

TEXT_A1iN_ISH2_Day2_Session2_26022021

Fri, 2/26 1:17PM • 31:56

00:03

So good afternoon now 1205 times resumed the hearing. So before the break, I think we completed the issue of public rights of way and non motorised users. Is there anything else anyone wishes to say on that topic before we move on?

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No. Okay. Good. Thank you.

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So the final topic and transport traffic is to consider the extent of highway adoption in relation to the t 21. And the new local highway network. And the reason I had highlighted this is because

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it relates to our question tt 123. And

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council responded, sorry, the Khans council

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commented on matters in their relevant Rep. highways England responded, we have one Oh, 32. And nothing other than cats cats came back at rep two Oh, 25. And that seems to suggest that

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there was some remaining items outstanding in relation to

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the teaching elements of the projects.

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The final line of comments was we've discussed it with we've discussed these with the applicants in the meeting of 14th of January, followed up by an email 19th of January, this is all in relation to public right of way. And by the ways, I think.

01:51

And can I ask,

01:54

the parties cancel? And how is England to advise me where they are in relation to this matter, which I think is covered by Article 13. Mr. Bass was gonna start with you, please. Yes, sir. This is about the responsibilities of the two highway authorities and where the interfaces are following the conclusion of the works and the entry into service of the revised highway. Now, this is a matter where there was a meeting in January, and there have been there have been subsequent submissions to you. And then ultimately, there has to be a there has to be a further discussion, I think, next week, yes, on the second of March with Mr. locks, where this will continue to be discussed. And this is this is one of those granular things that iterates rather like I referred to, in relation some of the other points earlier on, and housing then continues to work with the County Council constructively to, to tidy this up. The extents of adoptions as they are currently proposed, is set out in rip through three dash double 03, which is the proposed highway adoption maintenance responsibility plans, and the technical notes that support that were submitted at rep one dash zero 49. So that is available to you as well. So,

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obviously, the to, as I say are matters which are subject to ongoing discussion with the County Council.

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Thank you, Mr.

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Mr. Luke's Is there anything you want to add to that?

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And

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not greatly? I think. I think we're generally moving to agreement on the extent of the length of new roads to be adopted. As Mr. Buffett says, drawing rep three double o three, I think we are in general agreement

04:18

about the lengths of the roads and the boundaries between highways England responsibility and Northumberland county cultural responsibility

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for their long term management at the junctions. And we, we had really been seeking more detail of the extent of areas such as verge, landscaping, etc. which NCC would be asked to adopt.

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And that that's sort of partly what the discussion next week is about, because obviously we're

05:00

concerned about what things will come to us as maintenance liabilities for the future. And, and, you know, clearly as much as that as can be agreed, before we get to the end of the process for the DTO

would it would be beneficial. So we fully understand what what will be asked of us I appreciate some of it will be in detailed design, but I presume that the applicant has

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an idea and understanding of a number of those areas as to what the what the extent of adoption by NCC would be.

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So, yeah, I think it's that that detail that we need to be looking at. I think, on other things, there's a couple of other issues really

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the eastlink call

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link road, which is works package 29, I think I think it's been agreed and confirmed that by the applicant, that that is going to be a two lane

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road rather than the one lane with passing places that's shown in their documentation. And

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we would really like that to be more clearly confirmed in the decio. That that that is what it will be. And we've also recently been looking at the drainage of the road space to West Linn call and the new road that goes to rock South barn. And I think there's some issues there to be discussed with the applicant, but we'll pick them up with the applicant. And when we meet with them.

06:43

In relation to the Detroit area, obviously there's the issue we've been discussing about the treatment of that when the cross section of that, but also the condition of of the various assets courage way I think is a cold but along there and other things as to what what, what will be done before that is handed back to us that needs further work as well. Thank you for summary. Mr. Best wants to wish to say anything further. I think this is one of those cases of furious agreement.

07:15

We we and we do not underestimate the importance of what this exercise entails. That's absolutely important that Mr. locks and the county council understand the highway that they will assume responsibility for Following completion of work. So that is that's completely understood. The one point just to state in agreement on is that East link hole link road is agreed to be a two lane highway, you'll remember that was greeted with warm approval by Mr. Louis fell on behalf of his clients earlier in the week, as Yes, there will be updates to the general arrangement drawings to show that and any other consequential amendments will be undertaken. In terms of timing that may not be at the next deadline. It may be at the next deadline. But what we will aim to do is if we're doing updates to drawings,

obviously it's a big job. And so we tend to do those all in a batch. But we've noted the need to do that and that will take place indeed.

08:24

Understood. Thank you.

08:27

Are there any other comments anyone wishes to make in relation to transport and traffic?

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Mr. Hawes either. Yes. In the past, I've been told that to the new access road to my property, which couldn't be asked to

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go across five different properties to gain access and manage the property

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will not be adopted. I've been told that the reason for that is that Northumberland county council and repetitive but

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is there any further information that can be provided here some little bit confused by that?

09:07

Mr. Pastor, to instal to come to council if need be.

09:14

So, the private means of access to Mr. Hawes, residents serving Mr. Hawes, the bungalow adjacent to Mr. paws property, other buildings that were in his house and of course the agricultural land. This is proposed to be as the name suggests the private means of access. So it will be constructed on behalf of highways England mites contractor and then handed to the landowners with appropriate rights for them to pass and repass and setting up the responsibilities of each in terms of in terms of maintenance. So that is the way that that will be that will be delivered.

10:00

And it's a matter for Northumberland county council if they wish to adopt it. And there would be a need for, for a case to be made for that to take place. But that isn't a matter, really for

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for how is England, there's a difference here

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between the private means of access to Mr. Hall's property and routes such as east and west link or roads, because those are serving not just private residences, but businesses as well. So they are capable of being adopted in the public interest. Thank you, Mr. logs to to answer comments on this tool.

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Just to say in the discussions that we had had, because of the nature of the access and and what it is serving, we hadn't felt that it was appropriate for that. And then for probe to be adopted.

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Thank you.

11:12

Mr. Hawes. Did you want to come back on any of that?

11:16

Yeah, if you don't mind, please. I am concerned at that outcome, understand it to some extent, that unfortunately, just leave us in a poor

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legacy position in that, essentially, we are heavily reliant upon all the various sort of

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property owners to be fair, and allow free access. And certainly in the past, that hasn't been the case, and certainly has been suggestions already to suggest otherwise. There's existing conflict there. And, and the ongoing maintenance of this road will not be easy for that reason.

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It I just don't think this solution is sustainable, particularly with the with the likes of maintenance. And also I think there's a conflict of usage if the property owners continue to use the road, or continue that area in a way that normative for example, the farmer will frequently go shooting that area,

12:14

pretty nervous in accessing the road if he's still in that, if he's intended to shoot that deer. So there's the conflict of interest and usage of that road between the five different owners.

12:26

Okay.

12:30

I'm not sure that it can be taken further forward at this point. But can I ask the African council to reflect on Mr. Hall's comments? And if necessary, provide further comments. Next headline.

12:44

And Mr. More? Your hands up?

12:48

Good morning. Thank you.

12:51

Yes, a couple of coins as a result of that. First of all, can Mr. Laws confirm that there is an agreement in place with the developers to adopt Westview at the end of the works?

13:08

Thank you.

13:11

Mr. Knox.

13:17

I think that one might be best answered by Mr. Payne. Okay.

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Thank you, thank you looks

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in terms of the status of an adoption agreement with the developer which is Taylor Wimpey for the Northgate hospital development. There is currently no signed section 38 agreement between themselves and the Highway Authority for the adoption of West fuel or in fact, the remainder of that new state. The intention was but they haven't engaged. We don't have that agreement signed, or draft prepared as yet. So its current status is it will remain private highway until the developer chooses to enter into session 38 with us.

14:06

Do you know from your conversations with them, whether they intend to do that

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or not party to direct conversations with them? It is very much up to the developer to engage with the Highway Authority.

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Do you get that agreement?

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Can I just clarify here then? The applicants response to question tt 123. I think the Khans council did comment on this response.

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It says say the applicant proposes for the following list of roads to be adopted by local authority parte Westview.

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Is that still the case?

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have to say? Yes.

14:58

Mr.

14:59

Steve

15:00

The intention is as shown in the document at present, that West view would Westview is shown currently as a private means of access looking at the green line

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on the drawing, if the if it is subsequently adopted by the county council as a result of the

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section 38 agreement, then that is a matter

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between them in the context of that development. But what we can say is that Westview following highways England's works will be provided to an adoptable standard. So, it will be capable of adoption by Northumberland county council.

16:00

Other than that, these are matters related to miss Morris raising which relate to the development and relationship with Taylor Wimpey understood Mr. Maule to uncertainty further? Yes, I do. One of the concerns I've previously expressed is and why I asked the question in my written response was, was where does the private means of access from Westview commence? And the answer we got back is from the turning circle at the top. And that gives me cause for concern, especially Mr. Horses,

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concerns he expressed of who maintains this road in the future. And what I can see is outside those houses at the top of the road, there will be an area which could degenerate and virtually just become a muddy track, which would then move further down the road. So I would suggest at the very least, that section from the end of the turning circle to the natural break of the fence line should be adopted or should be built to adoptable standards. So that the, the attraction of the street isn't

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compromised.

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Thank you for that. But Further to that, yes, comment by Mr. Hawes

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said something which I wasn't aware of. And that was the shooting have heard the guns but hadn't realised it was taken piece on that land. And there is another indication where the minor traffic is going to increase. So we've been repeatedly told in the responses that this will be minor traffic. But there's just one further instance, which we weren't aware of, certainly I wasn't. And it just reinforces my view, that this will become a very busy road for other reasons.

17:57

Thank you.

18:01

I'm not sure. More can be gains today in

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responding to this. I think actually, I can respond to that. Okay. It's nice to see cause. Mr. Moore is concerned about the standard which the

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the

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access road will be provided. And this also assists assists, Mr. Hawes because the the access the private means of access will be constructed to highways England road standards, it is correct. It is not going to be a muddy track, it will be asphalted or have a similar hardwearing surface. And so therefore, it isn't going to become a muddy track.

18:50

And that will be the case all the way round to where Mr. Moore, not Mr. Moore, Mr. Hawes,

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access is taken. The result of that, of course is that the maintenance liabilities should be limited. Because this will be a road which will be designed to a durable standard by the strategic Highway Authority, which knows what it's doing about roads.

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So yes, there will be blacktop surfacing from the turning circle at the upper end of Westview. All the way around to Mr. Horses property. And you can see the design obviously on the general arrangement drawings. Thank you.

19:42

Yes.

19:45

Yes, there's a clear indication is one is an access track and Westview was going to be built with adoptable standards. Clearly, it'll be two different specifications there. And I suspect the access track

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won't be the same standard as the adopted, the road was rebuilt with adoptable standards. Therefore, I'll consider that it would degenerate a lot quicker than the road which is going to be adopted. And therefore, again, I request that that section of road be considered to be built. It's not a lot probably 30 metres at most, to be built to adoptable standards.

20:29

Thank you, Miss passageway. Just wait for a let's Mr. Hawes comments and then come back to the final word. Mr. Horse.

20:40

Yeah, just coming back on what Mr. Bus would just like to say there. Yes, reassuring to hear about the extent of the engineering works on the on the road itself and the the quality of that. That said it will be used by farm vehicles. And I'm sure we have on recognises that the actual wear and tear, because of use, found vehicles will take its toll and maintenance will be required, including cleaning the road and other maintenance sir, from time to time, we've seen the past, there's been a strong reticence from the community that do anything like that. And that has been a source of contention. In addition to that, because you're travelling over other people's properties, they will return a sense of ownership to that property. And therefore you do feel beholden to their expectations and how they wish to manage that property. So he puts you in a very difficult position when you do feel as though you are

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You should be grateful for the prospect but travelling over their their land. And it's not as it is today, where it literally takes me one second to turn off the you walk into my property. And I ignore additional sort of constraints or burdens on mine.

21:55

Thank you.

21:57

Miss the best words, to come back on that.

22:02

I mean, I'm endeavouring to provide reassurance here, the private payment of access is over engineered, it is going to be done it is going to be built it is already designed to be capable of

accommodating heavy goods vehicles. It is going Of course, if it is on third party land, it will be on the farmer's land who is going to of course have an interest in its maintenance. But of course,

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that that is

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people needs to or she will need to access the land in the

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in these locations. And it is going to be in accordance with the design manual for roads and bridges. So Mr. Moore and Mr. Hall's concerns are already accommodated here.

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It's it's important to note as well, that the location of Mr. Horses, existing access is already a road safety issue because it is off the beginning of a dual carriageway on a high speed road. And so with a high speed rural standard road, so changes inevitable in this location. And what is going to be provided here is a much safer access to all of the Warner's properties.

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And as we've said, it will be to a

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an over specified design standard in order to accommodate those concerns. I think thanks as far as I can take this for now, though, so thank you. I'm going to ask Mr. Moore, Mr. horse to make final comments. They've got their hands up. And then what I will do is say that any further comments can be made in writing by deadline for and they can be responded to the deadline five. Mr. Moore. final comments, please. I want to point out really one I was wanting to ask which drawing it refers to for the section.

24:05

What's the best fit has that?

24:10

Is that the only question you have? That's the question. Okay. That's fine. I'll ask Mr. Paskowitz come back on that your your that comment was, was the best fit is just said that it's a safer means of access. I can only disagree with that. For the reasons I've marked out earlier in this week. It is wrong to introduce heavy form traffic into what is a quiet road. Okay, we've heard that it's coming. Now that's recorded, so as I say, allows parties to respond if they need to next deadline. Mr. Hawes.

24:46

Yeah, thank you.

24:48

I'm about to comment that Mr. Buffett had to say that it's quite right. The the existing farm user will have a responsibility, but you can appreciate the expectation from a farmer

25:00

Using it with his agricultural vehicles who doesn't live locally is going to be far different to that to the residents. And that's already been demonstrated in the lack of maintenance of existing roadway responsibilities. So I do, I would suggest that that is not something you can rely upon going forward.

25:19

To that in talking about the I do see the current access, I have to get property is a real real benefit from a point of view of travelling times. And the new access, will import, impose additional 15 minute journey in accessing my property from the north.

25:38

Thank you understood. Mr. burswood. Just to clarify the drawing number, please.

25:45

So the general arrangements is sheet one up 19. That is at fine scale. But we know we're going to be talking to Mr. Moore, I think already. And so we'll be able to help him in relation to those specifications. And the contractor approach there. So it says sheet one at 19 of the general arrangement plans also visible on the works plans? Again, please.

26:12

Thank you. Does that include the sections?

26:16

It doesn't include? It doesn't include a cross section. But as I say, Mr. Moore, we would

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I understand we're going to be speaking to you anyway. And so therefore, we'll hopefully be able to assist you in relation to that when we speak. Okay, thank you. Thank you very much.

26:35

So that concludes item six on the agenda. I'm now going to hand over to my colleague, Mr. Pinto to deal with the remaining items on the agenda. Thank you.

26:53

Thank you, Mr. Gleason. The next item on the agenda will be review of issues and actions rising.

27:02

We will, as an executive authority address how actions placed on the applicant are to be met, and consider the approaches to be taken on environmental matters in light of the issues raised, these actions will be circulated as soon as possible after the closing of these hearings.

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I believe that that concludes this item seven for time being so I'll move on to item eight. Any other matters? We have not been notified as far as I can tell that anyone wishes to raise any other matters that are relevant to this hearing. Can I just confirm that that's the case. And no one wants to want to raise any matters, any additional matters? I believe I just have a matter for

27:57

me other matters generally as opposed to in relation to this hearing?

28:02

And, yes, if you would like to raise it now then please, Mr. basford. And that is simply to check whether there has to be a hearing on the second of March, which I think is not the case. But perhaps you would concern either confirm either now or via the paragraph summons pattern.

28:26

Certainly I It is not our intention to hold a meeting to actually have that hearing on second of March. And in the timetable. This date was referred to as reserved for any further issue specific hearing as required. I don't believe that there is any intention from the examining authority at the moment to actually use that specific date.

28:57

Does that answer your questions to bassford? That's very helpful. So thank you very much. Thank you very much. Thank you.

29:04

Miss Robbie.

29:07

Thank you, sir. I just just come back on item seven, where you said that you

29:14

issue actions for the applicant? Will that be the same for ourselves as well, where we've been asked to, to clarify matters as well.

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We have been trying to capture in we will try to capture the main actions that will have risen from today's discussion. I believe that

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we have been trying to actually capture mostly the issues that have been raised

29:47

with the appellant. But yes, we will also capture specific actions to do if there are specific actions linked

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with any of the issues raised within these hearings.

30:00

Get our four. Northumberland county council to actually take forward we will certainly affect us up as well. Thank you. I've been making notes, but I just just in case I've missed anything that you particularly want, while answering for ourselves.

30:15

Will do. Thank you very much. Thank you, Robbie. Thank you. Anyone else has any further questions?

30:25

In that case,

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I will then say that if there are no other relevant matters, may I remind you that the timetable for this examination requires that the parties provide any post-human documents on or before Friday, the 12th of March, which matches a deadline before on timetable

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may also remind you that future recordings and transcripts of this hearing will be placed on the spectris website.

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With that, if there are no further questions on any of the issues that I have just raised now.

31:06

Are there any final points that anyone would like to make?

31:12

Nope. I will move our movers on then to item nine, closer off to hearing. So thank you very much for attending the hearing today in for your participation, which has been very helpful. We'll consider all responses carefully. And they will inform our decisions regarding further written questions and for the hearings. So once again, thank you very much for your time. It is now roughly 20 to one in this issue specific hearing and environmental matters is now closed. Thank you