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FULL TRANSCRIPT (with timecode)

00:00:05:09 - 00:00:08:22

Good afternoon, everyone. The hearing is resumed.

00:00:10:20 - 00:00:50:01

So the stage right now, we're on item three of the agenda and the first bullet point and you'll recognize that the drafting of this agenda item reflects paragraph 518 of the PSN. And the applicant's position on this is a set out in the chapter 14 is that it is considered that the increase in emissions as a result of the scheme would not have a material impact on the ability of the government to meet its carbon budgets and therefore in accordance with there would be no significant effect.

00:00:51:06 - 00:01:29:22

Um, my first question. Just checking that Dr. Boswell is with us. Online. Um, so, Dr. Boswell, in the decision making section of his written representations, you do include reference to the paragraph 518 test, and you take a contrary view that the scheme would not meet this. And your position is that the net zero strategy, the CBD and the UK carbon budgets are not secured.

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There is not sufficient information space for the project to be constructed or operated. And in this situation, any additional emissions from new infrastructure such as the construction and operation emissions of this scheme have a material impact on the ability of government to meet its carbon reduction targets, which itself is itself dependent on policy delivery. P And you go on to submit that therefore should the Secretary of State approve the scheme, he would be in breach of section 104, four, five and six of the Planning Act 2008.

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So first, is that a correct, albeit very brief summary of your position as set out in your written representation? And secondly, can you respond to what the application is stated? We don't have their response to your written representations, but we do have their response to your written relevant representation, and that's the effect. There's no requirement in the, um, in the 2008 or in government policy for carbon emissions for all road transport to become net zero.

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A net increase in emissions from a particular policy or project is to be managed within the Government's overall strategy for meeting carbon budgets. And the net zero target is part of an economy wide transition. So if I could have your response to, um, the applicant's position on that.

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Yes. Thank you. Um, yeah, First of all, I think you, you captured what I'd written. It's section ten of my document. I think you captured that correctly. Thank you. Um, in terms of the applicant's response and so on, think what, um, we need to recognise is that we're in very fast moving times on climate change, um, climate change policy and the legal situation around climate change.

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And there's, in terms of what I lay out, there's an issue of sequential in that I sort of alluded to it earlier that the, um, the assumption on which the Secretary of State, um, will usually, um, consent these schemes is um, on the basis that um, the, the scheme will have no impact on the overall delivery, the net zero and the climate change targets and so on.

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So um, that, that comes in with those words you mentioned like no overall strategy to deliver climate change and economy wide, um, policies on delivering climate change. And the bit you just read out from the applicant, what, what those are, those are sort of again buying into this idea that the net zero strategy and all the climate targets are um, absolutely deliverable.

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You know, there's no question they're going to be delivered. Um, and of course that's not true, that that's just an assumption. Um, and what we're seeing as laid out earlier is, is a lot more on the risk assessment of that and how the risk assessment of that assumption just hasn't been questioned by, by government properly yet. So there's a sequential and the sequential is to do with um, we have to ensure that our climate targets are secured before we can start using that assumption to say that any scheme is acceptable and that any scheme under

00:05:42:14 - 00:06:17:07

518, you know, won't have a material impact on meeting our climate budgets. What I'm saying is we can't actually say that at the moment, um, because we haven't done the risk analysis and it's just an assumption. So. It is a new territory in terms of, you know, the law around the planning situation. Mean the the applicant is putting out a very narrow um you know definition of law does quoting from that paragraph 518.

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Um, but you know, we're now at a time where things have moved on very quickly and um, we, we've seen with the, the carbon budget, um, development plan that a delivery plan rather carbon budget delivery plan we've seen with that, that, you know, the Government are admitting they're not going to meet the um, nationally determined contribution in 2030 and they're not going to meet the six carbon budget.

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So, um, how we can make an assumption that anything which increases emissions won't actually have a material impact on meeting carbon budgets. It's just, you said earlier, not, not credible. So, so that's my response. I mean, I've laid it out in a lot of detail in my written representation, and I've linked it up to, as you say, the Section 104 of the Planning Act and, you know, clauses 4 or 5 and six, which are to do with the international obligations.

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So the nationally determined contributions, um, and the Paris Agreement comes under that breach of statutory duty in the subsection five. And whether it's unlawful in section, um, subsection six, um, and you know, I can't predict what the courts will make of this, but if, um, the Secretary of State doesn't consider this properly, then, you know, um, there, there really is going to be a very good, um, case here for, for, for, for, you know, going to the courts and, you know, just lay that out now that, um, this will, this will become an issue for the courts in the future, I believe.

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Um, and, and that's why I've highlighted it for the Secretary of State to really consider these points and really consider what am I considering the effect on international obligations, am considering whether there's been breaches of statutory duty, Am considering whether it's unlawful. That's the task that you know, the head for the Secretary of State.

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Thank you, Dr. Bhosle.

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Um, can I ask Winchester City Council? Uh, do you have any additional points on this particular, uh, bullet point, um, or, you know, what's your position in relation to the compliance of the scheme with paragraph 518?

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Thank you, ma'am. Robert Greenfield, Winchester City Council. I'll pass to Ms.. Wise and then come back to myself. Thank you.

00:09:24:01 - 00:09:36:16

I was just going to state that I think I set out my case really on this bullet point in the earlier one. Um, covering the guidance and the recent, um,

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annual report from the Climate Change Committee. Um, so really on bullet point one, the only other thing to add really is that the

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applicant has used the past 2080 methodology that essentially equates the need to reduce emissions through design and then mitigate and finally offset, um, where they can't be, um, eliminated. And the past 2080 is the British standard on carbon management in infrastructure. Um, and we would just like to see a bit more detail around. The mitigation and offsetting because although it's stated that that's followed, it's quite hard to follow through exactly where those elements are coming in to the scheme.

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And Table 16.1 I think sets out, um, where um, items need to be monitored. And again, we would just, um. Which in classifying them as significant, we would quite like to have that sort of enhanced level of monitoring being added to that table.

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Thank you, ma'am. We're going to go into city council just to follow on from that. Think what wanted to put into perspective was obviously appreciating the national picture and national legislation that we're working under. I think there's one large point of clarity that we're still after as the city council, and that's in the local comparisons. We touched on it a little earlier to discuss study areas, but the applicant has provided a number of comparable studies when we're talking about operational emissions, the M3 junction scheme equates to 72% of those emissions, which is a significant figure.

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Obviously what we're leading towards here will come into it later in the agenda is the request for mitigation and monitoring. But it's just a point of clarification that we require as well. The applicant has responded to discuss study areas which we don't fully follow yet, so we'll pick that off offline as well and we'll cover mitigation when we get to it on the agenda. Thank you, ma'am.

00:11:51:12 - 00:12:19:16

Of just as a point of clarification in principle, if. All the mitigation and offsetting and additional measures that you are seeking were provided. Does that would that fundamentally alter the Winchester City Council's position? And would you then accept there would be no conflict with PSN? 518.

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I'm so wise. Winchester City Council. Think if it comes into line with our carbon neutrality action plan and our targets as a council, um, for carbon neutrality, we would wouldn't see a reason why it shouldn't go ahead. But at the moment we feel that. That it's just out of kilter with delivering those.

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And I going to go to Mr. Next. I have read your written representations and what you submit in relation to the

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calculated increase in emissions caused by the scheme undermining the road to net zero. And you say it's far too outside the default tolerance suggested in the MPC. And I just want mean I've heard obviously what you said earlier today, but just wanted to see if we could have if there's anything you want to add in the light of the applicants. Deadline three response and what you've heard today, for example, in relation to the area used for comparison of the increase in emissions?

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Thank you. Phil Winchester Action on the Climate crisis. I could say a lot, but I won't. However, just focusing on what I really need to say, I'm really worried that we're having this discussion in the context of the introduction to the environmental to the statement. Um, it starts off very upbeat. It says we're doing really well, so there's really no problem.

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We've already got think the figure is 48% carbon reduction since 1990. And as Dr. Boswell points out, transport emissions and we're talking about transport are still at 95% of the 1990 level. So transport has not contributed in any useful way to our emissions reduction that needs to be linked to how much we need to do on transport and how little headroom there is for action on reducing transport emissions.

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Similarly in terms of its effect on Winchester district, think the latest figures are that transport is responsible for 48% of Winchester district emissions. So unless there is a proposal appended to this, which will make a real inroad on almost half of Winchester District's emissions, it's impossible to imagine how what is being proposed here can contribute to Winchester City Council's climate target.

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So I would just emphasize the seriousness of the situation and one rather small point, but nonetheless very important is regard certain aspects of these proposals as reckless. Um, in terms of construction, it is proposed to demolish a roundabout and build a roundabout. We the current discourse on construction is saying we should learn to reuse and not demolish and rebuild and think this proposal is probably.

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Overall and in detail reckless. And I look forward to the additional details that the applicant will be producing so that we can have more detailed discussion about opportunities that are being missed, as well as a more sophisticated, better informed discussion about the overall application. And I hope we can timetable more sessions to be able to make up for the lack of serious detail that has been served so far.

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Thank you.

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Thank you, Mr.. Councillor Porter. Thank you. I think to some extent. Councillor Porter. City Councillor. Cabinet Member for.

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Place and local plan. Um, think something that Mr. Gallagher has made the point. But you asked us whether we would find it acceptable in carbon terms if mitigation was appropriate was arranged. Um, I think it's really important to accept that. We have also been told today that we cannot know the detail of the carbon and greenhouse gas implications of construction because some of it isn't defined as such.

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Um, in last week's conversation we talked about a design code which would include local materials, and nothing has been mentioned of that today at all. We do believe that the. Impact of the construction period. Although it's been reduced, the impact of that has been reduced. In climate terms, it's still not as low as it could be. So think Mr. Gags Point is just very well made.

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But also it's really interesting that the freight industry is not had been not not been at any of these meetings. Um, the freight that's going through that site is so huge. But we haven't really dealt with how we're going to decarbonise the freight industry as a whole. Um. I didn't know the figures as a counsellor several years ago, of the percentage of freight going through that junction compared to vehicle, just normal car vehicles, but don't know the current numbers.

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So I can't quote that as of today and all of the detail that we've been provided with by National Highways is historical. And we know that the detail is now very different. In fact, the whole modeling is being changed currently. In the conversation I was talking about earlier. So we don't know what percentage of freight is actually going through it and we don't know their decarbonization strategy as a whole. We do know that we've got a port growth, which we haven't really dealt with in this conversation today.

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And what that will mean for us, except we've offered this solution of going via rail, but that's a much more complicated process. But assuming that this takes place before any rail improvements would take place, then we don't know what mitigation the freight itself would have would be proposed or the freight industry itself would be proposing. So although we're saying, yes, we would find it acceptable if we could reach that 2030 targets, at the moment, we have no proof in any way that the freight industry would be would be committing to that.

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And nor do we have any commitment on the construction details. So just would like to put a little bit of a guarded response back to that. Thank you.

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Sorry. Thank you. Um, does the applicant want to respond?

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Cheering back on behalf of national highways, just returning to the point of NPS and then paragraph 5.18 and the relationship with the.

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Winchester Carbon Reduction plan. Paragraph 5.18 obviously outlines that the government has a national strategy that is legally required to meet. And as mentioned earlier, the the Winchester carbon is not applicable to motorways. So, um, the degree to which that has weight is quite limited.

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This is Tracy. That concludes the response from the applicant on this site. Yes, it does. Thank you.

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A mr. gag. Brief point then.

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I'm astonished by the statement that the motorway doesn't impinge on Winchester Carbon Neutrality Action Plan. I don't think it's for the applicant to determine what Winchester City Council should do. And the Carbon Neutrality Action plan includes fully emissions related to the motorway.

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Thank you, Mr. Gang.

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Will you add anything now.

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Or pick that up later? We'll we'll pick it up later with the other responses. Mom.

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All right. Thank you all. So if we move on.

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Now to the climate change proposed mitigation and adaptation measures.

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And the first bullet point under this agenda item relates to mitigation measures and the carbon footprint. If go to the applicant first, you've responded to our first question six 110 and set out a number of embedded and essential mitigation measures for indirect embodied and direct carbon emissions for the construction process. And you've also provided a response to relevant representations, and you also confirm that further work will be undertaken during the design, including the development of an internal carbon management Plan and Carbon Opportunities Tracker for the scheme.

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Can you explain to me a little bit more as to how in practice it's anticipated the these will enable carbon savings resulting from design decisions to be quantified scheme to allow with the targets within the net zero highways.

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Caroline on behalf of the applicant. So the carbon management plan will take to through the detailed design process to identify the opportunities for selecting exact material types and quantities, particularly alongside any sort of efficiency design measures that are done throughout the design and as it progresses through and ensuring that carbon is part of that decision process beyond just the sort of overall requirements of the scheme to be built to the planning application.

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And then as part of that management plan, those opportunity trackers, it will include the carbon of those decisions so that we can track and see how the scheme itself will reduce carbon.

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Thank you. So reduce carbon is an ongoing process by looking at how you're doing and where it can be improved.

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Yes,

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that's correct. Yes.

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Can I go to Winchester City Council again? So in your, um, relevant representation, um, you say again. You say mitigation proposed for emissions during the operation are currently inadequate. And again you make reference to that in your local impact report and to the offsetting measures that we have already touched upon, and that another means of mitigation would be to provide the Council with carbon offsetting funds.

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Um. This what you heard about the applicant's response to your relevant representations about quarterly mission returns associated with the activities of each contractor during construction and that will enable them to collect carbon emission data? Do you still have obviously you do still have concerns in this respect, but are there any specific changes you see to the map on this topic?

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Thank you, ma'am. Robert Greenfield, Winchester City Council. And yes, we welcome the the carbon management plan. I'm sure that'll form the basis of discussions that we'll have with the applicant following this hearing. Um, I think I did mention it before the break when we were talking about comparables with the 417 missing Link scheme, and that did include quarterly operational emissions as well. So as a basis, you know, the April 1st seven, uh, the overall emissions were lower. So we'd expect that as a minimum and then that would be part of our ongoing discussions to, to gain more mitigation.

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And off of that, um, as you said, Ms. Wise did cover some examples in our local impact report. And what we intend to do is to move off-line with the applicant and set those out in further detail and then we can update you further in a written submission. Thank you.

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No, thank you. And also in relation to the monitoring that you see, can you explain a bit more to me about why you say this should include construction phase traffic emissions as well as that arising from soil disturbance and movements and construction materials?

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Um. Winchester City Council. Um. Yes. Think we were hoping just to see as comprehensive as possible. Um, an evaluation and soil movements being quite heavily associated with, with,

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uh, carbon emissions and an opportunity, for example, we have put forward. Um. Some ideas around good practice, such as renewable power for the electric equipment and perhaps in the transport management plan for contractors working on the site, whether they were able to use local low carbon

vehicles or sort of shift management systems sample that might mitigate sort of individual transport to to the construction site, etcetera.

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So it was really just having a bit of deeper thought and whether any further detail can be provided around mitigation of transport emissions during people travelling to the site and materials travelling to the site during construction.

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And thank you very much for that clarification.

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If I can just go to Mr. Gag. Your written representation. That raises a potential problem with construction emissions. Um, and your comments on there being too much demolition of reusable infrastructure and suggests that the Central Junction nine Roundabout could be adapted rather than demolished and rebuilt. Um, can you tell me a bit more about how you, how in practice you say the objectives of the scheme could be met by simply adapting existing infrastructure in that way?

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Thank you, ma'am. Phil Winchester Action on Climate Change. Think what I'm implying, and I'm sorry if I didn't bring that out more is there should be a standard justification for each structure about why it is necessary to do what is proposed. So I have no idea myself why you would demolish and rebuild a roundabout or indeed regional any other route across the site and there must be some sort of internal discussion about why the chosen design was made.

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And then and and I'm sure that your designers and engineers feel they have very clear ideas about why they're adopting one course rather than another. But I feel that needs to be more transparent and there needs to be a much better discussion at events like this or all with the planning authority about why why all these things are essential.

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And it is just possible that some of the proposals are the result of. The prestige of the designer rather than the essential nature of what it is necessary to achieve and think. We should have a system of checks and balances and a, um, an appraisal process that takes into account fully the alternatives for, from the, from the um, activity, particularly the high carbon activity that is proposed.

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Thank you, Mr..

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And have the applicants response, please.

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Katherine Tracy for the applicant.

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And there is within the alternatives chapter and.

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The design and access statement that sets out why we are where we are. It doesn't. And in a global scale. It does talk about why Why are we building a new directory here? And it's talks about the engineering standards as well as highway safety and all the environmental factors as well. So it is

there within the alternatives assessment, the scheme description, chapter of the environmental statement, and then design and access statement.

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No, thank you. And is there anything you want to respond to on Winchester City Council?

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But. Yes, please, ma'am. My colleague Karen Will. Responding to those points.

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Caroline on behalf of the applicant. So with regards to measures from during construction, the fire does include measures such as consideration of using EV equipment and electric vehicles for

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staff and on site. Again, it is about securing that, that the carbon management plan will help secure that. But we have already implemented the measures through the fire of seeking those measures and a couple of other things around sort of efficiencies through the design process, no unnecessary idling of vehicles and the management process of that on site. While that happens. And and national highways themselves have a believe on the scheme that was raised earlier about quarterly reporting requirements that is applicable on national highway schemes.

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Is that standard practices? So that would also happen.

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But can I just ask a follow up question? You've talked about the environmental management plan. How does that tie in with the contractual obligations of the contractor, i.e., is there going to be performance indicators on on how much you're looking at reducing? Because I think there's one thing about measuring it, but then there's one thing about doing something about what you're measuring. So how does that time with, with working with your contractors? And as said, is there an expectation that there will be indicators that that are targeting the amount of reduction that you see within that environmental management plan?

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On behalf of the applicant. So as I understand it, currently there isn't a sort of target requirement through that application that we need to meet. However, the purpose of the carbon management plan will be to seek to maximize the opportunities and sort of internally we'll be looking at targets just at this stage. It's not a point where we are seeking to establish a target at this current stage of the application.

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Okay. Thank you very much. It was it was a question that we did ask in our first questions, and it might be something that we follow up with a second question. So, um, you know, I'd like to understand a bit more about how that's secured with your, you know, your contractual obligations with your contractors. So please expect a follow up question about that, please.

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Right. Thank you. So turning now to the second bullet point of this agenda item. Um.

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Yeah, the paragraphs 437 447 sets out how the puts government policy on climate change taxation into practice, and in particular how applicants and the Secretary of State should take the effects of climate change into account when developing consenting infrastructure. Um, if can ask firstly the

applicant. The July 2023 update of the government policy publication Understanding Climate Adaptation and the third National Adaptation.

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Programme that.

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Gives examples including building infrastructure that can withstand expected climate impacts. And can you summarise how the development has been designed to meet that goal and also what is required by the.

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On behalf of the applicant. So the.

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I'm sorry to have to ask again. Can you bring the microphone a bit closer? We think we're all struggling to hear you.

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Okay. Hopefully. Is that better? Yes.

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Not really.

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Yeah. If you.

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Could try.

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To speak up. Some of us.

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Yeah, no problem.

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What else? You than others.

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Sorry. So sorry, Caroline. On behalf of the applicant. So the design itself includes several measures, mainly building to design standards, but it includes consideration of the 1 in 100 year flood event, including climate change allowances of 40%. Um, and also in the extreme circumstances for when it comes to bridge socket heights of allowance for 120% climate allowance on those elements as well. And all of that isn't taken into account in the drainage and the designs, including the basins in the wells and filter drains.

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Um, and then in addition to that, design standards require um, certain elements to be considered for the reinforced concrete to deal with thermal cracking and as well as sort of weathered steel elements to make sure that the scheme itself is fit for purpose. And that in itself also includes sort of elements of changing weather.

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But then within our assessment, we've we use the team Met Office data to look at those future weather events.

00:38:02:11 - 00:38:54:22

Thank you. If I could ask the South Downs National Park Authority and you have responded to our questions 611 and referred to a number of mitigation measures that have been incorporated into the design of the scheme that will be implemented during construction. And this includes reference to the outline landscape and ecological management plan. Yes. Um, are you content that this would secure suitable management of the proposed landscaping to ensure long term success of the planting? And again, we've discussed this somewhat before, but if you could, um, confirm to me what, what changes you are seeking and if that, if you're content with that as it's drafted.

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Kelly Porter from the. National Park Authority. Yeah. To save repeating myself, obviously. No, we're not content for the reasons we've. We've set out previously.

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And think. I'll probably just ask any other parties. The applicant has set out proposed climate change adaptation measures to building climate resilience in the ass, and there's been responses to our first round questions. Does anyone else have any outstanding concerns in relation to the resilience of the proposed development, should it proceed in relation to climate change impacts? Just the City Council.

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Why is Winchester City Council? Um, I was just going to note that as set out in the IPCC, IPCC's 2022 report on climate change impacts, adaptation and vulnerability, and the evidence is clear on how accelerating planetary heating is, compounding risks and making it harder to achieve the globally agreed sustainable development goals, of which climate action is SDG 13 by the 2030 deadline.

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Um.

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It's the climate targets were agreed in a 2015 Paris accord. Things seem to be moving faster. We've already reached 1.1 degrees of global warming. And, um, even just in the last months, seeing record high temperatures, um, fires, flooding, etcetera, linked and lowest ever sea ice levels in the Antarctic. So, um.

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Didn't myself have expertise in the adaptation measures required for such large transport schemes, but just to decide that it is a concern to the IPCC and just that think. That's why we are asking for these sort of additional mitigations. And note that the Tindale budget for Winchester set by the University of Manchester provides budgets for carbon dioxide emissions from 2020 to 2100.

00:41:37:22 - 00:42:09:19

And these carbon budgets are based on translating the well below two degrees and pursuing 1.5 degrees global temperature targets and equity principles that are in the 2015 Paris Agreement into a national carbon budget for Winchester. We are advised in a report to stay within a maximum cumulative carbon dioxide emissions budget of 5.2 million tonnes of carbon dioxide for this period 2020 to 2100.

00:42:09:21 - 00:42:51:25

However, at 2017 emission levels, we would use that whole budget within six years from 2020. So the report recommends initiating an immediate programme of CO2 mitigation that would deliver cuts in our district, emissions of 13.9% per year to deliver a Paris aligned budget. Which is why, um, perhaps within the global context of the whole UK emissions, the numbers are small but feel more significant for us as a district and they recommend that these annual reductions and mitigation should require a national and local action.

00:42:52:12 - 00:42:53:25

Um, so.

00:42:56:08 - 00:43:08:26

Whilst we don't have a specific recommendation on adaptation, it's just recognising that there is a fast moving climate picture that we're in with regard to that at the moment.

00:43:12:08 - 00:43:13:29

Thank you, Mr. Gillam.

00:43:15:29 - 00:43:49:14

Chris Winchester, Friends of the Earth. One of the. So anticipated extreme events is very high temperature episodes. A major road scheme with a lot of traffic on it is a huge source of additional heat energy. There will be a heat tunnel just just as sort of cities are especially hotter than anywhere else. Motorways full of traffic will be hotter than anywhere else.

00:43:49:21 - 00:44:19:13

That will have consequences for the biodiversity to to either side of this motorway in terms of effectively scorching sensitive grassland. And I'm wondering if there's any allowance being made for extreme temperature events in the future as a result, and the likely aggravation of those, particularly along the sort of tunnel around a major road scheme.

00:44:22:05 - 00:44:26:12

Thank you, Mr. Gillen. Uh, can the applicant respond?

00:44:28:26 - 00:45:06:15

And indeed on behalf of the applicant. So the. Does consider heatwaves and extreme high temperature events. We have included in our planting strategy about selecting native species. They have a wider range of habitats that they can survive in and not be selecting species that have a very, very narrow band in terms of temperature survival and also in the same vein of ones that are sort of more resilient to drought as well through requiring less water in those sort of drought periods.

00:45:06:17 - 00:45:26:12

In addition to that, and in addition to sort of heat wave impacts through the maintenance of the scheme, it's also noted that as maintenance was required throughout the lifetime of the scheme, the surfaces and any other elements will be

00:45:28:09 - 00:45:55:08

required to be done in accordance with any update to design standards as time progresses, particularly if any materials or anything else that comes through that is proven and tested to ensure we keep the standards of the road and to deliver its purpose and to keep the road open, um, through changes with with weather as we go into the future.

00:45:59:01 - 00:46:17:15

Thank you. Thank you. Um, I'll come to you in a minute. Mr. Gilliam, I just wanted to check. I know Hampshire County Council haven't had their hands up, but is there anything that they would like to add in the context of resilience and adaptation?

00:46:28:23 - 00:46:29:29

Sorry. Could you repeat that?

00:46:30:16 - 00:46:31:15

Oh, right. Sorry.

00:46:33:11 - 00:46:51:04

I know you didn't have your hand up and. Yeah. Apologies for jumping this on you, but, um, we were talking about resilience and adaptation measures, and I just wanted to see if Hampshire County Council could confirm their position in connection with with those issues.

00:46:52:15 - 00:46:59:29

Yeah, that comes to county council. Yes, This is something that we've not raised any issue with in our responses thus far. Thank you.

00:47:01:26 - 00:47:02:20

And we have.

00:47:02:22 - 00:47:04:26

Dr. Boswell with his hand up.

00:47:07:03 - 00:47:08:25

If I could hear from you on this?

00:47:08:27 - 00:47:58:25

Yes, absolutely. Yes. Just put my hand up on the previous one as well. I'm sorry. Think probably a bit late. So missed it. But I think on resilience and adaptation. Um, I'd start by saying that, you know, resilience is also not causing the problem in the first place. So we, you, we get back to the mitigation question and the, the mitigation. Um, on the to just register the point, um, on the record that the mitigation being talked about as far as could see was all in terms of the construction emissions and bringing those down by various supply chain things, electric vehicles in the construction and so on.

00:47:59:12 - 00:48:41:27

Um, but mitigation on operation emissions, um, appears not to be addressed really. And it gets back to the um, point that Ms.. Wise said earlier about, um, looking at, you know, strategies and things like this, whether this is really going to deliver the mitigation on the operation emissions. Um, and you know, the point of expanding that to all the policies in the carbon budget delivery plan, um, which is something the applicant just hasn't gone, you know, it's not prepared to go to so far.

00:48:41:29 - 00:49:22:21

But think they, they, they, they should be required to assess this scheme against those policies. Whether it adds up in any way. The um, the second point was just hearing the Tyndall budgets mentioned earlier, I did put in information about why it was good to do um, contextualisation against local carbon budgets, um, in response to the Q1 questions, um, but also said in the written representation that um, you know, national highways basically won't engage in that.

00:49:22:23 - 00:49:33:24

And we've just heard that actually in the comment on the local impact report of the Council and National Highways just sort of saying, well, that's got nothing to do with

00:49:35:11 - 00:50:09:12

518, so we're not bothered about it. Um, and unfortunately the same thing applies to the Tyndall budgets, but the Tyndall budgets coming from world leading scientists. And it's frankly quite insulting that, um, you know, the local assessment is just sort of thrown out as not being relevant. And it's quite clear from what's been said today that there is a, you know, a sense from the local authority that it is very important to meet their carbon plan and so on.

00:50:09:14 - 00:50:48:28

So think it would be very helpful to have an analysis against the Tyndall budgets. Um, and Ms.. Wise mentioned the 5.2 megatonnes, which is really a tiny amount of carbon over 80 years from 2020 to 2100. That was the timescale, but it's quite possible to do that. Tyndall Centre Analysis. I've done it in several other places till I realise national highways just closed their ears to it and, you know, shut their eyes to it. Um, it's quite possible to do the Tyndall Centre analysis on an annual basis as well against the annual Tyndall Centre carbon budgets for Winchester.

00:50:49:12 - 00:51:02:12

Um, and think it would be a very valuable exercise to do. I just want to put that on record. If an action point was, you know, put from the to do it, I'd very happily take it up. Thank you.

00:51:04:20 - 00:51:08:26

Thank you, Dr. Boswell. South Downs National Park Authority.

00:51:09:24 - 00:51:40:10

Thank you, ma'am. Just wanted to come back on and clarify a point. Sorry. Kelly Porter from South Downs National Park Authority. Um, with regards to planting and the commitment to choose native species and climate change resilient species, that's not the point we were actually making in our written representation. It's a slightly different point that we think this is this scheme is a missed opportunity to make a positive contribution to a landscape scale adaptation resilience.

00:51:40:12 - 00:51:52:26

So by actively choosing, for example, planting that holds water for longer or could help with air quality issues. So it's just a slightly different point that doesn't appear to have been addressed in the response.

00:51:53:29 - 00:51:57:09

Right. Thank you. I'll just turn to the applicant now.

00:52:18:15 - 00:52:26:15

Katherine Tracy for the applicant. Think we'll pick up any points we want to in writing, particularly in relation to the landscape. We haven't got the relevant expertise here today.

00:52:27:28 - 00:52:29:00

All right. Thank you.

00:52:31:18 - 00:52:32:26

Mr.. Ms.. Gillam.

00:52:34:13 - 00:53:06:12

Thank you. I'm Chris Cullum. We're just friends of the Earth. Just to say, my previous point about heat tunnels was not to do with the planting that the applicant proposes to put there was to do with the fact that the the scheme adds traffic. It adds heat to this corridor in events of high temperature, high

temperature. It will add to the heat temperature which will. Which will have effects on the land around it.

00:53:06:14 - 00:53:27:11

It will have a scorching effect. It will have higher potential for for starting fires on the on the grassland and so on. And I don't see any way in which that can be mitigated short of planning to reduce traffic on these on this roads when there is an extreme temperature event.

00:53:28:09 - 00:53:34:21

Ms.. Ms.. Gillam understood that the point that you were making and perhaps the applicant can pick that up later on.

00:53:38:12 - 00:53:45:15

Dr. Boswell, we see that you have your hand up. I'm assuming that's a legacy hand because you've just spoken.

00:53:45:22 - 00:53:50:23

Yeah. Sorry. I've got to take it down. Sometimes it's disappeared anyway, but I'll take it down.

00:53:51:28 - 00:54:02:23

Thank you. There can be a problem. Um, so if I could ask now if there's any other matters relevant to this agenda that anyone wishes to raise.

00:54:06:13 - 00:54:07:06

Mr. Jack.

00:54:09:11 - 00:54:42:15

We're talking about the whole agenda. We. Um. Phil Winter saw action on the climate crisis. Really an observation about the nature of the discourse today. I think we've identified. A lot of areas where we have asked for additional information. Some of that additional information, if it is provided, will raise all sorts of subsequent questions.

00:54:42:28 - 00:55:15:12

I'm worried that a lot of very important discussion will not take place unless we plan in time to make have exchanges written or oral on the questions that will be raised. If the applicant is actually going to add to the information bank about what it is they are proposing.

00:55:15:29 - 00:55:25:27

Very important discussions may not be had unless we timetable the possibility for that discussion. Thank you.

00:55:26:21 - 00:55:55:27

Thank you, Mr. Garg. I'll just get the applicant. Just to clarify. Wasn't anticipating we'd get responses and their summary deadline for. But if I can just clarify that with them. Obviously there are a number of other built in opportunities for responses and consideration of the evidence, including second and third round examining authorities questions already in the program.

00:55:57:10 - 00:56:13:17

Katherine Tracy for the applicant? Yes. With matters that been raised today where we can, we will respond either with additions to our post hearing summaries or the deadline for. And if we can't because we don't have the information available, we will indicate when that information will be available. All right.

00:56:13:19 - 00:56:17:22

Then at the very least, an indication could be made.

00:56:17:24 - 00:56:34:03

Yes, we hope we could provide the vast majority of documents and responses, but there are a couple where we're going to have to go up the tree, possibly to DFT, and that's all certainly within national highways. I'm not quite sure how quickly that's going to come back down the tree.

00:56:36:15 - 00:56:37:00

All right.

00:56:37:02 - 00:56:41:18

So we'll look and see what arrives, the deadline for and keep it to keep it all under review.

00:56:46:01 - 00:56:47:16

Um, could I just make one.

00:56:47:24 - 00:56:48:15

Other point.

00:56:48:17 - 00:56:50:19

On, on other. We noticed.

00:56:52:10 - 00:56:55:03

First hand. Was that you?

00:56:55:22 - 00:56:56:07

Yeah.

00:56:56:09 - 00:57:01:06

So this is a genuine one. Put my hand back up again. Apologies immediately.

00:57:01:10 - 00:57:03:11

We get used with the hands. Up. Down.

00:57:03:24 - 00:57:34:21

I just wanted to put on record the Section 9.3 of my written representation on the notification of errors in table 14 seven. And obviously not. You know, I'm not expecting any applicants response to this yet, but, um, on the chapter 14, we had two iterations anyway to get to rep 228 I think it is of that chapter.

00:57:35:07 - 00:58:08:01

Um, but even that version, the latest version of that chapter has errors which I've laid out in how they, how they basically work out the annual greenhouse gas emissions from the two end points, the 2027 and 2042. There's a standard way of doing that through linear interpolation and they just haven't done that correctly. The figures are wrong. Um, so we need to have another version of chapter 14 with that corrected.

00:58:08:16 - 00:58:30:26

Um, and just say on record that, you know, it's a bit alarming that these sort of trivial calculations because it really is just trivial thing, you know, put it in a spreadsheet, found the errors in 20 minutes. Um, you know, still coming out of the system in this, um, in this environmental statement. But we need a full response on that please.

00:58:35:01 - 00:58:49:27

Thank you, Dr. Boswell. I did note the detailed, um. That you had in that table. Don't expect the applicant to respond on that today. But if can can turn to them now.

00:58:50:13 - 00:58:58:13

Katherine Tracy if the applicant. No, we'll pick that up in written responses. If we consider that there are errors, which we don't.

00:59:00:03 - 00:59:05:13

So but we'll, we'll provide the written explanation which would be more helpful than a board statement.

00:59:07:02 - 00:59:10:04

And did you have another point to make?

00:59:10:08 - 00:59:23:08

I just had one. We noticed that in your written questions. 14 110 It would appear that we didn't submit a response, but we did actually draft one, right? It's just not.

00:59:23:10 - 00:59:23:28

Included.

00:59:24:24 - 00:59:32:09

Yes. So just wondering whether or not you wanted it submitted separately or if you would just possibly re-ask the question and written questions to.

00:59:34:20 - 00:59:42:00

Well, think I would like it. I would like it. And if. If that could be a deadline for that would be helpful.

00:59:42:12 - 00:59:43:15

We can certainly do that.

00:59:53:22 - 01:00:10:07

If there are no other matters that anyone wishes to raise, I will proceed to close the hearing. I'd like to thank you all very much for your attendance and your helpful and informative participation in this hearing. The hearing is now closed.