0
00:00:02.540 --> 00:00:06.910
Well, good afternoon everybody. It's now, uh, just on 10 past 12.

1
00:00:07.690 --> 00:00:10.870
Uh, so the hearing is resuming, um,

2
00:00:11.740 --> 00:00:16.630
conscious that we will need to take lunch at some stage at what

3
00:00:16.630 --> 00:00:21.150
we're, we're going to aim to try and do is ensure that at the very
latest

4
00:00:21.930 --> 00:00:26.750
we finish this session by half past one. Uh, but potentially we may
actually,

5
00:00:27.090 --> 00:00:28.550
uh, finish it sooner than that.

6
00:00:32.850 --> 00:00:35.790
So turning to a general item three, um,

7
00:00:35.990 --> 00:00:39.550
landside transportation effects. Um,

8
00:00:39.970 --> 00:00:44.350
so in this section we are not gonna deal with anything to do with
navigation or

9
00:00:44.550 --> 00:00:47.110
shipping. Just to be clear, it's all landside.

10
00:00:51.610 --> 00:00:56.590
And there are, I've got a series of questions, some of which for
applicants,

11
00:00:56.590 --> 00:01:01.510
some of which for highway authority, um, and or, um,

12
00:01:02.330 --> 00:01:06.310
the planning authority and potentially others, um,

13
00:01:07.080 --> 00:01:11.710
which those parties plus the other ips, uh,

14
00:01:11.860 --> 00:01:16.350
will be engaging in. So, uh,

15
00:01:16.680 --> 00:01:19.710
first question, turning to the applicant, um,

16
00:01:20.020 --> 00:01:22.350
there's a particular issue being raised by,

17
00:01:22.510 --> 00:01:27.150
I think it was D F D S in particular about the traffic survey data,

18
00:01:27.410 --> 00:01:30.110
uh, that was used to inform, um,

19
00:01:33.250 --> 00:01:37.230
the transportation, uh, chapter of the E es and the transportation
assessment.

20
00:01:38.100 --> 00:01:40.630
That survey having been gathered in, um,

21
00:01:41.470 --> 00:01:46.310
I think the latter part of 2021, where there was still potentially
issues, uh,

22
00:01:46.620 --> 00:01:49.350
with Covid. Um,

23
00:01:50.770 --> 00:01:51.990
and also the,

24
00:01:52.130 --> 00:01:56.710
the applicant has in effect put a rider on on that information

25
00:01:56.930 --> 00:02:01.470
in the, um, I think the transfer, yeah, chapter 17 of the years.

26
00:02:03.070 --> 00:02:07.590
D does the applicant have any intention either to resurvey

27
00:02:08.130 --> 00:02:11.910
to check the accuracy of that data gathered in 2021

28
00:02:13.210 --> 00:02:17.910
or, um, are you planning at least to revisit those numbers? 'cause as,

29
00:02:17.930 --> 00:02:21.830
as I understand it, D F T T have now produced guidance,

30
00:02:22.930 --> 00:02:27.230
um, to try and assist in how you deal with, uh,

31
00:02:27.300 --> 00:02:32.270
data that may have been affected by Covid. Mr.

32
00:02:32.360 --> 00:02:33.193
Straw,

33
00:02:34.370 --> 00:02:37.670
Uh, James Strawn for a v p? Sir, can I,

34
00:02:37.810 --> 00:02:39.430
I'm gonna turn in a moment to Mr.

35
00:02:39.570 --> 00:02:43.990
Tucker who's going to help you on that question. Just to introduce him, uh, Mr.

36
00:02:44.090 --> 00:02:47.750
Tucker is a member of the Chartered Institute of Highways and Transportation

37
00:02:49.230 --> 00:02:51.350
graduate member of the Institution of Civil Engineers,

38
00:02:51.370 --> 00:02:55.190
and he holds an honors degree in civil engineering from the
University of

39
00:02:55.190 --> 00:02:59.280
Manchester with 23 years experience in transport planning

40
00:03:00.140 --> 00:03:04.600
and extensive experience in relation to the port and port related
development,

41
00:03:05.140 --> 00:03:08.120
uh, based in for a V P and generally.

42
00:03:08.740 --> 00:03:13.400
And he's been involved in the context of Immingham for various
schemes over the

43
00:03:13.400 --> 00:03:14.280
last 12 years,

44
00:03:14.620 --> 00:03:19.240
and he also acted for DP World London Gateway in relation to the

45
00:03:19.240 --> 00:03:22.280
container and railroad terminal in the Thames Esry.

46
00:03:22.780 --> 00:03:24.560
And for the purpose of your question, sir,

47
00:03:24.620 --> 00:03:29.320
he prepared the transport assessment in his capacity of director of
D T A

48
00:03:29.320 --> 00:03:30.153
transportation,

49
00:03:30.900 --> 00:03:35.800
and he can answer that question specifically about the

50

00:03:36.220 --> 00:03:38.960
survey data. I'll turn to him now.

51
00:03:41.420 --> 00:03:45.040
Um, thank you, sir. Um, Simon Tucker for a v p. Um, so firstly, the,

52
00:03:45.100 --> 00:03:47.480
the surveys in the transport assessment, um,

53
00:03:47.480 --> 00:03:51.080
were based on a number of data sources, uh,

54
00:03:51.080 --> 00:03:56.040
predominantly surveys that we undertook between September and
November, 2021.

55
00:03:57.020 --> 00:04:01.920
Uh, the UK was out of formal COVID restrictions, um, by then at the
end of,

56
00:04:02.060 --> 00:04:06.800
um, the summer 2021 did go into, um,

57
00:04:07.560 --> 00:04:11.040
I think it was plan B at the time, and then, or plan A and then plan
B over the,

58
00:04:11.040 --> 00:04:15.720
over that Christmas. But in terms of the, the dates of the survey,
uh,

59
00:04:15.810 --> 00:04:17.880
undertaken for the ta, they were,

60
00:04:17.940 --> 00:04:22.720
we were outside of any sort of formal COVID restrictions. Um,

61
00:04:22.720 --> 00:04:27.400
we did some further survey work in April 22, which is reported in
the,

62
00:04:27.400 --> 00:04:30.920

in the ta, um, in section 3.4 in relation to

63
00:04:32.600 --> 00:04:36.200
internal port, um, junctions and movements. So there's data from
there.

64
00:04:36.200 --> 00:04:41.080
And then we also drew some data from the National Highway's, um,

65
00:04:41.140 --> 00:04:43.560
web Trusts database, which is a, a,

66
00:04:43.720 --> 00:04:46.360
a database of permanent council on the Trunk Road network anyway,

67
00:04:46.360 --> 00:04:51.000
which covers significant periods of time based post and pre
pandemic.

68
00:04:52.060 --> 00:04:54.800
Um, so that's the data that we, um, use. We have,

69
00:04:54.900 --> 00:04:58.720
we do continue to collect data. Um, to answer your second question,
um,

70
00:04:59.540 --> 00:05:03.200
in terms of looking at how things are changing now, and, um,

71
00:05:03.430 --> 00:05:05.080
it's not in the examination yet,

72
00:05:05.080 --> 00:05:08.480
but we do have data that shows that surveys undertaken,

73
00:05:09.900 --> 00:05:14.200
um, in before the summer break this year effectively, um,

74
00:05:14.340 --> 00:05:18.960
are showing baseline traffic flows on the network lower than we had
surveyed in

75
00:05:19.120 --> 00:05:23.520
November 21. Um, which means that in, in simple terms,

76
00:05:23.520 --> 00:05:27.080
that the assessment on which the TA and the ES based is,

77
00:05:27.160 --> 00:05:31.640
is robust and that traffic flows aren't significantly different

78
00:05:32.500 --> 00:05:37.320
now than they were in November 21 when we surveyed them. So, uh, in
summary,

79
00:05:38.000 --> 00:05:42.200
I am comfortable that the TA provides a robust basis in terms of the
baseline

80
00:05:42.230 --> 00:05:43.760
surveys. Um,

81
00:05:44.420 --> 00:05:47.240
and if the examine authority would like to see that additional data,

82
00:05:47.380 --> 00:05:49.800
we can provide that as part of, um,

83
00:05:51.100 --> 00:05:52.600
our submission date to be agreed.

84
00:05:59.140 --> 00:06:00.360
Uh, thank you Mr. Tucker.

85
00:06:00.640 --> 00:06:05.040
I think it would be of assistance to see that new data, um,

86
00:06:05.440 --> 00:06:10.280
a concern has been raised. Um, and I think it,

87
00:06:10.380 --> 00:06:12.520
it would assist because, um,

88
00:06:12.520 --> 00:06:16.720
certainly in lots of casework areas that inspectors involved, it's
cropped up.

89
00:06:16.900 --> 00:06:20.600
Um, it, it is an issue. Um, and therefore, yeah,

90
00:06:20.600 --> 00:06:24.640
if you've already got the data and it's clear what the direction of
travel might

91
00:06:24.700 --> 00:06:29.440
be, that will also assist the parties who have a particular
interest, um,

92
00:06:31.260 --> 00:06:36.160
in this, in that aspect of the case. Um, so yes, if we can make that
an action,

93
00:06:36.420 --> 00:06:37.253
um,

94
00:06:37.380 --> 00:06:41.960
how soon do you think that data can be put into the

95
00:06:42.520 --> 00:06:46.400
examination? Is it a deadline one matter or is it a deadline two
matter?

96
00:06:47.580 --> 00:06:49.640
Um, we can do that by deadline one. Yeah.

97
00:07:00.990 --> 00:07:05.650
Ms. Atle for the council, have you got any observations either, um,
on the,

98
00:07:05.790 --> 00:07:08.890
the data that has been used up to this day, um,

99
00:07:10.590 --> 00:07:15.130
any observations the council might have about where traffic volumes
are

100
00:07:15.390 --> 00:07:19.170
now versus where they were pre covid? Um,

101
00:07:20.230 --> 00:07:24.650
or would you prefer to wait and see what the new data is, um,

102
00:07:24.840 --> 00:07:26.770
that the applicant will be providing?

103
00:07:28.230 --> 00:07:30.330
Uh, yes sir. Lara Huttle, um, yeah,

104
00:07:30.350 --> 00:07:34.130
we would welcome the new data and we can review that once it's
received.

105
00:07:35.540 --> 00:07:36.373
Thank you.

106
00:07:55.380 --> 00:08:00.310
Turning to D D F D S, having heard what's been said about traffic
data,

107
00:08:00.970 --> 00:08:01.330
uh,

108
00:08:01.330 --> 00:08:05.710
do you want to make any representations now or do you wanna hold
until that new

109
00:08:05.710 --> 00:08:06.543
data is available?

110
00:08:07.950 --> 00:08:12.030
Isabella four four D F D S. I'm going to ask Mr. Matt East,

111
00:08:12.050 --> 00:08:14.710
who I introduced earlier to comment on that, if I may.

112
00:08:16.140 --> 00:08:18.550

Matthew East, D F D S, um,

113
00:08:18.770 --> 00:08:22.750
we have a set of data that we took as an in independent, uh,

114
00:08:22.750 --> 00:08:25.150
survey of the road network in 2022 as well.

115
00:08:25.980 --> 00:08:28.910
That data actually highlights that the volume of traffic on the road
network at

116
00:08:28.910 --> 00:08:31.830
that point in time was higher than the baseline figures being
utilized.

117
00:08:33.020 --> 00:08:34.830
That data can also be shared, um,

118
00:08:34.830 --> 00:08:38.150
with yourselves so that you can sort of see what the differences in
comparisons

119
00:08:38.150 --> 00:08:38.983
are,

120
00:08:47.680 --> 00:08:50.320
I think as the data exists and there,

121
00:08:50.330 --> 00:08:53.640
there is an issue potentially about what,

122
00:08:53.640 --> 00:08:57.760
what data to be used and how it's interpreted that yes, it should
come in,

123
00:08:58.540 --> 00:09:01.600
um, to the examination and then

124
00:09:04.980 --> 00:09:08.400
the applicant and other ips can see it, make representations on it,

125
00:09:08.460 --> 00:09:12.320
we can review it as well and see whether or not, um,

126
00:09:12.460 --> 00:09:17.360
we need to ask written questions and or any other, or, you know,

127
00:09:18.060 --> 00:09:22.640
return to it orally. Um, so yeah, I think that would, would assist.

128
00:10:11.930 --> 00:10:13.610
I think it was Mr. Reese, is that correct?

129
00:10:14.200 --> 00:10:14.640
East,

130
00:10:14.640 --> 00:10:17.850
East, Mr. East. Beg your pardon. Um, now, uh,

131
00:10:18.120 --> 00:10:22.890
just to arrive on your kind of, yes, we'd like you to submit and, uh,

132
00:10:23.250 --> 00:10:27.290
I think it would be very helpful to the examination if you could provide an

133
00:10:27.290 --> 00:10:29.930
accompanying note with the data. Um,

134
00:10:30.650 --> 00:10:35.050
I think probably the realistic thing is if this is to meet for deadline one,

135
00:10:35.880 --> 00:10:39.890
then, uh, submit it with reference to

136
00:10:41.830 --> 00:10:46.490
the environmental statement as submitted with the application, um,

137
00:10:46.710 --> 00:10:50.370
and provide a commentary on points of difference.

138
00:10:50.840 --> 00:10:54.570
Does that seem reasonable and achievable?

139
00:10:55.070 --> 00:10:55.903
Yes.

140
00:10:56.140 --> 00:10:56.973
Thank you.

141
00:11:21.560 --> 00:11:23.290
Turning to C L D N,

142
00:11:23.290 --> 00:11:27.810
do you want to make any comments about traffic data or do you just
want to see

143
00:11:27.810 --> 00:11:30.530
the data and then respond to it if you feel necessary?

144
00:11:32.870 --> 00:11:37.210
Uh, thank you Rose Grogan for C L D N. Uh, see and respond.

145
00:11:37.750 --> 00:11:39.170
Uh, on the traffic surveys,

146
00:11:39.170 --> 00:11:42.570
we do have additional points we want to make on predicted traffic
generation,

147
00:11:42.990 --> 00:11:46.250
um, which I assume you'll be asking about shortly. Um,

148
00:11:46.250 --> 00:11:47.650
but just to put that market down,

149
00:12:18.470 --> 00:12:22.620
Right, again, turning to the applicant first, but then I'll ask
other ipss, uh,

150
00:12:22.620 --> 00:12:26.700

to also make submissions as they see fit.

151
00:12:27.800 --> 00:12:28.633
Um,

152
00:12:30.770 --> 00:12:35.150
if there was to be less un unaccompanied throughput than, um,

153
00:12:35.290 --> 00:12:39.510
in effect has been used, uh, to assess the, the development,

154
00:12:40.460 --> 00:12:43.990
what implications might that have for the operation of the public highway?

155
00:12:50.060 --> 00:12:52.510
Yeah, I'll, I'll turn to Mr. Mr. Tucker,

156
00:12:53.570 --> 00:12:56.870
Uh, Simon Tucker, um, for a b p, um, sorry,

157
00:12:56.870 --> 00:12:59.350
could you just clarify if there was less unaccompanied,

158
00:13:00.370 --> 00:13:05.230
If, um, there,

159
00:13:05.480 --> 00:13:09.950
there was to be a change in the split between accompanied versus

160
00:13:10.220 --> 00:13:13.030
accompanied? Um, because one of the, the,

161
00:13:13.130 --> 00:13:17.350
the concerns has been raised by interested parties is that, um,

162
00:13:18.970 --> 00:13:22.710
you are working on the basis of a high level of unaccompanied,

163
00:13:23.210 --> 00:13:27.830
so if there's a switch and, and there was then more accompanied,

164
00:13:28.330 --> 00:13:31.430
how might that affect the operation of the public highway by,

165
00:13:31.430 --> 00:13:32.390
in terms of capacity?

166
00:13:32.720 --> 00:13:35.550
Thank you. So, um, I don't know how much detail you wanna go into,

167
00:13:35.570 --> 00:13:39.990
but in the transport assessment, um, at, uh,

168
00:13:40.070 --> 00:13:43.550
paragraph, uh, 5.2 0.3,

169
00:13:43.800 --> 00:13:48.190
there is a breakdown of how the traffic generation assumptions in
terms of HTVs

170
00:13:48.190 --> 00:13:52.510
has been calculated. Um, and that takes, um,

171
00:13:52.770 --> 00:13:56.110
if I could just briefly explain some working assumptions that the
port's

172
00:13:56.110 --> 00:14:00.830
basically operating 364 days a year, um,

173
00:14:01.020 --> 00:14:05.670
that the capacity of the facility is 1800 units per day.

174
00:14:06.090 --> 00:14:09.670
And that's where the 660,000 cap, um,

175
00:14:09.670 --> 00:14:13.350
that was mentioned earlier comes from. Um, and then based on, um,

176
00:14:13.350 --> 00:14:15.350
information from the intended operator,

177
00:14:15.450 --> 00:14:18.510
we made assumptions on the proportion of, um,

178
00:14:20.830 --> 00:14:23.030
trailers that would be unaccompanied, unaccompanied,

179
00:14:23.030 --> 00:14:26.950
but 28% being accompanied and 72% being unaccompanied.

180
00:14:28.290 --> 00:14:28.730
Um,

181
00:14:28.730 --> 00:14:32.870
the difference in terms of external traffic generation for an
unaccompanied unit

182
00:14:32.970 --> 00:14:37.390
is that they tend to generate, um, empty movements, tractor,

183
00:14:37.390 --> 00:14:40.190
tractor only movements. So that's the, the,

184
00:14:40.730 --> 00:14:44.110
the front of the H G V coming to collect an unaccompanied, um,

185
00:14:45.740 --> 00:14:49.470
unit that's waiting on the dock side or to drop it off, um, to go
onto the,

186
00:14:49.470 --> 00:14:51.720
onto the vessel. So, uh,

187
00:14:51.980 --> 00:14:55.360
the higher the rate of accompanied

188
00:14:56.790 --> 00:15:00.400
HTVs, you've got the lower the level of external traffic generation.

189
00:15:01.300 --> 00:15:04.880
So if the number of un accompanied units increased,

190
00:15:05.950 --> 00:15:10.920
then the number of HG V movements that we've tested leaving

191
00:15:11.060 --> 00:15:13.000
the port effectively would reduce,

192
00:15:13.540 --> 00:15:18.000
so there'd be less traffic on the network if the rates of accompanied units

193
00:15:18.000 --> 00:15:18.833
increased.

194
00:15:38.250 --> 00:15:40.400
Sorry, so just to clarify, that would mean that the,

195
00:15:40.460 --> 00:15:42.600
the testament in the TA is robust 'cause they'd act,

196
00:15:42.600 --> 00:15:46.120
there'd be less traffic and therefore the impact on individual junctions would

197
00:15:46.140 --> 00:15:50.800
be less, the numbers relatively marginal, so I don't think it is critical to,

198
00:15:50.800 --> 00:15:51.960
to the outcome. In any event,

199
00:15:55.820 --> 00:16:00.240
May I just, uh, ask you Mr. Tucker to restate that, uh, breakdown just to,

200
00:16:00.340 --> 00:16:01.200
for the, uh,

201
00:16:01.340 --> 00:16:04.600
it was a little unclear to hear the breakdown that you've taken in the

202
00:16:04.600 --> 00:16:05.320
assumptions.

203
00:16:05.320 --> 00:16:08.880
I, I'm sorry. So it's, it's, it's clear it is set out in paragraph 5.2,

204
00:16:08.880 --> 00:16:13.440
0.3 of the transport assessment, but, um, so days of operation,

205
00:16:13.440 --> 00:16:18.120
364 days per year that the capacity of

206
00:16:18.670 --> 00:16:20.560
iert as a whole, um,

207
00:16:21.000 --> 00:16:25.160
accommodates a throughput of 1,800 units per day. Um,

208
00:16:26.140 --> 00:16:27.840
the breakdown of

209
00:16:29.510 --> 00:16:34.120
accompanied and unaccompanied trailers assumes that 28% of the units

210
00:16:34.380 --> 00:16:38.280
are accompanied and 72% are unaccompanied.

211
00:16:44.430 --> 00:16:47.050
Um, and then the unaccompanied units have a,

212
00:16:47.250 --> 00:16:50.850
a ratio of 10% allowance for the empty tractor

213
00:16:52.690 --> 00:16:53.930
movements that I described earlier.

214
00:17:06.470 --> 00:17:07.380
Thank you, Mr. Tucker.

215

00:17:14.600 --> 00:17:17.890
Ms. Hale, any observations to make about, uh, Mr.

216
00:17:18.210 --> 00:17:21.450
Tucker's explanation if there were, were changes, um,

217
00:17:22.630 --> 00:17:26.810
in that proportion, um, of accompanied versus unaccompanied?

218
00:17:28.310 --> 00:17:31.410
Uh, yes, Lara Hale, no, I haven't got any observations on that at
this stage.

219
00:17:31.410 --> 00:17:32.243
Thank you.

220
00:17:38.480 --> 00:17:42.330
Looking at C L D N, does, does this start to touch on the,

221
00:17:42.350 --> 00:17:44.730
the issue that you thought I might be asking questions about?

222
00:17:45.430 --> 00:17:49.600
Uh, rose Grogan for C L D N? Yes, sir, it does. Um,

223
00:17:50.060 --> 00:17:52.520
and to that end, I'll just introduce, um,

224
00:17:52.620 --> 00:17:56.600
the transport member of our team that I have with me who I'm going
to ask to

225
00:17:56.600 --> 00:18:01.560
respond. Um, so sitting on my right is Andrew Ross of hasking,

226
00:18:01.680 --> 00:18:03.320
D H V UK Limited.

227
00:18:04.260 --> 00:18:08.320
He is the technical director with Royal Hasking, D H V,

228

00:18:08.730 --> 00:18:12.680
which is an independent international consulting engineering and project

229
00:18:12.680 --> 00:18:17.000
management firm, and provides its services in the areas of energy buildings,

230
00:18:17.320 --> 00:18:21.080
industry, infrastructure, aviation, maritime mining, transport, and water.

231
00:18:21.830 --> 00:18:26.320
He's a member of the Chartered Institute of Highway and Transportation and an

232
00:18:26.320 --> 00:18:31.160
incorporated engineer with over 35 years experience in traffic highway and

233
00:18:31.160 --> 00:18:34.440
transportation planning in both the private and public sectors.

234
00:18:34.940 --> 00:18:36.680
He has a background in the public sector,

235
00:18:36.810 --> 00:18:41.200
which included authoring the Peterborough local transport plan and co-authoring

236
00:18:41.200 --> 00:18:43.440
the East of England Regional Transport Strategy.

237
00:18:43.900 --> 00:18:48.800
And then Andrew joined Royal Hasian, D H V in 2008. Um,

238
00:18:48.940 --> 00:18:53.760
he leads a team with a portfolio that includes energy projects, food, retail,

239
00:18:54.010 --> 00:18:57.040
industrial and port facilities, residential development,

240
00:18:57.040 --> 00:18:59.160
master plans domestically and internationally.

241
00:18:59.630 --> 00:19:02.840
He's a veteran of numerous major scheme and NIP applications,

242
00:19:03.270 --> 00:19:07.800
both as a client and supporting in the public sector and supporting clients in

243
00:19:07.800 --> 00:19:12.000
the private sector. Um, that includes port development, uh,

244
00:19:12.020 --> 00:19:15.960
and wind farms and various other things. And he is the lead author on I,

245
00:19:16.100 --> 00:19:20.440
a's recently published update to the E I A Traffic and Transport Guidance. Uh,

246
00:19:20.440 --> 00:19:21.400
and now over to him.

247
00:19:25.650 --> 00:19:28.560
Thank you, Ms. Grogan. Uh, sir, um,

248
00:19:29.900 --> 00:19:34.280
the ratio of unaccompanied to accompany trailers

249
00:19:34.780 --> 00:19:39.240
for, for, for us is a critical metrics, which is, uh,

250
00:19:39.980 --> 00:19:43.920
unsubstantiated at the moment. Um,

251
00:19:45.780 --> 00:19:50.240
the, not only does the, uh,

252
00:19:50.820 --> 00:19:55.640
the ratio affect the overall traffic demand and the

253
00:19:55.640 --> 00:20:00.520
generation of HG vs. Uh, noting that,

254
00:20:00.620 --> 00:20:03.800
uh, accompanied trailers, the,

255
00:20:03.820 --> 00:20:08.400
the movements tend to be more con con condensed and,

256
00:20:09.180 --> 00:20:13.600
uh, relating to sailing times for the row rows,

257
00:20:14.220 --> 00:20:18.000
um, whereas unaccompanied can be, um,

258
00:20:18.840 --> 00:20:22.480
a smoother profile throughout the day. Uh,

259
00:20:23.140 --> 00:20:24.960
so it also has a, a,

260
00:20:25.180 --> 00:20:28.160
an influence on p peak hour demand,

261
00:20:28.540 --> 00:20:33.040
as well as overall traffic demand. Uh,

262
00:20:35.060 --> 00:20:38.160
the ratio, what, what,

263
00:20:38.160 --> 00:20:42.400
what I term the H G V utilization ratio of, uh,

264
00:20:42.500 --> 00:20:46.880
an additional 10% H G V trips

265
00:20:47.340 --> 00:20:52.120
to, uh, an unaccompanied trailer. Again, we feel this is,

266

00:20:52.120 --> 00:20:56.560
hasn't been substantiated and it feels like a low,

267
00:20:57.080 --> 00:21:00.640
a low number in our, in our experience,

268
00:21:00.640 --> 00:21:02.920
if we were to take those two metrics together,

269
00:21:04.460 --> 00:21:06.680
and if they've been underestimated,

270
00:21:07.590 --> 00:21:09.760
that would have, um,

271
00:21:10.040 --> 00:21:14.240
a substantial impact on the, uh, the assessment outcomes.

272
00:21:22.640 --> 00:21:23.473
Thank you, Mr. Ross.

273
00:21:40.640 --> 00:21:42.990
Thank you. Turning to D F D S.

274
00:21:44.210 --> 00:21:48.270
Thanks, uh, Isabella, tougher for D F D S. I'm gonna ask Mr. Mr.

275
00:21:48.380 --> 00:21:51.790
Burn to address you just on the operational, um,

276
00:21:51.980 --> 00:21:56.110
perspective of this difference between accompanied and unaccompanied.

277
00:21:57.600 --> 00:22:02.270
Thank you, sir. Uh, Andrew Byrne of D F D S in a very similar, um,

278
00:22:02.440 --> 00:22:03.790
discussion. The,

279
00:22:03.890 --> 00:22:08.270

the peak that would be caused by additional driver accompanied is our key

280
00:22:08.270 --> 00:22:09.103
concern,

281
00:22:09.320 --> 00:22:13.670
especially where the proposed entrance to the terminal is and the proposed

282
00:22:13.740 --> 00:22:18.230
routing of traffic in and out of the terminal via the East Gate. Um,

283
00:22:19.070 --> 00:22:19.950
I immediately,

284
00:22:19.980 --> 00:22:24.110
outside of the East Gate is a junction which has recently been extended as a,

285
00:22:24.110 --> 00:22:26.830
as a through fair between the port of Ingham and Grimsby,

286
00:22:27.320 --> 00:22:29.350
which is heavily used by a lot of, uh,

287
00:22:29.420 --> 00:22:32.070
dock traffic and commuters staff and stakeholders.

288
00:22:32.690 --> 00:22:35.710
And if this area was subject to, uh,

289
00:22:35.710 --> 00:22:40.270
an intensified number of driver accompanied vehicles leaving the terminal at the

290
00:22:40.270 --> 00:22:41.103
same time,

291
00:22:41.160 --> 00:22:45.470
which Incidently would be at around the same time many people are coming into

292
00:22:45.470 --> 00:22:46.290
work,

293
00:22:46.290 --> 00:22:49.670
we believe that that would cause significant congestion around the
East Gate.

294
00:22:50.400 --> 00:22:54.990
Conversely, if traffic was to avoid that route and try and go via
the Westgate,

295
00:22:55.610 --> 00:22:58.070
um, which is a more direct route out to the,

296
00:22:58.070 --> 00:23:00.750
to the main motorway away from homicide, um,

297
00:23:00.780 --> 00:23:04.790
that would also cause significant congestion within the dock for our
customers

298
00:23:04.810 --> 00:23:06.550
and our, um, staff and stakeholders.

299
00:23:07.930 --> 00:23:11.630
And if it's accompanied more likely to come from the West Point.

300
00:23:11.850 --> 00:23:15.430
Yes. Yeah, exactly. Yeah. And, and if it is accompanied traffic, um,

301
00:23:16.090 --> 00:23:20.630
it will more likely, very more likely approach Ingham from the west.

302
00:23:20.930 --> 00:23:24.230
So it would probably come into Ingham through the west access,

303
00:23:24.410 --> 00:23:28.110
not the east access, Which, because, um,

304
00:23:29.300 --> 00:23:32.910

then you have to trans transgress the whole dock estate. Um,

305
00:23:33.150 --> 00:23:34.990
I dunno if you saw this on your, on your ble,

306
00:23:35.090 --> 00:23:37.870
but having spoken to many haulage companies who,

307
00:23:37.870 --> 00:23:42.790
who we work with on the A one 60 approach from the A 180 towards the Westgate,

308
00:23:43.170 --> 00:23:46.440
that's where lots of facilities are for, for drivers, for driver company.

309
00:23:46.440 --> 00:23:49.120
There's a truck stop, there's a, a large fueling station,

310
00:23:49.260 --> 00:23:51.760
and there's actually quite a lot of, uh, companies based there.

311
00:23:52.180 --> 00:23:56.760
If you approach via the East Gate via the A 1 1 7 3 Eastern access,

312
00:23:56.760 --> 00:23:59.280
which is what we've been led to believe will be the aspiration,

313
00:23:59.530 --> 00:24:04.360
there are zero facilities for any drivers along that route. So our, um,

314
00:24:04.360 --> 00:24:09.240
understanding from customers and suppliers we spoke to is vehicles will continue

315
00:24:09.240 --> 00:24:13.280
to come via a one 60 towards the west and, uh,

316
00:24:13.340 --> 00:24:14.880
Traver Traverse through the dock that way.

317
00:24:18.810 --> 00:24:20.000
Thank you, Mr. Byrne. Very clear.

318
00:24:30.650 --> 00:24:31.483
Mr. Str,

319
00:24:31.590 --> 00:24:35.710
I think this is a probably the right moment to ask if you'd like to
make a quick

320
00:24:36.030 --> 00:24:40.430
response on behalf of the applicant. Um, my sense is that it
probably, um,

321
00:24:41.170 --> 00:24:44.710
is more suitable for a written response, but, uh, if you want to,
um,

322
00:24:45.100 --> 00:24:46.790
prolong the discussion right now,

323
00:24:55.590 --> 00:24:57.930
Uh, James Storm for a v p. Thank you very much, sir.

324
00:24:58.070 --> 00:25:00.850
We are going to respond in writing, but Mr.

325
00:25:00.970 --> 00:25:05.130
Tucker's just going to make a brief observation if you may, to help
you.

326
00:25:07.030 --> 00:25:10.170
Um, thank, thank you. Uh, Simon Tucker for a v p. Um,

327
00:25:10.600 --> 00:25:14.810
just a couple of quick things. We have assessed the difference
between, um, the,

328
00:25:14.910 --> 00:25:19.410
the unaccompanied peak, um, that you heard about, um,

329

00:25:20.450 --> 00:25:24.610
a, a moment ago versus the unaccompanied sort of flatter profile
and,

330
00:25:24.610 --> 00:25:28.210
and in the transport assessment tables, um, eight and nine,

331
00:25:28.280 --> 00:25:31.330
I'll just check the reference. It does look at two different
scenarios.

332
00:25:31.330 --> 00:25:36.210
So it does include the assessment of a significant, um, peak, um,

333
00:25:36.290 --> 00:25:40.850
outbound in the, uh, nine till 10 when, uh, accompanied vehicles are
leaving a,

334
00:25:40.970 --> 00:25:44.650
a ship and then slightly spread over four or five hours in the
evening when

335
00:25:44.650 --> 00:25:47.810
they're arriving for the night night sailing. So that is already,
um,

336
00:25:48.250 --> 00:25:52.690
implicit in the transport assessment work. Um, I can clarify that
in,

337
00:25:52.750 --> 00:25:57.330
in writing. Um, the other point is about the, the 10% ratio.

338
00:25:57.590 --> 00:26:01.890
Um, we've, we've, um, seen in the, in the reps that they, they,

339
00:26:01.890 --> 00:26:04.930
there's this criticism that it seems a bit low, but, um,

340
00:26:05.320 --> 00:26:10.010
haven't seen any data that supports, uh, the alternative view,

341

00:26:10.110 --> 00:26:13.250
if I can put it that way, except

342
00:26:14.420 --> 00:26:17.010
Thank you, Mr. Dun. I I think in that case,

343
00:26:17.010 --> 00:26:21.610
there are two actions that arise out of that, and let's not leave it
to, uh, to,

344
00:26:21.630 --> 00:26:24.770
to, to doubt. Um, would, uh,

345
00:26:25.290 --> 00:26:29.850
D F D S be prepared to, um, substantiate that, that that 10%,

346
00:26:30.150 --> 00:26:32.410
um, uh, if you like doubt,

347
00:26:33.920 --> 00:26:38.010
does that seem reasonable by deadline One. By deadline one.

348
00:26:38.580 --> 00:26:42.890
Thank you. We can thank you. And, uh, I, I would,

349
00:26:43.000 --> 00:26:46.920
would encourage if you would, um, perhaps, uh,

350
00:26:47.740 --> 00:26:49.600
for the applicant, uh,

351
00:26:50.270 --> 00:26:54.880
respond with a commentary on sensitivity of your as

352
00:26:55.070 --> 00:26:58.640
assumptions, um, should that ratio be being accompanied,

353
00:26:59.270 --> 00:27:02.920
unaccompanied, uh, shift. And I think that again,

354
00:27:03.060 --> 00:27:06.520

relies on assumptions of how much of a shift, but it's something again,

355
00:27:06.520 --> 00:27:10.320
which will speak to the, the robustness of the assessment.

356
00:27:11.960 --> 00:27:15.120
I, I think in that process, really what we would need to see,

357
00:27:15.460 --> 00:27:16.960
and it might persist ips,

358
00:27:17.620 --> 00:27:22.080
at which point a change in that proportion

359
00:27:23.020 --> 00:27:26.360
of accompanied versus accompanied, uh,

360
00:27:26.500 --> 00:27:29.600
really starts to make a difference in terms of the operation of the public

361
00:27:29.600 --> 00:27:34.120
highway. Now, it might be that this is an area, um,

362
00:27:34.290 --> 00:27:35.200
which is picked up,

363
00:27:35.240 --> 00:27:39.120
I think in several of the statement of common ground where the,

364
00:27:39.580 --> 00:27:43.720
the experts from the various teams need to be getting around the tip to try and

365
00:27:43.720 --> 00:27:45.360
agree some numbers. Um,

366
00:27:45.700 --> 00:27:49.880
so at least you've got some base numbers and some sort of methodology for

367
00:27:50.080 --> 00:27:54.880
deciding, um, what is you looking at and where that critical point
might be.

368
00:27:55.660 --> 00:28:00.200
Um, given that the applicant doesn't think there is a, a critical
point,

369
00:28:00.360 --> 00:28:05.320
I if I summarize it in, in those terms, but the,

370
00:28:05.470 --> 00:28:09.840
some of the ips think differently. I, is that something that the,

371
00:28:09.840 --> 00:28:11.120
that the parties feel, um,

372
00:28:11.120 --> 00:28:15.040
collectively you can go away and look at act,

373
00:28:20.540 --> 00:28:22.320
the applicant is differently showing, indicate,

374
00:28:22.400 --> 00:28:27.400
I think I'm getting nods from D F D S and C L D nm. Yeah.

375
00:28:27.980 --> 00:28:31.480
And would the Highway Authority wish to participate in that
discussion?

376
00:28:32.250 --> 00:28:33.920
Laura? Huddle for the Highway Authority? Yes, we,

377
00:28:33.940 --> 00:28:36.520
we will be interested in participating in that. Thank you.

378
00:28:40.320 --> 00:28:43.120
I, I think that would therefore be of, of merit, uh,

379
00:28:43.180 --> 00:28:47.960
and will flow through ultimately into the various statement of

common ground.

380
00:29:02.490 --> 00:29:05.150
Um, I'd now like to turn to the,

381
00:29:06.250 --> 00:29:10.870
the distributional point in terms of, uh, the amount of traffic, uh,

382
00:29:10.870 --> 00:29:13.830
using Eastgate versus Westgate. Um,

383
00:29:13.830 --> 00:29:18.750
applicant is working on the basis of 85% using Eastgate

384
00:29:19.290 --> 00:29:23.230
and 15% routing via the Westgate. Um,

385
00:29:25.180 --> 00:29:26.080
any observations,

386
00:29:26.100 --> 00:29:30.880
and I'll look at the applicant first and then other ips as to how
that might

387
00:29:30.900 --> 00:29:34.640
be secured, um, in an order, uh,

388
00:29:34.640 --> 00:29:36.000
should an order be made?

389
00:29:39.100 --> 00:29:39.380
Mr.

390
00:29:39.380 --> 00:29:40.213
Tucker

391
00:29:46.190 --> 00:29:49.810
put, put, I suppose in more simple terms as things currently stand,

392
00:29:49.920 --> 00:29:53.850
what might discourage drivers routing via, uh,

393
00:29:54.750 --> 00:29:56.810
the Westgate as opposed to the Eastgate?

394
00:29:58.190 --> 00:30:01.290
Thanks, sir. Uh, Simon Tucker for a v p. Um, I, I suppose firstly,

395
00:30:01.670 --> 00:30:04.610
in terms of the order point that you raise, um,

396
00:30:05.070 --> 00:30:09.690
we don't consider that control is necessary in terms of the order
because the

397
00:30:11.210 --> 00:30:14.170
distribution of traffic, um, as forecast in the,

398
00:30:14.190 --> 00:30:18.690
in the transport assessment is a function of the location of the
facility

399
00:30:19.120 --> 00:30:21.410
immediately adjacent to Eastgate,

400
00:30:22.500 --> 00:30:26.810
which will mean that the significant proportion of movements from

401
00:30:27.470 --> 00:30:31.610
the facility will use the route as identified in the transport
assessment.

402
00:30:31.650 --> 00:30:32.730
Eastgate. Um,

403
00:30:32.730 --> 00:30:37.370
and then down to Stalin Borough interchange as its preferred and
quickest

404
00:30:37.660 --> 00:30:41.170
route to get to the A 180. Um,

405

00:30:41.720 --> 00:30:45.690
clearly there are two routes available. One is through Westgate,
which, um,

406
00:30:45.790 --> 00:30:46.890
as we've heard a moment ago,

407
00:30:47.050 --> 00:30:51.650
involves driving from the facility anyway through the entirety of
the port.

408
00:30:51.790 --> 00:30:56.650
So around all the local junctions and various speed restrictions,

409
00:30:57.190 --> 00:31:00.210
um, and, and the like through the Porter State, um,

410
00:31:00.400 --> 00:31:04.490
some of which 20 miles an hour, um, out through Westgate. Um,

411
00:31:04.670 --> 00:31:09.530
so it is a much more attractive route for

412
00:31:09.650 --> 00:31:11.570
H G V drivers to use Eastgate, uh,

413
00:31:11.570 --> 00:31:15.690
total of four three roundabouts before you get to the A 180, um,

414
00:31:16.720 --> 00:31:18.570
very straightforward route. Um,

415
00:31:18.710 --> 00:31:22.890
and that's why we assess the majority of traffic, we'll use
Eastgate.

416
00:31:24.030 --> 00:31:27.130
Um, so we don't think there needs to be any, any control.

417
00:31:27.140 --> 00:31:31.210
We've assessed 15% using Westgate as, as you've, as you've
highlighted as,

418
00:31:33.280 --> 00:31:35.730
because in reality, the, the,

419
00:31:36.120 --> 00:31:39.370
what the TA has done is assess what is is most likely to happen.

420
00:31:39.950 --> 00:31:43.130
So it doesn't need controlling if more traffic used Westgate,

421
00:31:43.230 --> 00:31:46.570
the A one 60 corridor has, um,

422
00:31:46.930 --> 00:31:49.010
a significant amount of spare capacity as well.

423
00:31:49.070 --> 00:31:52.490
So there wouldn't necessarily be any harm in, in that happening.

424
00:32:01.670 --> 00:32:06.530
If I understand correctly and no doubts, the interested parties will, um,

425
00:32:06.930 --> 00:32:08.050
disabuse me of that.

426
00:32:08.990 --> 00:32:12.890
The concern is not only just about the operation of the public highway,

427
00:32:13.550 --> 00:32:18.490
it is whether or not the Westgate could accommodate of itself

428
00:32:19.120 --> 00:32:21.090
significant additional volumes of traffic.

429
00:32:23.620 --> 00:32:28.210
Thank Thanks, sir. So, uh, Simon Tucker for a v p. So that, um, again,

430
00:32:28.210 --> 00:32:31.570

works both ways because if, if there is a cons, ultimately the,

431
00:32:31.670 --> 00:32:35.530
the route choice for the driver, um,

432
00:32:36.790 --> 00:32:40.880
is gonna be influenced by probably their satin nav system, um,

433
00:32:40.900 --> 00:32:43.320
and probably their own, what, what they're used to.

434
00:32:43.660 --> 00:32:46.800
And generally speaking for an H G V driver, the, the most,

435
00:32:48.940 --> 00:32:52.080
that's bad English, but the, the easiest route for them to
physically drive.

436
00:32:52.140 --> 00:32:56.960
So the less amount of sort of, um, acceleration and deceleration.

437
00:32:58.220 --> 00:33:02.520
Um, if, if there is a concern about the capacity of Westgate, uh,

438
00:33:02.580 --> 00:33:04.600
as raised by some that there's a,

439
00:33:05.040 --> 00:33:09.200
a congestion point there that would only heighten that choice for
inbound

440
00:33:09.200 --> 00:33:13.000
traffic to use scape because there would be a delay at that point.
So,

441
00:33:14.020 --> 00:33:16.800
um, I think the, the overall balance of,

442
00:33:17.020 --> 00:33:21.320
of the network is always going to lead to East Gate being the most
attractive

443
00:33:21.330 --> 00:33:25.840
route, um, for the majority of H T V drivers to, to this facility.

444
00:33:29.260 --> 00:33:29.480
And,

445
00:33:29.480 --> 00:33:32.520
and of course that only affects the inbound movement because there's
no control

446
00:33:32.540 --> 00:33:36.600
on the security gates outbound. So if traffic did go that way
outbound,

447
00:33:37.780 --> 00:33:41.120
um, there would be no impact at that point. Um,

448
00:33:41.620 --> 00:33:45.840
notwithstanding that there are proposed to be signs on the, on the
exit of,

449
00:33:45.900 --> 00:33:50.040
of the facility to direct traffic H G V traffic leaving to,

450
00:33:50.060 --> 00:33:52.160
to turn right effectively in new Eastgate.

451
00:33:57.930 --> 00:34:00.440
Thank you, Mr. Tucker. Uh, Ms. Taffer, uh,

452
00:34:00.840 --> 00:34:04.440
I sense you might be wanting to, uh, to comment,

453
00:34:05.400 --> 00:34:08.560
I think I'd like to turn to the highway authority first. Any
observations?

454
00:34:10.660 --> 00:34:14.960
Uh, no, not, not, not, sorry, Lara Hat for Northeast Lincolnshire,
um,

455

00:34:15.380 --> 00:34:18.280
we would be in agreeance with what the applicant has said,

456
00:34:18.380 --> 00:34:20.720
and the Westgate actually doesn't sit for us,

457
00:34:20.720 --> 00:34:22.840
so it wouldn't be for myself to comment on that. Thank you.

458
00:34:37.290 --> 00:34:38.123
D F SS

459
00:34:38.730 --> 00:34:43.410
Isabella. Four four D F D S. Um, thank you, sir. Yes, I,

460
00:34:43.490 --> 00:34:47.850
I will ask Mr. East to, to address you in a moment. Um,

461
00:34:47.870 --> 00:34:52.370
but the experience operationally that Mr. Byrne has referred to, um,

462
00:34:52.550 --> 00:34:57.370
is that currently there's much greater provision of services,

463
00:34:58.230 --> 00:35:02.770
um, for H G V drivers to the Westgate. Um,

464
00:35:03.030 --> 00:35:07.650
and that tends to be the preference, um, for drivers, um,

465
00:35:07.650 --> 00:35:10.930
because of its proximity to the dual carriageway network,

466
00:35:11.600 --> 00:35:15.410
it's the first turn off you come to, um, and because of the, um,

467
00:35:15.560 --> 00:35:20.010
significant facilities for driver waiting time refueling and the number of

468
00:35:20.010 --> 00:35:25.010

trucking services that are located on that very road leading

469
00:35:25.030 --> 00:35:28.010
up to the Western entrance. So yes,

470
00:35:28.030 --> 00:35:31.650
it might be slightly further to drive once you're inside the port, um,

471
00:35:31.870 --> 00:35:33.370
to the proposed new facility,

472
00:35:33.430 --> 00:35:38.000
but getting to the Westgate is easier and more attractive. Um,

473
00:35:38.140 --> 00:35:40.000
and as, as I,

474
00:35:41.080 --> 00:35:46.040
I think I understood the suggestion would be that it wouldn't matter if,

475
00:35:46.620 --> 00:35:46.840
um,

476
00:35:46.840 --> 00:35:51.360
there were serious congestion caused at that Westgate including blocking off,

477
00:35:51.460 --> 00:35:56.120
um, other access roads and junctions because eventually the road network would

478
00:35:56.120 --> 00:35:57.760
balance itself out. Um,

479
00:35:58.180 --> 00:36:03.160
and so any interruptions to operations and emergency services and

480
00:36:03.480 --> 00:36:05.560
capacity constraints at the Westgate, uh,

481
00:36:05.940 --> 00:36:10.120
it seemed to be suggested that operators of the port would just have to put up

482
00:36:10.120 --> 00:36:13.840
with those until driver behavior changed, um,

483
00:36:13.900 --> 00:36:17.320
and people started using the less convenient, uh,

484
00:36:17.370 --> 00:36:20.640
route and infrastructure towards the Eastgate. Uh,

485
00:36:20.660 --> 00:36:25.320
and that would not be an acceptable solution to D F D S, but I'll just ask Mr.

486
00:36:25.390 --> 00:36:27.800
East if there's anything further he wanted to add on that.

487
00:36:28.130 --> 00:36:30.880
Thank you. So there's Matthew East from D F D S.

488
00:36:31.360 --> 00:36:33.960
I think the only other things that we would add to that would be that the

489
00:36:34.120 --> 00:36:38.080
majority of traffic that is currently accessing either killing home or Immingham

490
00:36:38.140 --> 00:36:39.760
is currently going down the A one 60.

491
00:36:40.090 --> 00:36:44.040
We're asking them to change and inherit behavior to utilize a different road

492
00:36:44.040 --> 00:36:47.480
network in which they'll be actually redirecting through a different pathway

493
00:36:47.650 --> 00:36:50.000
going to that other terminal. As we're coming into that.

494
00:36:50.780 --> 00:36:52.360
The other point that's probably worth raising,

495
00:36:52.740 --> 00:36:56.720
if there is a congestion at the Westgate and they do subsequently
move to the

496
00:36:56.720 --> 00:36:59.440
Eastgate, it would be likely that they would be coming down the A
one 60,

497
00:36:59.740 --> 00:37:03.200
seeing the congestion moving through Mandy Road, going through
Immingham,

498
00:37:03.200 --> 00:37:05.040
and then landing through Eastgate in that direction.

499
00:37:05.380 --> 00:37:09.160
So there'd be other implications on community in the local region.

500
00:37:13.690 --> 00:37:14.360
Thank you. Yes,

501
00:37:14.360 --> 00:37:17.360
going through the town of Immingham along that road network rather
than,

502
00:37:18.660 --> 00:37:19.920
rather than, um,

503
00:37:20.510 --> 00:37:23.480
rooting towards the Eastgate to start with because they'd see the
congestion

504
00:37:23.480 --> 00:37:27.480
first and that would lead them through Immingham Town along the
road.

505
00:37:29.100 --> 00:37:29.520
What's

506
00:37:29.520 --> 00:37:31.520
It called, man, man, along Manby Road.

507
00:37:35.890 --> 00:37:38.750
Whilst, uh, Mr. Gould is taking notes, um,

508
00:37:39.170 --> 00:37:41.270
my own observation is that, uh,

509
00:37:41.370 --> 00:37:45.630
we probably are not going to find further discussion today. Hugely, um,

510
00:37:45.700 --> 00:37:49.990
helpful and I would just encourage in

511
00:37:50.510 --> 00:37:54.950
representations to make a differentiation in your comments between inbound

512
00:37:54.950 --> 00:37:57.150
traffic and outbound traffic, which, uh, I,

513
00:37:57.270 --> 00:38:01.830
I see as having quite different characteristics. So in relation,

514
00:38:01.910 --> 00:38:05.550
I would say to the facilities in particular that you refer to,

515
00:38:08.570 --> 00:38:11.270
Uh, notwithstanding what Mr. Bradley has just said,

516
00:38:11.550 --> 00:38:14.430
I do need to look and see whether or not C L D N uh,

517
00:38:14.460 --> 00:38:17.430
want to make some sort of representation in respect to this question.

518
00:38:19.250 --> 00:38:24.030
Uh, yes. Uh, rose Grogan for C L D N, um, an additional point,

519
00:38:25.010 --> 00:38:27.990
um, which was made by, uh,

520
00:38:28.210 --> 00:38:33.190
the applicant is that the facility is closest to the Eastgate and
therefore

521
00:38:33.190 --> 00:38:37.720
logically traffic will leave through the East Gate because it's the
closest, um,

522
00:38:37.830 --> 00:38:41.400
that doesn't reflect the operational reality of the application,

523
00:38:41.400 --> 00:38:45.840
which includes storing, uh, trailers outside of the red line area.

524
00:38:46.140 --> 00:38:49.400
So I think the suggestion in the application is that storage can
take place

525
00:38:49.400 --> 00:38:53.880
across the port. Um, so proximity to where things are coming off,

526
00:38:54.460 --> 00:38:57.600
uh, is not the only driving factor of where, um,

527
00:38:58.400 --> 00:39:02.320
H G V movements may then go. And I'll just, uh, hand over to Mr.

528
00:39:02.430 --> 00:39:04.800
Ross to make that good, uh,

529
00:39:04.800 --> 00:39:07.720
with any further detail he thinks you need or to correct anything
I've said.

530

00:39:11.730 --> 00:39:13.160
Thank you, sir. Um,

531
00:39:15.380 --> 00:39:19.040
so yeah, we, we feel that the,

532
00:39:19.340 --> 00:39:24.160
the ratio used for the gate split and the assignments is it's
really,

533
00:39:24.420 --> 00:39:25.160
uh, uh,

534
00:39:25.160 --> 00:39:29.600
predicting a per perfect storm rather than a assessing a worst case

535
00:39:30.800 --> 00:39:32.240
scenario. Uh,

536
00:39:32.800 --> 00:39:37.720
I think the case could be made for not

537
00:39:37.870 --> 00:39:42.440
controlling it via the D C O if adequate, um,

538
00:39:43.240 --> 00:39:45.680
sensitivity testing was undertaken,

539
00:39:46.100 --> 00:39:50.960
but there's very limited sensitivity testing of what would happen if

540
00:39:50.960 --> 00:39:55.320
those, uh, those ratios substantially shifted. Um,

541
00:40:02.740 --> 00:40:06.760
uh, as, as Ms. Ms. Grogan covered, uh,

542
00:40:07.780 --> 00:40:12.560
the ES chapter three details of project construction and operation
indicates

543

00:40:13.310 --> 00:40:15.200
that some of, uh,

544
00:40:15.200 --> 00:40:19.120
the freight will be deli directed to storage areas

545
00:40:20.020 --> 00:40:24.720
and to the west of the development. And it, it,

546
00:40:25.140 --> 00:40:27.320
it is finally balanced, uh,

547
00:40:27.460 --> 00:40:30.400
on a simple journey time calculation,

548
00:40:31.130 --> 00:40:33.800
which is the quickest route. And as,

549
00:40:34.060 --> 00:40:36.360
as previously raised,

550
00:40:36.790 --> 00:40:41.040
that any number of highway conditions that would serve to challenge

551
00:40:41.550 --> 00:40:43.440
that 15%, uh,

552
00:40:43.440 --> 00:40:47.800
assignment to the west on a day-to-day basis.

553
00:40:52.620 --> 00:40:56.890
Thank you for that. Uh, I think that probably this does warrant a, a,

554
00:40:56.970 --> 00:40:58.570
a quick response from the applicant

555
00:41:02.580 --> 00:41:05.490
might just en en encourage you to, um,

556
00:41:05.970 --> 00:41:10.770

consider whether you would be willing to undertake the sensitivity testing

557
00:41:11.320 --> 00:41:15.970
that is suggested that is not as, in addition to the sensitivity testing,

558
00:41:15.970 --> 00:41:19.130
which we refer to in regard to unaccompanied accompanied,

559
00:41:19.160 --> 00:41:22.690
this is sensitivity testing for the East west split.

560
00:41:28.650 --> 00:41:31.680
Thank you. Uh, Simon Tucker for a b p. Um, I mean,

561
00:41:31.680 --> 00:41:35.880
we have tested the implications of a hundred percent of the traffic, um, using,

562
00:41:36.460 --> 00:41:41.320
um, Eastgate already in terms east get my east and West right to my head,

563
00:41:41.320 --> 00:41:45.680
sorry, Eastgate already. Um, in terms of, um, LaPorte Road, which is the,

564
00:41:45.680 --> 00:41:50.480
the Port Access road, um, if, if it would assist, we can look at some,

565
00:41:50.830 --> 00:41:52.640
some further sensitivity test of,

566
00:41:53.420 --> 00:41:58.240
of more traffic going to the A one 60. I think if you look at, um, an X,

567
00:41:58.580 --> 00:42:02.880
um, K, which has got the, the outputs, the model outputs for the A one 60 on,

568
00:42:03.700 --> 00:42:04.110
um,

569
00:42:04.110 --> 00:42:08.760
that does clearly show that there's significant spare capacity on
the routes on

570
00:42:08.760 --> 00:42:12.800
the A one 60 already. It's not going to change the conclusion of,

571
00:42:12.860 --> 00:42:17.560
of those assessments, the, the, but we can do it.

572
00:42:17.660 --> 00:42:20.440
Um, the, the, the thing that would probably be, um,

573
00:42:20.820 --> 00:42:24.840
the only point of potential conflict is the capacity of the inbound
movements at

574
00:42:24.840 --> 00:42:27.320
Westgate, basically, I think is what I'm saying.

575
00:42:27.660 --> 00:42:29.640
But we can look at that assessment and we can,

576
00:42:29.740 --> 00:42:32.200
we can provide a sensitivity for you to, to consider.

577
00:42:36.160 --> 00:42:39.560
I I think that should be done, but I, I think it needs to be
emphasized. I,

578
00:42:39.780 --> 00:42:42.920
if I understand correctly from the ipss interested parties,

579
00:42:43.530 --> 00:42:48.400
their real concern revolves around whether or not extra

580
00:42:48.400 --> 00:42:53.200
traffic going through the west gate of itself creates the pinch

point or

581
00:42:53.320 --> 00:42:56.880
a new pinch point. And, and that's what needs to be explored.

582
00:42:56.900 --> 00:43:01.520
And I'm seeing some nods across the way. So, um, any sensitive,

583
00:43:01.960 --> 00:43:06.160
sensitive sensitivity testing needs to pick up that point.

584
00:43:06.710 --> 00:43:11.320
What can the Westgate accommodate and at what point might the
Westgate

585
00:43:12.160 --> 00:43:15.240
ultimately not be able to accommodate any additional traffic?

586
00:43:17.370 --> 00:43:20.640
Again, this might be a point, uh, where the,

587
00:43:20.660 --> 00:43:25.640
the highway experts are either in a room or on a phone

588
00:43:25.640 --> 00:43:30.520
call chatting to one another about what is the best way to

589
00:43:30.720 --> 00:43:34.760
approach, um, modeling and producing output.

590
00:43:38.690 --> 00:43:43.520
Simon Ro repeat. So if we could clarify that that is the only point
of,

591
00:43:43.580 --> 00:43:48.160
of concern that would a, shorten the amount of work that's required
and, and b,

592
00:43:48.600 --> 00:43:52.320
I think provide you with a more clear and and refined response to
the question.

593
00:43:55.740 --> 00:44:00.590
Turning to D F D SS first, does that address, would that start to
address,

594
00:44:01.050 --> 00:44:05.110
uh, your concern that there'll be a better understanding of what
might happen at

595
00:44:05.110 --> 00:44:10.030
Westgate if additional traffic above 15% started to flow through

596
00:44:10.030 --> 00:44:10.863
it?

597
00:44:11.150 --> 00:44:15.590
Isabella, for D F D Ss, certainly that is, um,

598
00:44:15.770 --> 00:44:19.630
one of our principal concerns, sir, and we would very much welcome
that, um,

599
00:44:19.830 --> 00:44:24.310
further sensitivity testing. And just to make it clear on every
topic, sir,

600
00:44:24.310 --> 00:44:28.230
where you've suggested that engagement would be useful, we can
confirm now,

601
00:44:28.250 --> 00:44:32.400
we are very willing and keen to engage with a B P to resolve or
narrow any areas

602
00:44:32.400 --> 00:44:36.720
that we can. Um, so yes, that would be very welcome and,

603
00:44:36.740 --> 00:44:39.000
and is a major concern. But, um,

604
00:44:39.060 --> 00:44:42.160
and it may be that we come onto this on your next agenda item.

605
00:44:42.300 --> 00:44:44.920
We do have wider concerns beyond just the Westgate.

606
00:44:51.400 --> 00:44:56.120
I think it would be appropriate, um, no, actually no, I'll, I'll
hold that.

607
00:44:56.120 --> 00:44:59.640
There is a question that's come in and from C LD N'S perspective.

608
00:45:02.820 --> 00:45:07.410
Thank you, sir. I will hand over to Mr. Ross. It's Rose Grogan for,
um, C L D N.

609
00:45:07.410 --> 00:45:08.970
I'll hand over to Mr. Ross to comment.

610
00:45:13.180 --> 00:45:16.520
Yes, just picking up on that la la last point, the concerns are,
are,

611
00:45:16.520 --> 00:45:21.400
are much wider than, uh, the Westgate pin pinch point. This, uh,

612
00:45:22.070 --> 00:45:26.440
this if you like, is a, a basic building block for all the, uh,

613
00:45:26.990 --> 00:45:29.720
highway assignments and the, uh, uh,

614
00:45:29.720 --> 00:45:34.280
assessment of capacity and delay on the, on the highway,

615
00:45:34.660 --> 00:45:38.440
um, network. Um, I just,

616
00:45:38.870 --> 00:45:43.440
just really would like to voice a word of caution with, uh, uh, the,

617
00:45:45.500 --> 00:45:45.780
we,

618
00:45:45.780 --> 00:45:50.520
we haven't done a deep dive on the impact assessment

619
00:45:51.200 --> 00:45:56.120
outcomes because of these question marks on the, the inputs. So,

620
00:45:56.540 --> 00:45:57.373
um,

621
00:45:58.860 --> 00:46:02.680
I'd advise caution on commenting on capacity at junctions

622
00:46:03.820 --> 00:46:08.120
at this stage until that that level of sensitivity is un

623
00:46:08.290 --> 00:46:09.123
undertaken.

624
00:46:14.670 --> 00:46:17.850
Ms. ER was, uh, was keen to, uh,

625
00:46:17.990 --> 00:46:22.930
ENG for D F D S to engage with the applicant's to the same thing,
apply to, um,

626
00:46:23.490 --> 00:46:24.323
C L D N,

627
00:46:25.190 --> 00:46:27.130
Uh, rose Grogan for C L D N. Yes, it does.

628
00:46:32.710 --> 00:46:34.010
Um, can I just, um,

629
00:46:34.590 --> 00:46:38.610
remind that there was a point made about the assumption on, uh,

630
00:46:38.840 --> 00:46:43.530
some of the storage elsewhere on the port of state. Um,

631
00:46:44.020 --> 00:46:45.610
would the applicant like to respond on that,

632
00:46:49.620 --> 00:46:53.320
Uh, James drawn for a b p? Uh, it would help if Mr.

633
00:46:53.350 --> 00:46:58.120
Ross can identify what part of the environmental statement

634
00:46:58.120 --> 00:47:02.800
he's referring to because, uh, I haven't been able to locate it.

635
00:47:03.260 --> 00:47:08.160
So this is, uh, beg your pardon, first one today.

636
00:47:09.740 --> 00:47:14.200
Uh, so it, this is ES chapter three,

637
00:47:15.420 --> 00:47:18.680
uh, APP oh three nine, uh,

638
00:47:20.230 --> 00:47:23.040
details of project construction and operation.

639
00:47:25.420 --> 00:47:26.680
You got paragraph reference there.

640
00:47:27.440 --> 00:47:28.600
I don't have a paragraph

641
00:47:29.320 --> 00:47:29.980
Reference.

642
00:47:29.980 --> 00:47:33.680
We will dig out specific paragraph references over lunch and provide them

643
00:47:36.090 --> 00:47:39.480
Again. I think this is probably something that could be relatively easily nailed

644
00:47:39.480 --> 00:47:41.760
outside the, uh, as, uh, the hearing,

645
00:48:04.050 --> 00:48:07.590
Um, D F D S in your relevant representation,

646
00:48:07.880 --> 00:48:12.870
which is R 0 0 8, um,

647
00:48:12.970 --> 00:48:17.350
at paragraph 6.1 12, you've referred to five junctions,

648
00:48:18.370 --> 00:48:22.950
uh, that you consider would operate above capacity in 2032.

649
00:48:24.290 --> 00:48:28.110
Um, but they've not been identified. Can you, uh,

650
00:48:28.820 --> 00:48:31.550
explain to us which junctions you're actually referring to?

651
00:48:32.590 --> 00:48:35.150
Isabella TE four four D F D S? Yes, sir.

652
00:48:35.150 --> 00:48:38.790
And this was the point I was coming onto a moment ago. Um, it,

653
00:48:38.790 --> 00:48:43.590
this is a combination of what we consider to be unrealistic baseline
flows and

654
00:48:43.700 --> 00:48:44.533
also

655
00:48:45.740 --> 00:48:50.270
with the potential to be affected by the distribution of traffic.
Um,

656
00:48:50.270 --> 00:48:52.910
but we have carried out modeling, which looks,

657
00:48:53.080 --> 00:48:57.190
which uses what we consider to be realistic baseline flows,

658
00:48:58.170 --> 00:49:02.830
and then it applies the growth and distribution assumed by the

659
00:49:02.830 --> 00:49:03.663
applicant.

660
00:49:03.730 --> 00:49:08.630
So not yet accounting for that concern about distribution. Um,

661
00:49:08.650 --> 00:49:12.270
and on that basis, uh, we've identified five junctions,

662
00:49:12.270 --> 00:49:16.590
three in north northeast Lincolnshire and two in North Lincolnshire.

663
00:49:16.810 --> 00:49:19.950
And I'll ask Mr. East to tell you precisely which junctions they
are.

664
00:49:20.820 --> 00:49:22.230
Matthew East, D F D S.

665
00:49:22.610 --> 00:49:26.630
The junctions that we were identifying through the investigations
was the A one

666
00:49:26.630 --> 00:49:29.710
60 Humber Road, Eastfield Road, uh, ized junction,

667
00:49:30.410 --> 00:49:32.190
the A one 60 Humber Road,

668
00:49:36.600 --> 00:49:39.710
First one, a one 60 Eastfield Road,

669
00:49:40.540 --> 00:49:41.373
Correct?

670
00:49:44.290 --> 00:49:49.270
Second one was the A one 60, A 1 1 73 Mamby Road.

671
00:49:58.140 --> 00:50:00.650
Third one was the A 1 1 7 3.

672
00:50:01.630 --> 00:50:03.370
And the clin lane roundabout

673
00:50:05.930 --> 00:50:07.110
Is that McLean Ray

674
00:50:07.220 --> 00:50:09.790
Clin, Kem Kem, apologies.

675
00:50:14.770 --> 00:50:15.250
Fourth

676
00:50:15.250 --> 00:50:19.990
One is the A 1 1 7 3 news

677
00:50:20.020 --> 00:50:23.070
site access roundabout to the LINGBO interchange.

678
00:50:29.940 --> 00:50:34.840
And the last one is the A 180 and the A 1 1 7 3 roundabout.

679
00:50:50.460 --> 00:50:53.560
And the concerns there are the,

680
00:50:53.630 --> 00:50:56.240
what flows would be such that they,

681
00:50:56.390 --> 00:51:00.920
they would operate over capacity and or there would be a risk of

682
00:51:01.440 --> 00:51:02.640
accident is that

683
00:51:02.830 --> 00:51:04.200

Matthew is D F D S.

684
00:51:04.630 --> 00:51:08.200
That the concern there is that the junctions will be over capacity leading to

685
00:51:08.320 --> 00:51:11.720
queuing on the network and potentially congestion

686
00:51:36.390 --> 00:51:39.090
The highway authority first. Then I'll come to C L D,

687
00:51:39.090 --> 00:51:41.730
then I'll come to the applicant. Um,

688
00:51:44.070 --> 00:51:44.400
Ms.

689
00:51:44.400 --> 00:51:48.770
Hale appreciating that some of those junctions are not within your authority's

690
00:51:48.770 --> 00:51:50.410
jurisdiction, um,

691
00:51:50.670 --> 00:51:54.810
but are there any of those junctions that give your counsel concern?

692
00:51:57.070 --> 00:51:59.890
Yes, Laura Hale for the authority? No, at this time,

693
00:52:00.150 --> 00:52:03.570
we are not concerned with any of those junctions, um,

694
00:52:03.580 --> 00:52:07.250
given the data that we've been shown to date. Thank you.

695
00:52:19.600 --> 00:52:21.450
Turning to seal dear Mr. Ross.

696
00:52:27.980 --> 00:52:29.230

Nothing further to add,

697
00:52:31.050 --> 00:52:31.883
But,

698
00:52:31.890 --> 00:52:36.750
but do you have a concern about whether or not those junctions would

699
00:52:36.750 --> 00:52:40.630
be operating above capacity at the, um, 2032 or thereabouts?

700
00:52:43.640 --> 00:52:45.940
So, I, I think I alluded to this earlier,

701
00:52:46.310 --> 00:52:51.140
until we understand the basic building blocks that inform

702
00:52:51.200 --> 00:52:56.060
the transport modeling and, and the subsequent assess capacity
assessments,

703
00:52:56.720 --> 00:53:00.980
it, it's, it's very difficult to comment on modeling

704
00:53:02.200 --> 00:53:06.260
out output. So I, I, I appreciate there's been some sensitivity done
here, but,

705
00:53:06.480 --> 00:53:09.380
um, I'm simply not in a position to comment on that.

706
00:53:13.530 --> 00:53:17.280
Thank you. Turning to the applicant,

707
00:53:17.820 --> 00:53:21.240
Uh, sorry, James Strom for a b p. Uh,

708
00:53:21.380 --> 00:53:23.240
so just in respect to that last answer,

709
00:53:23.780 --> 00:53:28.720

the building blocks of the TA are set out very clearly in the

710
00:53:28.740 --> 00:53:33.440
TA and they've been agreed through the transport assessment working

711
00:53:33.580 --> 00:53:38.000
groups in accordance with established methodologies to agree

712
00:53:38.090 --> 00:53:39.360
parameters. Um,

713
00:53:39.620 --> 00:53:44.280
and therefore to suggest that C L D N are

714
00:53:44.300 --> 00:53:48.880
unable to comment upon that material is implausible.

715
00:53:50.540 --> 00:53:54.840
So, um, they, they, they have had full opportunity to look at that.

716
00:53:54.840 --> 00:53:58.840
They have raised criticisms that none of them relate to these
junctions.

717
00:54:00.020 --> 00:54:03.560
Um, as to DFD S'S

718
00:54:05.480 --> 00:54:10.320
position, uh, it'll be obvious, sir, that we can't comment on, uh,

719
00:54:10.420 --> 00:54:10.940
uh,

720
00:54:10.940 --> 00:54:15.800
an an assertion about impacts on junctions by reference to data

721
00:54:15.980 --> 00:54:20.920
that's not being provided to us or the examination. And, um,

722
00:54:21.980 --> 00:54:26.840
we, we certainly expressed the view about engagement,

723
00:54:27.420 --> 00:54:31.600
but it sounds a bit hollow to talk about engagement if you are
running

724
00:54:32.100 --> 00:54:36.680
models which have not been provided either to the highway authority
or indeed

725
00:54:36.680 --> 00:54:41.320
to, to us in response. So, um,

726
00:54:41.620 --> 00:54:45.720
AB absent any information about how, uh,

727
00:54:45.770 --> 00:54:49.080
these calculations methodologies have been run,

728
00:54:49.600 --> 00:54:51.600
I obviously we can't comment, uh,

729
00:54:51.620 --> 00:54:56.040
but I do regret the way in which that material's being presented to
the

730
00:54:56.240 --> 00:55:01.040
examination and deed to the, uh, applicant and indeed to the highway
authority.

731
00:55:01.860 --> 00:55:05.000
Uh, but as is clear from the assessment,

732
00:55:05.170 --> 00:55:09.040
based on the modeling we have done based on transparent

733
00:55:09.670 --> 00:55:14.280
information in the ta, uh, there is no capacity problems with those
junctions.

734
00:55:19.450 --> 00:55:23.240
Again, risk of speaking slightly outta turn here, um,

735
00:55:23.600 --> 00:55:27.000
I think that the only way this is gonna move forward is if, uh,

736
00:55:27.200 --> 00:55:31.840
D F T S is prepared to share the, uh, modeling, uh, with the
applicant,

737
00:55:32.760 --> 00:55:35.480
Isabella, for for D F T S? Yes, sir.

738
00:55:35.480 --> 00:55:38.600
Which we've already indicated we're happy to do a deadline one.

739
00:55:38.820 --> 00:55:42.520
And we raised our concerns with the juncture with the junctions in
our relevant

740
00:55:42.520 --> 00:55:47.240
representation, sir. But other than that, I certainly, uh, won't
respond to, um,

741
00:55:47.570 --> 00:55:50.560
aspersions about the hollowness of, uh, our office.

742
00:55:54.300 --> 00:55:58.560
Um, I'm gonna interject as far as examining author is concerned,

743
00:55:58.980 --> 00:56:03.960
we don't mind how you sort things out behind the scenes in terms of
data

744
00:56:04.030 --> 00:56:07.720
flow, analyzing data, data flow, but we think it needs to happen.

745
00:56:09.030 --> 00:56:13.520
It's sounding like some sort of get together workshop,

746
00:56:13.520 --> 00:56:15.200
however you want to describe it,

747
00:56:15.900 --> 00:56:20.840

is required to thrash out baseline data, any updated data,

748
00:56:21.620 --> 00:56:26.040
how that data then affects any of the assumptions that have been applied within

749
00:56:26.180 --> 00:56:29.280
the traffic assessment and what the output is.

750
00:56:29.380 --> 00:56:32.680
And if there are too many changes, um,

751
00:56:32.860 --> 00:56:37.080
in terms of what's been assessed, um, that, that needs to move on,

752
00:56:37.820 --> 00:56:42.680
um, so that that information becomes available to the examination

753
00:56:43.220 --> 00:56:48.080
and not least the examining authority can have sight of it. Um, but,

754
00:56:48.740 --> 00:56:53.640
um, the dialogue needs to be, um,

755
00:56:54.200 --> 00:56:56.600
constructive, structured, um,

756
00:56:58.140 --> 00:57:01.800
and that I think is probably all I need to say. Um,

757
00:57:02.060 --> 00:57:06.480
but we will get increasingly irritated, um,

758
00:57:06.980 --> 00:57:09.880
if, if, if the dialogue doesn't, um,

759
00:57:10.100 --> 00:57:14.800
at least start to get some basics agreed between the parties in terms of

760
00:57:14.910 --> 00:57:17.600

what information you're looking at, uh,

761
00:57:17.660 --> 00:57:21.880
and what's being made available to the various parties. Does that suffice?

762
00:57:24.900 --> 00:57:27.200
So from our perspective, yes, it does. So,

763
00:57:27.200 --> 00:57:31.040
and we look forward to receiving the data and it would be helpful if it's

764
00:57:31.040 --> 00:57:35.800
already been produced that it be provided to the applicant directly rather than

765
00:57:36.070 --> 00:57:40.360
through deadline one. And it sounds like there's a model that's being produced,

766
00:57:40.360 --> 00:57:45.360
there's no reason why D F D S can't send it to us today. Um,

767
00:57:45.480 --> 00:57:49.360
I would invite 'em to do so to to do precisely what you suggested about moving

768
00:57:49.360 --> 00:57:50.760
things on as quickly as possible.

769
00:57:53.520 --> 00:57:56.040
Isabella, to, for, for D F D S,

770
00:57:56.240 --> 00:58:00.360
I dunno how quickly the information can be shared. I dunno what format it's in.

771
00:58:00.660 --> 00:58:05.520
It may be sensible if the transport assessment group that has been set up

772

00:58:05.580 --> 00:58:09.880
is still in existence if we were invited to participate in it. Uh,

773
00:58:09.900 --> 00:58:14.640
and that way we would have, um, a useful mechanism through which to,

774
00:58:14.860 --> 00:58:15.800
uh, engage and,

775
00:58:15.820 --> 00:58:20.320
and share information and hopefully reach agreement or at least narrow the

776
00:58:20.320 --> 00:58:21.153
issues.

777
00:58:22.190 --> 00:58:24.120
Yeah, I mean, just to reiterate the point,

778
00:58:24.380 --> 00:58:27.520
the examine authority doesn't mind how it happens. It just needs to happen.

779
00:58:29.780 --> 00:58:33.200
Um, and this is the sort of issue I know, um,

780
00:58:33.270 --> 00:58:37.640
some parties have been concerned about, um, our request that statement,

781
00:58:37.640 --> 00:58:40.560
common ground are produced early. Um,

782
00:58:40.870 --> 00:58:45.360
this is a way that we see of making sure that that dialogue happens. Uh,

783
00:58:45.380 --> 00:58:47.200
and things aren't left just to fea

784
00:59:08.700 --> 00:59:13.160
in, in terms of road growing transportation matters.

785
00:59:14.980 --> 00:59:19.640
Are there any points that, um, either the applicant or the, um,

786
00:59:19.960 --> 00:59:23.720
interest parties want to raise now before I just briefly go onto rail

787
00:59:24.750 --> 00:59:25.880
turning to the applicant?

788
00:59:29.800 --> 00:59:30.820
No, thank you very much, sir.

789
00:59:32.100 --> 00:59:32.933
D F D S

790
00:59:37.460 --> 00:59:39.100
Isabella, four for D F T Ss,

791
00:59:39.300 --> 00:59:42.060
nothing that we can't cover in our written representation, sir.

792
00:59:43.060 --> 00:59:43.893
C

793
00:59:44.600 --> 00:59:48.700
Uh, rose Grogan for C L D N? Yes, sir. There is one additional point,

794
00:59:48.920 --> 00:59:53.340
and before I hand over to Mr. Ross, just to come back briefly, um, to Mr.

795
00:59:53.850 --> 00:59:56.900
RA's criticism, um, the, the point Mr.

796
00:59:56.900 --> 01:00:00.860
Ross was making was that we have not done our own detailed modeling, um,

797

01:00:00.960 --> 01:00:05.020
but we do have and have made clearly in our relevant rep criticisms of the basic

798
01:00:05.300 --> 01:00:08.500
building blocks. You've got our reps on that. Um,

799
01:00:09.320 --> 01:00:13.020
and one further criticism of the basic building blocks that does need to be

800
01:00:13.020 --> 01:00:15.660
sorted out, we say, is that the aav,

801
01:00:15.660 --> 01:00:20.540
they've used an average of traffic flow data. Um, Mr.

802
01:00:20.540 --> 01:00:23.900
Ross can explain in detail what the consequences of that are, but in summary,

803
01:00:24.040 --> 01:00:28.100
in layman's terms, that smooths out traffic flow over weeks, months,

804
01:00:28.100 --> 01:00:31.580
and years to an average, rather than showing seasonal peaks and troughs.

805
01:00:31.800 --> 01:00:36.740
And obviously that has an impact, uh, on assessment. And Mr. Ross now, uh,

806
01:00:36.840 --> 01:00:40.780
can explain in a little more detail for you, um, the nature of that criticism.

807
01:00:42.870 --> 01:00:43.703
Thank,

808
01:00:44.070 --> 01:00:46.380
Thank you, Ms. Crogan. Sir. Uh,

809

01:00:46.930 --> 01:00:51.740
paragraph 5.2 0.5 of the transport

810
01:00:51.740 --> 01:00:53.660
assessment. That's, uh,

811
01:00:53.760 --> 01:00:58.380
as 0 0 8 confirms that

812
01:00:58.600 --> 01:01:00.860
the daily, uh,

813
01:01:01.120 --> 01:01:05.860
the average daily H G V demand has been utilized for the

814
01:01:05.910 --> 01:01:07.700
assessment. Uh,

815
01:01:07.890 --> 01:01:12.580
this is derived by using the ceiling, uh,

816
01:01:12.960 --> 01:01:17.740
660,000 units and dividing it

817
01:01:18.000 --> 01:01:20.900
by 364 days working.

818
01:01:22.530 --> 01:01:23.420
This gives, um,

819
01:01:24.480 --> 01:01:28.300
an an aggregate daily H G v, uh,

820
01:01:28.860 --> 01:01:33.180
movement number of, uh, 1,944.

821
01:01:34.320 --> 01:01:38.020
And for the purpose of the transport assessment,

822
01:01:38.660 --> 01:01:42.060
a figure of 1800 has been adopted.

823
01:01:43.480 --> 01:01:44.313
Um,

824
01:01:44.370 --> 01:01:48.500
what this effectively does is for,

825
01:01:49.320 --> 01:01:51.900
uh, a weekly profile,

826
01:01:52.360 --> 01:01:56.580
it assumes exactly the same demand for a Monday

827
01:01:57.550 --> 01:02:00.940
right the way through to, um, a Sunday.

828
01:02:01.120 --> 01:02:05.580
So an absolute smooth demand throughout the week with no,

829
01:02:06.720 --> 01:02:11.060
no peaks. Um, this is in,

830
01:02:11.600 --> 01:02:16.500
in contrast to how the hourly H G V

831
01:02:17.120 --> 01:02:19.680
demand has been derived, uh,

832
01:02:21.020 --> 01:02:25.720
and that has been been profiled. Uh, as, uh,

833
01:02:25.820 --> 01:02:27.480
Mr. Tucker pointed out earlier,

834
01:02:28.130 --> 01:02:31.960
there have been profiles on freight to, uh,

835
01:02:31.960 --> 01:02:34.560
representative of port port activities,

836

01:02:34.560 --> 01:02:39.360
which have peeps and troughs throughout the day. So,

837
01:02:39.620 --> 01:02:43.880
um, it's unclear why a similar, uh,

838
01:02:45.080 --> 01:02:47.880
exercise hasn't been applied to the, uh,

839
01:02:47.900 --> 01:02:50.800
annual demand to,

840
01:02:51.020 --> 01:02:54.480
to derive what an actual peak is, uh,

841
01:02:54.500 --> 01:02:58.960
rather than this absolute straight line, uh, uh, profile.

842
01:03:01.940 --> 01:03:06.200
Uh, and sir, just to finish that point off, um,

843
01:03:07.740 --> 01:03:12.680
the impact of that is it means no reasonable worst case scenario on
a weekly

844
01:03:12.850 --> 01:03:14.240
basis has been assessed.

845
01:03:14.260 --> 01:03:18.640
And that is a fundamental compliance with guidance point. Uh, as Mr.

846
01:03:18.670 --> 01:03:21.760
Ross said, it's a, well, it's a perfect condition.

847
01:03:21.760 --> 01:03:25.920
It's not a perfect storm that's been assessed in one sense of it,
uh,

848
01:03:25.920 --> 01:03:27.400
and not the reasonable worst case.

849

01:03:27.400 --> 01:03:30.400
And that is some one of the very fundamental building blocks that we
say needs

850
01:03:30.400 --> 01:03:31.440
to be sorted out

851
01:03:45.030 --> 01:03:46.200
Looking to the applicant.

852
01:03:46.420 --> 01:03:50.440
Any sort of response or is that something not wishing to make a
permit,

853
01:03:50.450 --> 01:03:54.720
we're gonna do it. That can be parked in terms of the discussion,
um,

854
01:03:55.020 --> 01:03:57.240
that's gonna take place outside of the hearing.

855
01:03:58.660 --> 01:04:00.640
Thanks. Uh, Simon Tucker for a b p. Um,

856
01:04:00.830 --> 01:04:04.800
fundamentally that position has just been described to you as just
wrong. The,

857
01:04:04.860 --> 01:04:09.200
the assessment as you can see on the screen actually now, um,

858
01:04:09.220 --> 01:04:14.040
in terms of daily movements assumes that the facility is effectively
running at

859
01:04:14.150 --> 01:04:18.760
full bore every day of the year. So it's not an average over a week.

860
01:04:19.030 --> 01:04:22.480
This is a, a peak. The 1800, uh,

861
01:04:22.720 --> 01:04:26.640

1,944 movements a day assumes that the facility is running at full capacity

862
01:04:26.850 --> 01:04:31.520
every day. So it is robust in that respect and that the reason, um,

863
01:04:31.860 --> 01:04:35.080
that's been described is just mathematically, um,

864
01:04:36.010 --> 01:04:37.800
wrong in terms of the approach that we've taken.

865
01:04:37.900 --> 01:04:40.200
But I can also clarify that in writing.

866
01:04:43.090 --> 01:04:47.480
Thank you. Um, Tucker, I think that's rather illustrated the point that, uh,

867
01:04:47.840 --> 01:04:49.840
dialogue is going to speed this up a great deal.

868
01:04:56.520 --> 01:05:01.360
I suggest for the moment that we don't keep this pinging pong

869
01:05:01.360 --> 01:05:02.193
going.

870
01:05:07.200 --> 01:05:10.430
Right. And now, like, just to briefly touch on rail,

871
01:05:10.730 --> 01:05:14.270
and this is a C L D N point. Um,

872
01:05:16.330 --> 01:05:21.080
in the absence of any intention on the applicant's part to make use of rail in

873
01:05:21.080 --> 01:05:24.800
connection with the operation of the proposed development, how might its,

874
01:05:24.980 --> 01:05:29.800
how might the operation of the development affect the operation, the,

875
01:05:29.940 --> 01:05:33.880
the operation of the Porter Kin home in terms of rail access?

876
01:05:40.560 --> 01:05:43.810
Rose Grogan for, uh, C L D N on rail?

877
01:05:45.590 --> 01:05:48.690
We have rail, no question.

878
01:05:51.830 --> 01:05:52.630
No.

879
01:05:52.630 --> 01:05:55.170
Uh, we don't intend to contribute on rail issues

880
01:05:56.350 --> 01:05:57.810
At that moment. Yeah, it, it,

881
01:05:57.810 --> 01:06:02.450
it is a matter that's been raised in your relevant representation. Yes. Um,

882
01:06:03.070 --> 01:06:07.810
at the close of issue specific hearing one we asked, uh,

883
01:06:07.830 --> 01:06:12.050
for rail pathway data, if, uh, certainly Mr.

884
01:06:12.370 --> 01:06:14.330
Owen will recall, um,

885
01:06:17.130 --> 01:06:20.770
I would suggest then that you do deal with that as a post-hearing written

886
01:06:20.770 --> 01:06:25.530
submission in whatever mop they're gonna do for d deadline one. Um,

887
01:06:25.790 --> 01:06:29.610
but on the face of it, my understanding of the TA and for the matter,

888
01:06:29.710 --> 01:06:34.650
the whole of the e s is the applicant has made no reliance on the use

889
01:06:34.650 --> 01:06:36.090
of rail, um,

890
01:06:36.470 --> 01:06:40.250
and is clearly of the view that the proposed development would not affect the

891
01:06:40.250 --> 01:06:43.650
operation of, of any, uh,

892
01:06:43.650 --> 01:06:46.930
network that connects into the port of killing home

893
01:06:58.580 --> 01:07:00.810
James Storm for a B p. That's correct, sir.

894
01:07:02.800 --> 01:07:06.970
Rose Grogan for C L D N. So just to, um, pop up, uh,

895
01:07:07.750 --> 01:07:11.450
we hear what they say. What we're asking for is just assurance of that.

896
01:07:11.470 --> 01:07:15.330
So we're not saying there are impacts, just that we want it to be assured, um,

897
01:07:15.390 --> 01:07:19.170
as Mr. Owen said at IH one, that that is in fact the case.

898
01:07:23.540 --> 01:07:27.580
I think give, given that observation, what will assist us,

899
01:07:28.520 --> 01:07:32.580
uh, and that's where the, the rail pathway data, uh, will, will, uh,

900
01:07:32.580 --> 01:07:36.020
come into play and whatever, whatever the applicant has got,

901
01:07:36.440 --> 01:07:39.260
we need to understand the sensitivity of the rail network.

902
01:07:40.080 --> 01:07:45.060
And if for some reason at a future date some use of rail was to

903
01:07:45.060 --> 01:07:48.740
be made, what implications that might have. Um,

904
01:07:48.900 --> 01:07:50.660
I know from previous, um,

905
01:07:50.840 --> 01:07:55.620
pre-inspection work how difficult it is to get pathways and

906
01:07:56.440 --> 01:08:00.620
issues there are, uh, revolving around them. And, um,

907
01:08:00.620 --> 01:08:02.460
if they don't get used, I think there's a,

908
01:08:02.460 --> 01:08:05.060
there's a habit of passing them onto others who,

909
01:08:05.320 --> 01:08:06.980
who offer the best price for them.

910
01:08:13.030 --> 01:08:15.760
I think. Yeah, if, if you can make written submissions, uh,

911
01:08:15.760 --> 01:08:19.440
just to explain the point and then the applicant can respond
accordingly in due

912

01:08:19.440 --> 01:08:20.273
course.

913
01:08:25.780 --> 01:08:27.890
Right. Well, I'm, I'm conscious of the time.

914
01:08:28.050 --> 01:08:30.610
I think this probably would've been an appropriate time to take an
adjournment

915
01:08:30.610 --> 01:08:35.170
before we go onto a agenda item four, um,

916
01:08:35.340 --> 01:08:36.173
which is

917
01:08:38.160 --> 01:08:40.890
primarily marine ecology.

918
01:08:43.030 --> 01:08:45.890
Now that session is, I think,

919
01:08:45.890 --> 01:08:50.490
gonna become easier than we first thought it was going to be because
at the,

920
01:08:50.510 --> 01:08:50.870
the,

921
01:08:50.870 --> 01:08:54.610
the time that we put the agenda together and then subsequently did
work last

922
01:08:54.610 --> 01:08:55.390
week,

923
01:08:55.390 --> 01:09:00.250
we are expecting Natural England to be attending 'cause they
indicated they

924
01:09:00.250 --> 01:09:05.010
would, they are now, now attending. Uh, they have made quite

significant,

925
01:09:05.550 --> 01:09:10.490
um, further written representations, which I'm just gonna check
with,

926
01:09:11.670 --> 01:09:13.530
um, Ms. Robins,

927
01:09:14.040 --> 01:09:17.730
that those submissions have not yet been published. Is that correct?

928
01:09:19.000 --> 01:09:19.833
From,

929
01:09:20.180 --> 01:09:21.013
Sorry,

930
01:09:21.160 --> 01:09:21.650
From Natural

931
01:09:21.650 --> 01:09:25.210
England? From Natural England, yeah. They're, they have literally
this,

932
01:09:29.360 --> 01:09:30.193
Yeah. Yes.

933
01:09:31.120 --> 01:09:35.010
When, when were they published? Was that literally this morning?
'cause I don't,

934
01:09:35.450 --> 01:09:36.730
I don't think I saw them last night

935
01:09:37.880 --> 01:09:38.713
Yesterday.

936
01:09:40.360 --> 01:09:41.480
I think we, uh, sorry.

937

01:09:41.480 --> 01:09:45.280
James drawn for a v p I think we saw them yesterday published.

938
01:09:47.100 --> 01:09:47.933
Uh,

939
01:09:48.110 --> 01:09:52.280
certainly it appears that they have changed their position.

940
01:09:52.280 --> 01:09:56.920
There seems to be a narrowing. Um, I have got some questions,

941
01:09:57.020 --> 01:10:01.960
but certainly not as many as I would've expected had Natural England been

942
01:10:01.960 --> 01:10:03.000
here. Um,

943
01:10:03.300 --> 01:10:07.960
and certainly I was finding it quite difficult to digest the information they've

944
01:10:08.240 --> 01:10:11.760
sit submitted because it's in a spreadsheet, a lot of it's in a spreadsheet,

945
01:10:12.090 --> 01:10:13.360
which unless you've got a,

946
01:10:13.440 --> 01:10:17.320
a big screen available to you is incredibly difficult to read. Um,

947
01:10:18.580 --> 01:10:22.880
if the applicant has yet,

948
01:10:22.880 --> 01:10:26.040
we've made the request for track. Um,

949
01:10:26.040 --> 01:10:30.360
if the applicant has had the opportunity to look at what's been submitted,

950
01:10:30.720 --> 01:10:34.440
I may ask you just to give some sort of update in terms of what you
see the

951
01:10:34.440 --> 01:10:38.960
difference is. Otherwise I'll, I will be sticking to what quite a
limited,

952
01:10:39.540 --> 01:10:41.360
uh, collection of questions, um,

953
01:10:41.580 --> 01:10:46.200
on that marine ecology section and then we'll get onto navigation
and shipping.

954
01:10:47.060 --> 01:10:51.760
Um, so the, the time now is 20 past one.

955
01:10:52.940 --> 01:10:56.680
Um, in terms of duration of a lunch break,

956
01:10:57.420 --> 01:11:00.160
any suggestions from the floor looking at the applicant first

957
01:11:06.090 --> 01:11:10.960
James Storm for a v p? So I think we welcome the hour if that's
convenient, but

958
01:11:12.780 --> 01:11:13.430
we

959
01:11:13.430 --> 01:11:18.120
Looking at the other interest parties an hour or

960
01:11:18.270 --> 01:11:22.000
perhaps a little bit longer to half past two. Um,

961
01:11:22.790 --> 01:11:25.520
that may mean that we sit, um,

962

01:11:30.520 --> 01:11:32.640
i o t let's, let's hear, hear your,

963
01:11:34.960 --> 01:11:39.080
I I I I hesitate to raise this. Um, Mr. Straw knows,

964
01:11:39.240 --> 01:11:40.070
'cause I mentioned it to him.

965
01:11:40.070 --> 01:11:44.680
I've got judicial duties tomorrow morning in Canterbury Crown Court
and

966
01:11:45.040 --> 01:11:47.640
I have to get back this evening.

967
01:11:47.780 --> 01:11:51.480
So I'd be grateful if we didn't sit too late. Otherwise,

968
01:11:52.160 --> 01:11:57.160
transport will be difficult and I can't avoid my sitting tomorrow
morning

969
01:11:58.850 --> 01:12:02.160
Fully understand. Um, I certainly,

970
01:12:02.280 --> 01:12:05.000
I think what we would definitely try and do with navigation.

971
01:12:16.470 --> 01:12:19.400
Yeah. What, what we're gonna intend to do, um,

972
01:12:19.580 --> 01:12:24.160
is make sure that we try and cover all of the i o OT type issues as
early

973
01:12:24.540 --> 01:12:28.880
in, um, this agenda session. Um, when we get to shipping and
navigation,

974
01:12:29.620 --> 01:12:34.080
um, there may be other matters, C l DMM

975
01:12:37.870 --> 01:12:42.530
That's Rose for C L D N. Um, another option is a shorter lunch,

976
01:12:42.830 --> 01:12:47.730
so say 45 minutes. Um, and then we could crack on this afternoon

977
01:12:51.810 --> 01:12:52.030
Mr.

978
01:12:52.030 --> 01:12:52.863
Strong,

979
01:13:02.690 --> 01:13:05.670
Uh, James Stro for a b p. So we're,

980
01:13:05.670 --> 01:13:08.950
we're not gonna stand in the way of a long or short front lunch
break.

981
01:13:21.160 --> 01:13:25.630
Court does quarter past two sound reasonable. Yeah.

982
01:13:25.900 --> 01:13:26.790
Applicant. Yep.

983
01:13:27.450 --> 01:13:28.283
Yep.

984
01:13:28.420 --> 01:13:31.470
Okay. The hearing is therefore adjourned until quarter past two.