the Wensum Valley Alliance. And I'm also a parishioner at occurring. And I'm speaking mainly on my own behalf.

08:41

Great. Good evening, Mr. Wood. Thank you very much for that. And I also have three other people on my list, which are not sure they're in attendance, but just for clarity and certainty. I'm just going to call out their names and just see whether they're here and I bet Lisa Tomlin. No, that's okay. I have Mr. Kenny. Okay, and then I finally have Mr. Chris Kherson. Okay, that's, that's fine. Thank you. And so just before I move on, can I just confirm that there's nobody else that I haven't read out who's here this evening? Who's expecting to speak?

09:37

Okay, great. Thank you very much. Okay. Well, while on that basis, what of what I'm going to suggest is that for, for my use of my list, and perhaps recordings as well, I will just run through the order that we've just been through, if that's our case, given that nobody has any particular issues in terms of sort of when they're when they're present to me. So, on that basis, if I could start perhaps with with Mr. Peter Milliken, please if I could, again, just a reminder if, if when you start speaking if you could just sort of state your name and who you're representing just so we've got that for the record as well, that would be great.

10:13

Sir, my name is Peter millikin. I'm a resident of Eastern. I've lived in eastern for just over 30 years, watched firsthand the massive increase in traffic volumes that now use this stretch of the a 47. The tailbacks and suddenly the deaths on this stretch of road. The current placement of the roundabout near St. Peter's Church is just another accident waiting to happen on a daily basis. One of the biggest

issues we have in our area is Norfolk County highways inept ability to deal with the side road strategy on to the existing a 47. Their decisions or lack of help lead to parts of our community becoming almost no go areas on foot for, for example, church lane, Lauriston what was once a quiet country lane, is now a major rap run of at least 4600 vehicle movements a day. A few years ago, Richard bacon MP and I visited this area in my role as chairman of Easton parish Council, and it was very dangerous there. And now it is impossible to walk safely down the lane, due to the high speed and volume of traffic. Norfolk County Council have shown no interest in helping to solve the problem, as it seems they prefer to create problems to justify the northwestern link and the environmental damage it will do to the Wensum Valley. These a 47 proposals are vital for our community to improve the lives of the residents, not just in lower Eastern, but the whole of Eastern. Now, I would suggest I know you visit the area that you spend a little while sitting at the roundabout at Easton and just watch the near misses and you will see a lot of them because it is so dangerous. I'm at the moment very disappointed that representatives of Western longville are trying to interfere and what is planned for our area and community. They at least have B and C class road network joining the a 47 we have an unsuitable unclassified country lay. The current plan submitted by highways England had been developed after a great deal of discussion with local people and the parish Council. As such the current proposal for Eastern should be accepted as is. I am sure others will talk about traffic models are they the adding of extra road between lower Easton and Tabor and road blind lane junction provides no benefit to the residents of our community. The current scheme design has been model tested by highways England and he works. I am sure the highways officer Mr. Powers can attest to this as a true fact. Sir, the other area of great concern for me is the a 47 blind lane link the food enterprise Park and his onward connection to Marlin furred and Colton and the wider area as well as hunting and thought far, which sites would recite employs hundreds of people in a multitude of small and medium sized businesses. I do not see the wisdom that this link and upgrade to blindly should be solely funded by the food enterprise Park. I would argue it is much it is a much wider benefit to the whole community and not just one business. If this road is not to be a private road, it should be funded at the public expense with a contribution from the food enterprise Park, hauling and thought farm as well as Norfolk County Council highways If this road is not built, it will limit the expansion of a much needed employment and local agri tech

15:10

initiative and processing area for local projects. No road also means all traffic will be channelled along church lane, past the historic grade one listed churches and Peter and through the village of Easton along the dam road, creating traffic misery to the wider community and bottleneaking the long water in to change. So I thank you for the time taken to listen to my concerns.

15:52

Thank you very much, Mr. Milliken, for that submissions. Thank you. If I could now go on to Councillor Moy if I could please. And again, just reminder just to introduce yourself at the start, and we've got that on the recording. That would be great. Thank you. Lovely. Thank

16:08

you, sir. I'll start off by introducing myself as Benjamin Moy, acting chairman of Easton parish Council, off whom I'll be representing today. I try not to repeat too much or anything of that Peter Milligan has mentioned as well as comments forthcoming by Dave Lewis. So back in 1992, so before I was born,

our village was split into by day 47 dual carriageway. In early days, residents including myself, as a child could freely cross the age 47 on foot in relative safety. However, this has since changed due to the significant increase in traffic volumes using this stretch of road. Furthermore, lower Easterners become as Mr. Milliken touched upon a no go area, especially for those on foot. The severance between Eastern and low Eastern is so severe I've actually had parishioners asked me where lower Eastern is, as they don't realise it's the other side of the dual carriageway. As Mr. Milliken mentioned, it was a quiet country lane, that is now a major rat run for at least 4600 vehicle movements per day. And Dave Lewis will also mention this as a resident of low east and the impact this has had on him. But essentially these words need to occur to improve the lives and safety of residents in not just lower Eastern, Eastern and surrounding area as a whole. Moving on from that residents of the parish also will not use the roundabout bias at Peter's Church because it's just too dangerous. With many travelling to rangeland and broadland via I'm going to costly in the long water interchange, which places pressure on other already strained junctions and road networks. So, as a parish, as Mr. Milliken has mentioned, we do not feel this is right to speak concerning the other segments of this much needed a four to seven improvement scheme. But when other parish councils from outside our community have to sacrifice our residents well being it's time to speak out and represent the interests of our village and the safety and well being of our residents. The current plan submitted by highways England has been developed and a great deal of discussion and participation with local people and the parish Council. As such, the current proposal for Eastern should be accepted without amendment. Traffic modelling showed that adding an extra stretch of road between lower Eastern and the tavor and road blind lane junction provides no benefit to the residence or community and therefore does not needed. If anything, it would make the environment worse and increase the amount of agricultural land that will be destroyed at a time where development must minimise its impact on the environment and the destruction of our treasured natural resources. The scheme design has been modelled and tested by highways England. It works and it's supported by the majority of residents of Eastern therefore there's no need for any further amendments and it should be accepted as as currently proposed. The free stretch of road will also help employment and commerce opportunities in the area, in turn improving the lives of local residents. This is especially in relation to the development of the food enterprise Park which provides a unique unique employment opportunity to local people. However, just this morning, lorries associated with construction, were queuing down Church Road towards a Peter's Church for nearly half a mile. And this is just unacceptable as it currently is. Therefore, this road scheme, along with the connection to the food enterprise Park will solve this issue and save the impacts on our community. This scheme will reduce the traffic volumes near the current roundabout as well. And these vehicle movements that are currently on unsuitable and unclassified roads, therefore improving air quality, noise pollution that currently blights our parish. Therefore, to sum up, it's imperative this scheme progresses as is currently proposed for the safety and well being of the residents of Eastern. Thank you for your time.

20:54

Thank you very much, counsel. My if I can now come to Councillor David Lewis. And again reminded just to introduce yourself at the start just so that we've got that now be helpful.

21:07

Good evening, sir. Councillor David Lewis, parish Council, also a resident of lower Eastern I wish to support the proposed side growth strategy regarding the closure of church laying lower Eastern living

the property adjoining Ringland Road in Lower Easton for the past 13 years since the opening of the Eastern roundabout factor enjoy huge volumes of traffic, including heavy goods, vehicles articulated lorries, etc, travelling within inches of my home. On several occasions, lorries and vans have damaged my house resulting in hundreds of pounds worth of repairs. Also HGVs have eroded my frontage. I've lost over a metre of garden on the left of my house, the lost land has been tarmacked over and is now part of an ever widening road. Exiting my garden gate is a nightmare. Drivers travel at considerable speed along Ringland Road and hardly ever slow down to let vehicles out of my own. All my neighbor's driveways. It is nerve racking now living on Ringland Road every time I hear on HGTV grinding past my house, I wonder if damage has been caused. My neighbour across the road from me lives in a grade two listed 16th century thatched cottage, which is being undermined by the erosion on his side of the road. But I'm so busy during the day that it is dangerous for pedestrians to try and walk up to the main village of Easton. Never mind dodging the traffic while trying to cross the 847 dual carriageway. I feel like a prisoner in my own home I'm able to take a walk up my lane and enjoy the countryside I live in. The proposed route for traffic travelling over the Ringland hills to get to the A47 is to take a right turn at the top of the hill leading down to a low Eastern long Western road and then a left turn down Taper and road to the blind lane interchange. In no way will this affect the traffic using routes through Hawker in western long the low Ringland the concerns of the representatives of Hawker in and Western Longville parishes read the closing offer free on the road and Church Lane in the Lower East and are entirely without foundation. In addition to the above taxpayers money will be saved by abusing existing roads rather than building a new side road alongside the A47 Western road has no properties along its length and Tavian road has only two properties set well back from the road near the blind lane junction. Currently Western Roven Tabor road have virtually no traffic flying along the whatsoever. I live in hope that common sense will prevail and regular road will be close to through traffic as planned. So that's all.

23:53

Thank you very much,

23:53

Councillor Lewis. Next, if I could come to Mr. Andrew Cordray, if I could, please and again, a reminder just to introduce yourself and who you represent. That would be great. Thank you.

24:07

Thank you, sir. Good evening. My name is Andrew Cauldron. And I'm trying to represent some of the views of the Wensum Valley Alliance, which is an environmental group trying to protect the environment of the Wensum Valley, and the associated tributary which is the river Turd. Mr. Chairman, or Sir, I don't know why we're really discussing roads in the middle of a climate emergency. And I was pondering this morning as to how to begin. After all, I am responsible. After flying there for work or holidays. I driven my infernal carbon engine all over the planet, from the deserts of the Middle East, around Europe, in the USA and in the UK. So why now? Why try and stop the building of roads or their improvement. Why complain now? Poor old Norfolk Devon never didn't make the motorway Ah, the highways agency today we're reporting one hour more delay times between junctions on the M25. So having three to four carriageway lanes doesn't always help. There were black sections on the update map, which means traffic was not moving at all frustrating. So even if we go from one lane to two delays will still occur. But it also means that we as a species, Homo sapiens, are not solving the problem. This is not a

problem we can build our way out of. One can tinker and upgrade in large in change. But the core issues of people numbers, vehicle numbers, journey numbers, only change and enlarge to fill the space. So that's what we've done, and it's happened on our watch. Quite apart from the killing sides we place upon the land. We are increasingly placing wider and wider killing zones to fragment our countryside and imprison the remaining wildlife into smaller and smaller areas of disconnected habitats and ecosystems. In this section of the a 47 Valley and floodplain area, runs the chalk stream named the river tud. a tributary of the river Wensum and a natural attractor all things bio to come and drink. Now it is proposed first of all to sever any crossing road links. With a major construction site next to the existing road and sterilising the ground. It probably stays that way for two years, with big construction traffic moving around, no landscaping and still another major road to cross. This is eco isolating stuff. Assuming the twigs planted start to go in the ground after two years, there is still little to show for it for the first five years. Meanwhile, the speed and potentially the quantity of our dual carriageway traffic has increased. So now we have a long larger distance barrier, a louder noise barrier, a greater pollution barrier and a larger loss of dark skies barrier. And if you manage to get near crossing this, we will beat you with a massive truck moving at 70 miles an hour. So make sure you don't get near or away from the river. My argument, sir, is that we are all paying too high a price for our freedom of movement. And it is the real other residents of the country side who are paying a price. They don't have a voice here, but we are increasingly aware of how important they are from the pollinators to the older mature trees. I said in my submission, but nobody to date has put all the pieces of the a 47 upgrades together with impacts upon the Tod impacts upon the can't stream environment by the thick Thorn land grab impacts upon the trees, hedges and arable land taken by the burlingham dual carriageway Can somebody put all three together and provide a cumulative impact statement upon hectares of land taken, trees removed, country wildlife sites changed and environments disturbed and isolated. We lose carbon holding ground and vegetation cover and generate carbon emissions during construction. But these do not seem to be accounted for.

28:57

What we do know is that we are adding to an already polluted environment and the carbon emitter at a time when the IPCC committee has provided us with a starkest warning yet that carrying on as we are is unsustainable and will only continue the emissions of transport to our detriment. One may shift some minor pieces on the chessboard of vehicle transport, but the impacts of the consequential pollution will last forever. There is a current advert on the television which asks, what does it take for you to do something. There isn't any form of mitigation for the loss of so much biodiversity and the wider asphaltting over the countryside. I put into all the planners involved, that there is no plan to control traffic. There is no plan, only the continuation of proposals that have already been shown to fail. This is not a plan for the future. This is a Repeat your failures from the past. Somehow in the 1970s, and throughout the last 50 years, we are poisoning the planet and this county with our endless demands for growth in crop yields, housing, roads, travel and consumer products, much of it fossil fuel derived, I would therefore plead for reason to be prevail. And for these roads, great schemes to be cancelled. And instead for real plans to be made to reduce travel, and vehicle overconsumption, and hence, reduce our pollutions. My final phases, one that I use to close out letters on this subject. And it says, So, what did you do in the dying days as the sun cooked the earth in a carbon haze? Thank you for your time and patience.

31:06

Thank you very much, Mr. Carter. Next, if I could come to Mr. Richard Hawker. And again, if you could just introduce yourself at the start, that'd be great.

31:17

Good evening. My name is Richard Hawker. I'm a resident of Hawking and a member as Andrew caudron is of the Wensum Valley Alliance. And I do concur with almost everything that he has just said, regarding the environmental, just benefits of roads in general. I was not exactly sure what was to be an allowable subject for me to raise at this hearing. I've made points in other submissions. And to cover details of all those important issues would take me a lot longer than the five minutes which I believe you want to refer me to. And I will include those in further written representation of course, along with any other any more that arise. I understood that the details of the actual design and effects of proposed in were not suitable subjects for the pm one. So I raised what I thought were mainly procedural points in the pm one, these queries, whether particular topics would be included in inspectors initial assessment, principle issues and exceed the rules six letter, perhaps the most important, I feel was started the consultation process, which I cannot see mentioned. I do not think that I'm the only party who feels that the consultations from the start of the project was late and lacking. And this has resulted in less time to develop, analyse potentially more beneficial designs, on which more parties could have agreed before preparation and submission of the DCE do I note that alternatives are amongst the list of principal issues had consultation being better the number of alternatives which IPS may run would like to present for your consideration, I would totally be less I feel that this aspect should be explored by user and I have not had an indication yet as to whether you will include this subject and the others listed in my submission to the pm one. Having heard what other contributors have said, I feel I must add that the the huge issue on the a 47 apart from the terrible side road problems is which is mainly caused by two roundabouts. One at Eastern which is mentioned. And the other the other automatic route, which was in put in about 15 years ago, against all local advice. And since has had a terrible effect on increasing tuition. And in some cases right back accused of going right back to offering and beyond this, this was predicted before and that I'm afraid. Perhaps again, my point about consultation. I was England didn't seem to consult or at least weren't interested in in what we had to say or certainly didn't follow her advice. The I have to say that listening to the comments, particularly from Eastern, it's very saddening, I think it's a reflection of the consultation process has not been as long and detailed as it should have been, in that the poor residents of lower Eastern seem to feel that occurring and other parishes wanted them to continue having their excess traffic Well, nothing is further from the truth. And we certainly do not want that situation continue. What really required is a side road strategy, which will benefit all the local villages, but isn't going to be easy. And it emphasises my point, I think of the importance of adequate consultation. Another to do with traffic. Another aspect, which I don't feel has been brought to the decio is the effect that any proposals will have on the long water junction, which is already very congested, especially in in morning and evening rush hours. And it could only be exacerbated by this design. But I would, I would very much like, if you could some stage so to confirm with this is the consultation issue is something that you would include in the principal issues to be considered. Thank you very much.

36:51

Thank you for that, Mr. Mr. Walker, just in terms of the sort of things and I'd encourage you to submit, as you said, your written representations and the information that that will then allow me the opportunity to review those in terms of the consultation and that form a key part of whether the the application itself was accepted for examination that was deemed to be acceptable in that sense. So I'm unlikely to be wanting to go back into sort of looking at the details of the consultation itself. But certainly you and a number of other people have raised sort of alternatives. So that that will be something that could be put in your written representations, and your your submissions, then that's that I can I can consider. So thank you very much for those. I see. Mr. Miller, can you have your hand up? Perhaps if I can just come to you if you've got some some sort of final comments that you wish to make?

37:47

Thank you, sir. Yes, I want to raise this about consultation. There has been extensive consultation. And I'm pleased with your comments that you're not going to go back and look at that in any way. Because I was party to extensive consultations, as was Mr. Hawker, which involved all the local parishes. And Mr. Hawker actually arranged them and highways England attended. What we say is highways England, listen to what was said some people may not like the outcome, but they've come up with a good quality suitable plan. And to say that consultation wasn't good enough. I'm really sorry, but I must disagree with that. A great extent. Thank you, sir.

38:47

Thank you very much, Mr. Miller. Kenny, back to us. Yeah, so I was just gonna ask it's probably hand down, but you beat me to it. Mr. Hall Hawker. I see you have your hand up as well. Again, I don't want to get into a lengthy discussion about consultation. But Mr. Hawker Was there any? Your hand has just disappeared? So perhaps there isn't anything else that that you wanted to add? Mr. Hawker. Yeah. And this backup so I'll I'll come to you. That's okay.

39:14

Thank you for for letting me have a word. Yes, consultation was started I have to say consultation with local parishes was initiated by my not by highways England. They, they did join us later on, thank goodness, but I still maintain that if it started early. We may have got an outcome a bit more beneficial. And the very fact that unfortunately, Eastern feel that other parishes are not happy with the outcome or are advocating something else. I think indicates that The whole process hasn't really been totally successful. I won't go into details like I can put more details of the drawbacks, I believe occur. But I don't think perhaps this is the as you've indicated, so this is not the forum for that.

40:15

But I think I think that's right, if you want to sort of use those to expand your statements about the written representations that are probably more helpful to me than that there was a detailed discussion here. Thank you. So thank you.

40:35

Thank you for your comments. So just before I offer the applicant, the opportunity to respond to what they've heard, can I just confirm that there is nobody else who wants to speak or there's nothing else

anybody wants to raise before I move on to item three on the agenda, which is the opportunity for the the applicant?

41:02

Great, thank you. I'm not seeing any hands or anything like that. So I'll help presume that's the case. And nobody's got anything to say. So thank you for all your comments and inputs. And as agreed the privilege of meeting part one, what I now like to do is come to the applicant to offer them the opportunity to respond to anything that they've heard. And I'm guessing that's going to be yourself, Mr. Frey, who's just convenient pops up on my screen. So as I said, suspecting will be so if I could hand over to you for in response that you want to make.

41:28

Yes, Michael fry, one one difference in for the applicant, highways England. So unless there's anything in particular I can assist you with, we simply welcome the supportive comments which you've you've heard this evening. And we had noted the other concerns which have been raised, I suppose my overarching comment is none of the concerns which have been raised are new to the applicant, and they're largely being addressed and read and read. So so you will have our comments in writing very shortly a deadline one. So unless there's anything I can particularly help you with that raised tonight. So that's all I really propose to say at this stage.

42:06

Just bear with me, while I check back through my notes and see if there's anything that will be helpful to sort of have your thoughts on at this stage. I think, I think really, you probably answered my question in terms of how you were going to respond to what he'd heard tonight. And whether that was going to form part of your sort of further submissions, which, which sounds like it isn't. And that's reassuring to know that answers will be provided to some of the clients into the issues that that you've heard. So that's helpful. I suppose the only one come and it may well not be one for this evening. But again, one that you may want me picking up is the cumulative issue that was raised in terms of the wider of the 847 projects. And just to be sort of clear the opposition in terms of how the applicants looking to sort of address those comments, because I suspect they've been raised on other ones and will be raised on ones that are coming to the stage as well. And again, maybe there is no answer to that at this stage, it may be that you'll be looking to prepare something but again, be helpful to sort of understand your position and what you what your clients position is.

43:13

So yes, that's right. I mean, it's all been anticipated those sorts of comments will probably form part of your first written questions. And we weren't surprised now the Africans were aware of the schemes and they formed the baseline to the sets, which have been carried out anyway. So to the extent that there are concerns, those concerns will be addressed in writing. So I think that's probably the best way to deal with them, rather than try and tie together all the schemes for you now in this forum.

43:41

No, that's fine. That's helpful to know that it's on the applicants radar, and they're that they're looking to do that. Thank you. Well, I have nothing further, Mr. Fry. So that's, that's great. Thank you very much. I see Mr. Mr. Hawker. you've, you've popped your hand up. If I come to you and ask, How can I help?

44:03

Thank you, sir. Just a quick point, the cumulative effect was mentioned not just in the effect of the construction of all three or four projects, but the actual examination of them is very much overlapping. Is there a scope or postponing one of those to give greater time to to assess each one?

44:34

I think I think In short, the answer is probably no there isn't because from the moment of the examination commencing, we are there. As the examining authority, we have a statutory six month period within which we've got to finish our work and finish are sort of assessment of the scheme and before we then start to write our recommendations. So once the examination has commenced, it's highly unlikely that that process will be stopped. We have the US I think I said that the privilege of meeting work quite closely in terms of this proposal with the other case teams within the planning Inspectorate to make sure that programmes and things aren't overlapping to make sure that there is opportunities. And we are in close contact in terms of the examining authorities that were at sort of issues that are being raised at similar ones. And we are conscious that a number of you are appearing before the colleagues of mine If you'd like to present issues and similar points. So I hope that that answers in sort of helps to a certain extent. Okay, well, if there's nothing else that anybody wants to raise. So I'll just throw that out there for one final time to make sure there's no other final comments that anybody would wish to sort of put to me.

46:04

Great, thank you. Again, I'm not seeing any hands or any anything else. So I'll assume that everybody so content, we've what they've said. So, again, thank you very much for your participation. In hearing this evening. It's only been extremely helpful and useful to me. As I mentioned, at the start, digital recording, the proceedings will be variable as soon as possible. And that can be accessed through the website. And, in addition, can I just remind you, that you can submit all the points that you've made to be in writing, and that the deadline for that is Wednesday, the first of September, which is deadline one, so please submit all your transcripts. And that will then sort of form part of the information that I have before me. And I'd also just like to highlight to those people are watching the livestream or listening to digital recording this event, that there is an opportunity to hold a further up and float hearing if it is required. And if requested, this will be held during the week commencing the second of November. And any requests for this wealth employees to be held should be submitted in writing by procedural deadlines C, which is also the first of September. The time is now 1847. And I declared his open for hearing the pros there 47 took an interest in Julian projects now closed. Again, thank you very much for your time and your inputs. Appreciate that. Thank you. Thanks, sir. Good evening. Good evening. Thank you.