

WEBVTT – This file was automatically generated by VIMEO

0

00:00:01.340 --> 00:00:06.170

Thank you everybody. It's, uh, 1752. We're now resuming the hearing.

1

00:00:06.950 --> 00:00:11.570

Uh, we've been having a conversation about the,

2

00:00:12.150 --> 00:00:16.730

uh, sequence of the, um, nras that have been volunteered. Okay.

3

00:00:17.350 --> 00:00:21.690

And, uh, before I pass back to Mr. Gould to, uh,

4

00:00:22.280 --> 00:00:27.210

wrap up the final agenda items, uh, seems to me that,

5

00:00:27.390 --> 00:00:32.330

uh, there are two points here. One is we want to try to avoid circularity.

6

00:00:33.230 --> 00:00:34.010

Um,

7

00:00:34.010 --> 00:00:38.370

I think the right thing to move it forward efficiently is to

8

00:00:38.690 --> 00:00:41.850

accept the, uh, suggestion that, uh,

9

00:00:42.010 --> 00:00:46.610

D F D S will submit their N r a, um,

10

00:00:47.640 --> 00:00:52.530

with as clear as possible a an explanation of the parameters

11

00:00:53.040 --> 00:00:57.410

that differ from the parameters used in

12

00:00:57.990 --> 00:01:02.130

the applicant's N r A, uh, and at deadline one.

13

00:01:02.870 --> 00:01:06.050

Now for, um, I o ot, uh,

14

00:01:06.070 --> 00:01:10.490

who've already suggested that it's not going to be realistic to, uh,

15

00:01:10.590 --> 00:01:12.690

hit the 14th of, uh, August,

16

00:01:13.070 --> 00:01:17.850

but we'll make best efforts to submit at some point

17

00:01:18.870 --> 00:01:21.690

before the end of August. That will be welcome.

18

00:01:22.590 --> 00:01:26.010

So, so, so sorry. I think I said with our written representation,

19

00:01:26.020 --> 00:01:29.130

which I think is at deadline two, I'm afraid, um,

20

00:01:29.330 --> 00:01:32.970

I equally don't think we were able to produce it at deadline one on the

21

00:01:32.970 --> 00:01:34.130

14th of August.

22

00:01:37.470 --> 00:01:38.850

We had in mind with our written record.

23

00:01:38.990 --> 00:01:41.450

You did indeed. You did indeed.

24

00:01:44.230 --> 00:01:49.090

So, deadline two correction. I stand corrected, uh,

25

00:01:49.310 --> 00:01:50.143

in that case

26

00:01:53.630 --> 00:01:55.850

for I O O T deadline two.

27

00:01:57.990 --> 00:02:02.210

Uh, so I would introduce myself, Patrick Robinson of Burgess Salmon for, uh,

28

00:02:02.330 --> 00:02:06.050

I o t. Um, yes, that's the written, uh, the written representation deadline.

29

00:02:06.050 --> 00:02:10.850

The deadline two is where we would expect to be putting, uh, in our F r A.

30

00:02:10.870 --> 00:02:15.530

The, uh, the point that's just been made to me is, uh, we are asking,

31

00:02:15.740 --> 00:02:19.490

we'll keep the request going about information in the meantime. Obviously,

32

00:02:19.490 --> 00:02:22.530

the more information we can get that we're asking for, the better the F r a,

33

00:02:22.790 --> 00:02:26.690

but we understand that it's not gonna help you if we get to that and you don't

34

00:02:26.690 --> 00:02:29.770

get that document. So it'll have to be there in, in the,

35

00:02:29.790 --> 00:02:32.930

in the situation is available in at that point.

36

00:02:33.660 --> 00:02:37.690

Thank you. And, uh, I think in that case,

37

00:02:37.760 --> 00:02:42.690

what we will also add as a rider to this thank you, um,

38

00:02:43.190 --> 00:02:47.370

for your, your, your comment is that we do urge

39

00:02:48.440 --> 00:02:50.130

cooperation and, uh,

40

00:02:50.870 --> 00:02:55.810

and dialogue to be going on in this period towards the

41

00:02:55.810 --> 00:02:58.330

end of August when the written representations come in.

42

00:02:59.140 --> 00:03:03.000

The closer you can get to agreement on the basic inputs,

43

00:03:04.180 --> 00:03:08.880

the more effective and the less likelihood there's gonna be waste effort

44

00:03:09.420 --> 00:03:14.360

for the IPS in their N R A. And then in response to written representations,

45

00:03:14.460 --> 00:03:18.400

the opportunity for the applicant's team to, uh,

46

00:03:18.790 --> 00:03:23.760

come back and address, uh, all of those issues in a, in a, um,

47

00:03:23.860 --> 00:03:27.040

if you like a, um, a collective manner,

48

00:03:27.540 --> 00:03:32.080

but having already at least agreed the basic data

49

00:03:32.220 --> 00:03:35.680

inputs that would be our, uh, our strong preference.

50

00:03:35.740 --> 00:03:38.160

And so when we get to the next set of hearings,

51

00:03:39.050 --> 00:03:42.280

we're not arguing about, um, the,

52

00:03:42.340 --> 00:03:46.320

the a number of things which have become a little bit pinging pong here.

53

00:03:48.470 --> 00:03:49.320

Okay. Um,

54

00:04:02.400 --> 00:04:06.570

yeah. So, um, Mr. STR first, and then Mr.

55

00:04:06.570 --> 00:04:08.330

Gould's gonna say something further on, uh,

56

00:04:08.690 --> 00:04:12.330

shipping navigation go before we finish on that agenda item, Mr. Str.

57

00:04:13.390 --> 00:04:17.970

So thank you James Strong for a v p. Just on that note, sir.

58

00:04:18.470 --> 00:04:23.290

Yes, and entirely agree, of course, with the sense of that. And, uh,

59

00:04:23.890 --> 00:04:25.450

I all, I would say,

60

00:04:25.490 --> 00:04:29.210

I don't know what nras are being produced.

61

00:04:30.350 --> 00:04:34.770

We have discussed our inputs and they're, they're there. Uh,

62

00:04:34.950 --> 00:04:39.610

and we would certainly be open to understand what

63

00:04:39.640 --> 00:04:44.410

different inputs are being proposed by I o OT and

64

00:04:44.530 --> 00:04:45.363

D F D S,

65

00:04:45.990 --> 00:04:49.970

and if they want to have the discussion in a meaningful way to have that

66

00:04:50.250 --> 00:04:53.570

discussion before they produce the N R A with the different inputs,

67

00:04:53.570 --> 00:04:55.850

because they, we may be able to agree.

68

00:04:55.910 --> 00:05:00.730

So it's an invitation really to I O T and D F D

69

00:05:00.890 --> 00:05:02.890

Ss to tell us as soon as they can,

70

00:05:03.640 --> 00:05:08.450

what different inputs they're proposing to us so we can discuss whether

71

00:05:08.470 --> 00:05:12.210

or not they're agreed or disagreed or where the disagreement lies.

72

00:05:13.250 --> 00:05:14.930

I hope that's constructive.

73

00:05:16.380 --> 00:05:19.370

Thank you, Ms.

74

00:05:24.470 --> 00:05:27.240

Yeah. Uh, just wanna raise one simple little point,

75

00:05:27.240 --> 00:05:31.560

which I had hoped I would be able to request along the way, but we,

76

00:05:31.560 --> 00:05:33.360

we didn't get there. Um,

77

00:05:33.920 --> 00:05:38.280

I think it would be useful because the issues have been raised about, uh,

78

00:05:38.640 --> 00:05:41.400

shipping congestion particularly, um,

79

00:05:41.820 --> 00:05:46.800

in the area in and around, um, the proposed development versus the, the,

80

00:05:46.800 --> 00:05:49.480

the entry to the, the inner dock.

81

00:05:50.220 --> 00:05:55.000

If we can have a plan that clearly notates where the

82

00:05:55.360 --> 00:05:59.200

recognized, uh, stemming stroke waiting area locations are,

83

00:05:59.790 --> 00:06:03.600

what their extent is, and if there is any overlap,

84

00:06:03.600 --> 00:06:07.920

particularly with the births that are proposed, um,

85

00:06:08.470 --> 00:06:10.960

that, uh, that overlap be shown, um,

86

00:06:11.180 --> 00:06:15.240

so that it's clear to us precisely, um,

87

00:06:15.890 --> 00:06:20.200

where the, the recognized stemming waiting areas are. When we were, um,

88

00:06:21.340 --> 00:06:25.560

on the river yesterday, we asked, um, the marine services,

89

00:06:26.260 --> 00:06:30.280

uh, team that were pre, they weren't entirely sure, um,

90

00:06:30.510 --> 00:06:34.640

what the actual, if I designated stemming waiting areas are.

91

00:06:35.300 --> 00:06:37.840

Um, so some clarity in that regard would assist us

92

00:06:39.830 --> 00:06:44.680

With the understanding that the current stemming weighting areas for the dock

93

00:06:45.060 --> 00:06:48.520

are, uh, essentially, um, at a,

94

00:06:49.160 --> 00:06:53.480

a mid channel mark red and white mark, um, uh,

95

00:06:55.070 --> 00:06:59.600

just to the northwest of the, uh, the Belmar area.

96

00:07:00.060 --> 00:07:04.760

So I think what we want to do is have some clarity as to what the stemming area

97

00:07:05.250 --> 00:07:10.150

would be subject to the proposed development

98

00:07:13.250 --> 00:07:15.450

Carrying on from that. There was some indication, I think,

99

00:07:15.450 --> 00:07:20.090

yesterday that there may be some informal stemming areas

100

00:07:20.230 --> 00:07:24.690

versus what are formally recognized. Um, so yeah,

101

00:07:24.690 --> 00:07:27.490

general clarity all round, uh, would, would assist.

102

00:07:31.220 --> 00:07:35.420

I have one further point of clarification, which I, I really don't want to lose.

103

00:07:35.800 --> 00:07:40.420

Uh, it's just not gonna be efficient to deal with it under written questions.

104

00:07:40.760 --> 00:07:44.700

And that is, you talked about a Harbor Authority Safety Board. Um,

105

00:07:45.160 --> 00:07:50.100

now I'm slightly unclear whether you were referring

106

00:07:50.100 --> 00:07:54.500

to a Harbor Authority Safety Board for the Port of Ingham state, uh,

107

00:07:54.700 --> 00:07:56.580

s h a o r

108

00:08:04.630 --> 00:08:09.260

James drawn for a b p, the Harbor and Safety Board,

109

00:08:09.530 --> 00:08:14.260

part of a b P is or has jurisdiction over a b B

110

00:08:14.430 --> 00:08:15.080

ports.

111

00:08:15.080 --> 00:08:19.860

The meeting in December, 2022 was to consider the Port of

112

00:08:20.020 --> 00:08:24.540

Ingham and this proposal. I hope that may, does that answer your question?

113

00:08:25.720 --> 00:08:29.660

Indeed, a sense if I can characterize it as a,

114

00:08:29.840 --> 00:08:32.420

as a corporate entity? Um,

115

00:08:32.840 --> 00:08:36.740
but I'm also slightly un perhaps I shouldn't be, uh,

116
00:08:36.740 --> 00:08:38.340
making too many assumptions on this.

117
00:08:39.040 --> 00:08:43.940
It is a board which considers safety matters for all of the A b

118
00:08:44.100 --> 00:08:44.980
P ports. Is that correct?

119
00:08:46.640 --> 00:08:47.660
Yes. Yes, sir.

120
00:08:48.420 --> 00:08:52.260
I, I think to assist in that point, sorry, Mr.

121
00:08:53.090 --> 00:08:56.160
Agreement, you've got the fifth following of your notes. Uh,

122
00:08:56.300 --> 00:08:59.400
if you can include that governance point in the note that you're preparing,

123
00:08:59.480 --> 00:09:00.313
I think that will,

124
00:09:04.180 --> 00:09:08.040
And, uh, we, we can, we, I think I mentioned it in the opening,

125
00:09:08.100 --> 00:09:11.680
but we'll cover the additional people who attend

126
00:09:13.030 --> 00:09:18.000
that board for the purposes of hazard and safety Harbors and safety.

127
00:09:18.050 --> 00:09:18.883
Sorry.

128
00:09:19.530 --> 00:09:22.960

Thank you. Uh, not just by name, but by role.

129

00:09:23.140 --> 00:09:24.520

By role. Exactly, yes. Okay,

130

00:09:26.310 --> 00:09:27.143

Fine.

131

00:09:31.670 --> 00:09:32.503

Good.

132

00:09:40.770 --> 00:09:44.390

So I think that, looking through my notes here, um,

133

00:09:45.120 --> 00:09:49.390

we'll discuss action points in, in just a moment, but I will ask Mr.

134

00:09:49.680 --> 00:09:53.790

Could to move on to item six of the agenda.

135

00:09:53.970 --> 00:09:54.803

Any other business.

136

00:09:55.090 --> 00:09:58.750

So before you leave item five, may I just make a submission? Sorry,

137

00:09:58.950 --> 00:10:03.230

Vic Victoria Hutton for Harbor Master. Um, so we've,

138

00:10:03.230 --> 00:10:06.070

we've been quite quiet during this session, um,

139

00:10:06.090 --> 00:10:07.910

but there have been a number of matters discussed,

140

00:10:07.910 --> 00:10:12.110

which do go to the statutory authority of the Harbor Master.

141

00:10:12.930 --> 00:10:16.950

I'm not going to suggest for a moment that we trammel over the ground that's

142

00:10:16.950 --> 00:10:18.870
already been, um, Tramell,

143

00:10:19.370 --> 00:10:22.510
but if I could ask that we are able to put in, uh,

144

00:10:22.790 --> 00:10:24.470
a representation akin to a written rep.

145

00:10:24.530 --> 00:10:27.990
I'm aware that we're not an interested party at Deadline two,

146

00:10:27.990 --> 00:10:31.230
which covers off the points, um, that we wish to make.

147

00:10:31.230 --> 00:10:36.110
We'd also have great interest in reviewing any additional nras which
come

148

00:10:36.110 --> 00:10:40.990
before this examination and would request, uh, the ability to
comment upon them.

149

00:10:42.920 --> 00:10:45.990
Thank you. I, I think that's not, that's a, that's a perfect
introduction,

150

00:10:45.990 --> 00:10:50.750
sort of segue to any other business. Thank you. Um, Ms. Gould,

151

00:10:50.950 --> 00:10:53.270
I certainly don't have any objections to that.

152

00:10:53.390 --> 00:10:55.750
I, I think just on that point, Ms. Hutton,

153

00:10:55.770 --> 00:11:00.630
are you able just to outline very briefly the sorts of matters that
you think

154

00:11:00.630 --> 00:11:05.470

you'll cover in that, that just in the interest of fairness and openness, um,

155

00:11:05.570 --> 00:11:09.470

so that nobody else in the room suddenly turns around and says, hang the tick.

156

00:11:09.470 --> 00:11:10.303

Where's that come from?

157

00:11:11.130 --> 00:11:12.830

Uh, yes, of course, sir. Um,

158

00:11:13.640 --> 00:11:17.670

first point is that Captain Furman has been involved in, uh,

159

00:11:17.910 --> 00:11:21.910

a number of the, uh, simulations and also the workshops.

160

00:11:22.210 --> 00:11:25.870

And so it would be giving his opinion on, um,

161

00:11:26.320 --> 00:11:29.110

those matters that have been discussed. Uh,

162

00:11:29.570 --> 00:11:34.390

it would also go to his statutory function in terms of,

163

00:11:34.810 --> 00:11:37.870

um, general port operations and how,

164

00:11:38.410 --> 00:11:41.470

if this development is built, uh,

165

00:11:41.740 --> 00:11:46.670

what role he would play in terms of ensuring that it is operated

166

00:11:47.330 --> 00:11:48.550

safely, uh,

167

00:11:48.610 --> 00:11:53.480

and the powers he has in conjunction with him personally as Harbor

168

00:11:53.480 --> 00:11:56.360

Master, but also the Conservancy authority.

169

00:11:57.340 --> 00:12:01.920

So relating obviously to pilotage, uh, special and general directions,

170

00:12:02.500 --> 00:12:07.200

uh, and also practically how that would, or he sees that as playing out.

171

00:12:15.200 --> 00:12:18.200

I should, I should add also his view on, on congestion as well.

172

00:12:18.480 --> 00:12:22.000

'cause of course that's squarely within his statutory remit.

173

00:12:44.080 --> 00:12:48.430

Thank you, Ms. Den. I think that that's helpful. Um, uh,

174

00:12:48.490 --> 00:12:53.230

it makes it clear to everybody, um, what we would expect to see in your note or,

175

00:12:53.970 --> 00:12:56.350

or Captain Furman's note whoever's going to write it.

176

00:13:01.450 --> 00:13:05.750

Are there any other, um, a o B type points?

177

00:13:06.660 --> 00:13:10.110

Yeah. Yes. Rose Grogan for C L D N. Um,

178

00:13:10.860 --> 00:13:14.070

it's just those paragraph references that were requested, um,

179

00:13:15.250 --> 00:13:19.190

on the question of where trailers and, um,

180

00:13:19.190 --> 00:13:23.350

freight were going to be stored, uh, on, if the proposed development goes ahead,

181

00:13:23.860 --> 00:13:26.950

it's 3.2 0.7 to 3.2

182

00:13:28.530 --> 00:13:31.550

of chapter three of the environmental statement. Um,

183

00:13:32.640 --> 00:13:35.350

lemme just dig out the reference.

184

00:13:38.310 --> 00:13:41.990

I think that is at 0 0 39.

185

00:13:44.010 --> 00:13:47.510

Um, yes, I think that's right.

186

00:13:48.580 --> 00:13:51.590

Just to clarify the point, um,

187

00:13:51.740 --> 00:13:55.310

because I may have oversimplified it somewhat, uh,

188

00:13:55.570 --> 00:14:00.390

in getting it out, the point that we are making is that, uh, within,

189

00:14:00.540 --> 00:14:04.190

there's no physical separation between the red line site for the proposed

190

00:14:04.190 --> 00:14:05.750

development and the rest of the port.

191

00:14:06.250 --> 00:14:10.670

And there's no control proposed to keep freight generated from, you know,

192

00:14:10.670 --> 00:14:13.670

freight passing through this terminal on the red line site.

193

00:14:13.670 --> 00:14:18.230

There's no plan or anything secured by a requirement. Um,

194

00:14:18.370 --> 00:14:22.310

and so it's unclear to us as to whether or not,

195

00:14:23.210 --> 00:14:27.070

uh, there will be access to storage areas throughout the rest of the port.

196

00:14:27.250 --> 00:14:27.950

If there is.

197

00:14:27.950 --> 00:14:31.750

Obviously you've got to account for that in your assessment of likely traffic

198

00:14:32.110 --> 00:14:34.310

movements. And even within the redline site,

199

00:14:34.310 --> 00:14:37.550

there are storage areas on the western end of the redline area,

200

00:14:38.210 --> 00:14:40.030

and our traffic consultants have looked at that.

201

00:14:40.290 --> 00:14:44.750

And we'll set this out in detail in our, um, written reps. Uh,

202

00:14:45.290 --> 00:14:49.550

and storing trailers and freight over on that side to the west,

203

00:14:50.170 --> 00:14:54.440

uh, affects the travel distance and the preferences of those, uh,

204

00:14:54.440 --> 00:14:55.680

in terms of which gate they use.

205

00:14:55.680 --> 00:14:59.480

So it all feeds into this point about the robustness of the

allocation of,

206

00:14:59.500 --> 00:15:02.960

of gate assignments and that 15%, uh, but as I say,

207

00:15:02.960 --> 00:15:04.200

we'll explain that in more detail,

208

00:15:04.200 --> 00:15:06.280

but for the benefit of the applicant who's asked for it,

209

00:15:06.530 --> 00:15:09.880

those are the references about where things are going to be stored.

210

00:15:12.130 --> 00:15:15.160

Thank you, Ms. Grogan. Any other sort of,

211

00:15:17.770 --> 00:15:20.310

um, I've lost the phrase, um,

212

00:15:22.420 --> 00:15:24.650

other business type points? I

213

00:15:24.700 --> 00:15:26.410

Think we can, I, can I

214

00:15:26.600 --> 00:15:30.610

Just one point clarification if I made James for a v p? We are, we're providing,

215

00:15:31.190 --> 00:15:35.530

uh, the wind, the answer to the question of wind data.

216

00:15:36.190 --> 00:15:40.170

Uh, I just wanted to, just in the way the question, the,

217

00:15:40.170 --> 00:15:43.810

the request was made, uh, Mr.

218

00:15:44.350 --> 00:15:47.090

Par in his, uh,

219

00:15:47.410 --> 00:15:51.490

evidence to you referred to him using

220

00:15:52.600 --> 00:15:54.850

wind data from the A b B tower,

221

00:15:55.950 --> 00:16:00.810

and he then went on to talk about the use of wind data

222

00:16:00.880 --> 00:16:04.810

from the airport as well. And we, in,

223

00:16:04.870 --> 00:16:09.370

in that discu in, in clarifying what information you wanted.

224

00:16:09.530 --> 00:16:13.130

I just want to make clear, there's both data,

225

00:16:13.160 --> 00:16:17.450

there's data used in the simulation from the A V P tower

226

00:16:18.870 --> 00:16:22.490

and there's data taken into account in terms of the airport.

227

00:16:23.550 --> 00:16:28.450

And I think your request is whether there's additional data from

228

00:16:29.900 --> 00:16:32.680

the port of IM itself, forgive me,

229

00:16:34.070 --> 00:16:37.680

Forgive me. Uh, the location of the A B P tower would be helpful.

230

00:16:39.500 --> 00:16:40.333

We

231

00:16:43.140 --> 00:16:43.790

Yes.

232

00:16:43.790 --> 00:16:47.960

That, that is by the lock gate, I believe. So that would,

233

00:16:48.180 --> 00:16:49.320

that's why I raised it,

234

00:16:49.390 --> 00:16:53.080

that there is that data which was used in the simulation and I, I

235

00:16:53.150 --> 00:16:56.360

Just, on the southern southern side of the, the lock gate entrance,
I,

236

00:16:56.780 --> 00:16:59.000

I'd rather take it. So yes. Thank you. I'm getting,

237

00:16:59.260 --> 00:17:00.520

Yes, so thank you. Sorry

238

00:17:00.520 --> 00:17:04.040

To be picky, but I, I think that, that, that, uh,

239

00:17:05.400 --> 00:17:09.800

deserves clarification that that has already been taken account of.

240

00:17:10.200 --> 00:17:11.960

Absolutely. So I just wanted thank, it's just, uh,

241

00:17:12.000 --> 00:17:14.680

I wanted to make clear that you're going to get that clarification,

242

00:17:14.680 --> 00:17:16.680

but I didn't want it to come as a surprise.

243

00:17:17.010 --> 00:17:17.843

Thank you.

244

00:17:22.720 --> 00:17:25.100

Any other, um,

245

00:17:27.660 --> 00:17:31.100

a o b type points from any party before we look, look at action points?

246

00:17:33.040 --> 00:17:38.020
No. Okay. Um, is the applicant,

247

00:17:38.020 --> 00:17:42.500
whoever, um, in the team has been keeping the list, uh,

248

00:17:42.590 --> 00:17:43.540
ready to far away?

249

00:17:50.970 --> 00:17:55.360
James Strong for a b p? I'll do, tell me if I'm going too fast,

250

00:17:55.460 --> 00:17:58.040
but I'm trying to do it quickly, um,

251

00:17:58.870 --> 00:18:01.680
arising outta the site familiarization,

252

00:18:01.690 --> 00:18:06.600
visit a B P to prepare a note explaining how typical or otherwise the movements

253

00:18:06.600 --> 00:18:10.960
were at the time of the inspection to cover the state of tide, wind speed,

254

00:18:10.980 --> 00:18:11.840
detail of wind,

255

00:18:12.460 --> 00:18:17.400
and the current second i o OT to prepare and submit a plan clearly showing

256

00:18:17.420 --> 00:18:19.800
the numbering of the bursts of the I O T facility.

257

00:18:20.650 --> 00:18:25.120
Third i o t to prepare a note of the length and capacity of ships being birthed

258

00:18:25.260 --> 00:18:26.400
at I iot,

259

00:18:27.190 --> 00:18:32.160
turning to need fourth C L D N to provide view of increasing

260

00:18:32.260 --> 00:18:35.720
demand over the period to 2050. Um,

261

00:18:37.070 --> 00:18:41.060
indicative view by deadline one and address fully in the written
reps by

262

00:18:41.460 --> 00:18:46.260
deadline two fifth, C L D N A B P i o t Stenner,

263

00:18:46.340 --> 00:18:48.940
D F D s to review and provide the authority,

264

00:18:49.240 --> 00:18:51.620
the examining authority with data of ship movements,

265

00:18:51.620 --> 00:18:55.620
freight volume where available detailing breakdown of unaccompanied
versus

266

00:18:55.730 --> 00:18:59.020
accompanied freight at by deadline. Two

267

00:19:00.680 --> 00:19:05.380
six C L D N to provide a plan showing birth numbers at killing home
by

268

00:19:05.620 --> 00:19:06.453
deadline one,

269

00:19:06.840 --> 00:19:11.500
CL seven C L D N to provide historic data as to their utilization of
killing

270

00:19:11.500 --> 00:19:14.300
home over the last 20 years by deadline two,

271
00:19:15.420 --> 00:19:19.580
Stanner to provide eight to provide written explanations to why, uh,

272
00:19:19.650 --> 00:19:23.340
regarding termination of operations at killing home and when

273
00:19:25.590 --> 00:19:26.300
ninth,

274
00:19:26.300 --> 00:19:31.220
A B P to provide commentary and a copy of the client's earth
judgments

275
00:19:31.440 --> 00:19:34.940
by deadline. One, turning to onshore transportation,

276
00:19:35.590 --> 00:19:40.540
10th point A B P to provide further traffic survey date count by
deadline

277
00:19:40.760 --> 00:19:41.593
one,

278
00:19:41.900 --> 00:19:46.180
11th D F D S provide their traffic survey data and accompanying
note,

279
00:19:46.910 --> 00:19:50.180
which should also reference the environmental statement with
highlighted points

280
00:19:50.180 --> 00:19:54.420
of difference by deadline one 12 D F D S to

281
00:19:54.540 --> 00:19:58.380
substantiate the 10% criticism by deadline one

282
00:19:59.820 --> 00:20:04.060
13, A B P to respond with commentary on sensitivity of assumptions.

283

00:20:04.280 --> 00:20:08.860

Should the ratio of unaccompanied and accompanied shift and

284

00:20:09.300 --> 00:20:09.420

covering,

285

00:20:09.420 --> 00:20:13.380

at which point does a change in AC company versus unaccompanied start to make a

286

00:20:13.380 --> 00:20:16.900

difference to the operation of the public highway 14th,

287

00:20:17.860 --> 00:20:20.460

A B P D F D, SCL, D N N E L C,

288

00:20:20.560 --> 00:20:25.100

to seek to settle a methodology for establishing the ratios between

289

00:20:25.370 --> 00:20:30.220

accompanied and unaccompanied 15 A B P to undertake sensitivity tests

290

00:20:30.460 --> 00:20:33.140

surrounding the split between the East and Westgate.

291

00:20:33.680 --> 00:20:36.980

And at what point can Westgate not accommodate further traffic?

292

00:20:37.810 --> 00:20:42.780

16 ABP C D D F DS highway experts to seek to

293

00:20:42.790 --> 00:20:46.220

agree, uh, a methodology and output on the West Gate

294

00:20:47.800 --> 00:20:52.040

18 D F D Ss to share modeling particularly on assessment of over capacity of

295

00:20:52.040 --> 00:20:54.920

five identified junctions as soon as possible.

296

00:20:56.440 --> 00:20:59.280

19 on ecology A B P to provide a summary

297

00:21:01.020 --> 00:21:03.120

of how the nor point nort two,

298

00:21:03.140 --> 00:21:06.040

two hectares of direct loss is derived,

299

00:21:06.040 --> 00:21:10.160

which includes a plan showing the precise locations of the habitat loss due to

300

00:21:10.160 --> 00:21:14.240

dredging and piling and the boundaries between the different habitat types in

301

00:21:14.240 --> 00:21:15.073

the dredging area.

302

00:21:15.620 --> 00:21:19.880

20 C L D N to confirm position in writing on that,

303

00:21:19.880 --> 00:21:24.240

given the difference between the loss figures, um, that have been discussed.

304

00:21:24.660 --> 00:21:29.600

21 A B P to confirm how works for impact protection measures fit into

305

00:21:29.600 --> 00:21:32.960

the construction program, um, with, uh,

306

00:21:33.350 --> 00:21:38.040

natural England and M M 0 22 A B P to produce the

307

00:21:38.240 --> 00:21:41.920

construction program starting in the respective quarters. Q one to four,

308

00:21:42.020 --> 00:21:45.800

if completed in single or two completed phases, uh,

309

00:21:46.060 --> 00:21:50.080

by deadline 1 23 A B P to share

310

00:21:51.160 --> 00:21:56.160

M M O U W N underwater under underwater

311

00:21:56.170 --> 00:22:00.080

noise sign pasting document into the examination. That's a,

312

00:22:00.080 --> 00:22:04.400

that's a new acronym I hadn't come across 24

313

00:22:05.040 --> 00:22:09.720

a b p to share Triple s I signposting document into the examination
on

314

00:22:09.720 --> 00:22:14.720

navigation 25, submit MGN 6 54 and P M S C,

315

00:22:14.820 --> 00:22:19.720

the Port Marine Safety Code to the examination 26 a B p to submit
location

316

00:22:19.720 --> 00:22:24.680

of Title Boy to the examination 27 a B p to indicate

317

00:22:24.680 --> 00:22:28.280

what zone of influences for tidal flow data and show on a diagram

318

00:22:29.540 --> 00:22:30.373

28,

319

00:22:30.660 --> 00:22:35.600

and give consideration a b p to give consideration as to an addendum
or some

320

00:22:35.600 --> 00:22:39.640

other document to the N R A or the environmental statement as to whether it's

321

00:22:39.640 --> 00:22:44.440

necessary on further evidence about the safety of the development

322

00:22:44.580 --> 00:22:49.560

and how the simulations have influenced the risk controls in

323

00:22:49.560 --> 00:22:50.560

the N R A

324

00:22:52.180 --> 00:22:57.120

29 A B P to confirm the wind data available from Porter Ingham and to

325

00:22:57.120 --> 00:23:02.080

provide clarification as to where the wind data's sourced from 30 a B

326

00:23:02.120 --> 00:23:06.800

p to consider what parts of the marine safety management system might be

327

00:23:06.800 --> 00:23:09.680

capable of being shared by, um, with,

328

00:23:10.620 --> 00:23:15.240

in respect of IOT's request 31 IOT to produce submissions

329

00:23:15.350 --> 00:23:18.320

detailing if a vessel struck by OT jetty,

330

00:23:19.070 --> 00:23:20.880

what would be the implications of that,

331

00:23:20.880 --> 00:23:25.640

depending upon severity 32 D F D S to

332

00:23:25.640 --> 00:23:29.040

produce its, uh, N r A by deadline,

333

00:23:29.060 --> 00:23:33.240

2 33 i o t to produce its n r A by deadline,

334

00:23:33.660 --> 00:23:38.560

2 34 A b p To prepare a plan showing stemming and waiting

335

00:23:38.570 --> 00:23:43.480

areas they extend and overlapped with any proposed I E T I E R

336

00:23:43.600 --> 00:23:48.160

T bursts or stemming areas 35 A B P

337

00:23:48.780 --> 00:23:49.920

to provide a,

338

00:23:50.040 --> 00:23:54.600

a note on the HSS h a s board governance,

339

00:23:55.100 --> 00:23:55.933

um,

340

00:23:57.260 --> 00:24:02.240

and also a jurisdiction note on the statutory Harbor Authority and

341

00:24:02.600 --> 00:24:07.440

Competent Harbor Authority and 36 the Harbor Master

342

00:24:07.820 --> 00:24:12.800

to make a statement akin to a written, written representation by
deadline two.

343

00:24:15.570 --> 00:24:16.403

Thank you.

344

00:24:17.360 --> 00:24:21.800

I hope brilliant. Well, it wasn't my work,

345

00:24:23.460 --> 00:24:25.320

but I've, sorry. So before

346

00:24:25.360 --> 00:24:30.000

I, uh, I don't wanna pour cold water on it. Um,

347

00:24:30.260 --> 00:24:32.880

two things. Uh, could I,

348

00:24:33.240 --> 00:24:37.920

I ask you to repeat 16 and 26, which were just a bit fast for it.

349

00:24:38.140 --> 00:24:38.770

I'm sorry.

350

00:24:38.770 --> 00:24:43.080

Sorry. I'm gonna make another suggestion as it's already in typed form.

351

00:24:43.780 --> 00:24:48.360

Uh, can you arrange to send that to Ms. Robbins, um, before it goes?

352

00:24:49.660 --> 00:24:50.300

Um,

353

00:24:50.300 --> 00:24:54.360

are there any of the other ips that think there's anything that might be missing

354

00:24:54.550 --> 00:24:56.080

from the list? Ms. Greg,

355

00:24:58.660 --> 00:25:03.520

Uh, rose Gregger for C L D N? Um, there are a few, um, that we didn't catch.

356

00:25:03.540 --> 00:25:06.680

And it may be that they were said, but we didn't quite catch them.

357

00:25:06.740 --> 00:25:11.520

So the first one is dwell times. Um, so you asked for evidence on,

358

00:25:11.580 --> 00:25:16.160

on dwell times from the people here, so as D F D S and the applicant,

359

00:25:17.340 --> 00:25:18.173

um,

360

00:25:19.500 --> 00:25:23.960

on the data of historic utilization of C L D N. Uh,

361

00:25:23.990 --> 00:25:27.280

that was to be provided by deadline two because we, um,

362

00:25:27.550 --> 00:25:30.360

said we wanted to explain it. Um,

363

00:25:31.030 --> 00:25:34.320

following our initial enthusiasm to give you lots and lots of data for 20 years,

364

00:25:34.770 --> 00:25:38.040

we'll take that away and look at it and try and give you helpful data,

365

00:25:38.040 --> 00:25:41.080

which may not be 20 years if it turns out not to be helpful. Yeah.

366

00:25:41.740 --> 00:25:44.720

If it ends up being 17 years, because that's the best that's available.

367

00:25:44.950 --> 00:25:45.840

It's 17 years.

368

00:25:46.300 --> 00:25:46.880

Yes. And we're,

369

00:25:46.880 --> 00:25:50.320

we're keen to provide you what's useful in terms of relevant and comparable

370

00:25:50.320 --> 00:25:53.600

information as well. So it may be shorter than 17. Um,

371

00:25:55.070 --> 00:25:59.120
yeah, we'll explain it. Uh, Freeport, uh, you wanted, um,

372
00:26:00.210 --> 00:26:02.960
commentary on whether or not the Freeport was, uh,

373
00:26:03.560 --> 00:26:07.000
relevant or something we needed to consider, and that was one for
the applicant.

374
00:26:07.000 --> 00:26:08.160
I think that was explained in evidence.

375
00:26:08.160 --> 00:26:10.640
You may be satisfied enough with that and not want anything in
writing,

376
00:26:10.700 --> 00:26:14.520
but that's something we had noted. And then you wanted from us,

377
00:26:15.500 --> 00:26:19.480
uh, our position on rail, um, which we will clarify.

378
00:26:19.620 --> 00:26:23.680
That's by deadline one and our position on the significance of
habitat loss,

379
00:26:23.680 --> 00:26:25.240
which we also have on our to-do list.

380
00:26:30.990 --> 00:26:35.350
I think the only one that was missing was the, um, the rail,

381
00:26:35.770 --> 00:26:38.510
but we'll add that in the other ones. I think were covered.

382
00:26:40.300 --> 00:26:40.740
Yeah,

383
00:26:40.740 --> 00:26:45.320
I've any other ips in terms of anything that might be missing?

384

00:26:46.500 --> 00:26:49.800

So, Patrick Robinson for IoT, it was just a date for the, um,

385

00:26:49.880 --> 00:26:54.200

consequences of collision with the, um, IOT terminal was, uh,

386

00:26:54.200 --> 00:26:57.840

we haven't got a date on that, but if D two at the latest would, uh,

387

00:26:57.840 --> 00:26:59.560

should work with all the other submissions

388

00:27:16.920 --> 00:27:19.570

Just two seconds. There was one that I,

389

00:27:21.030 --> 00:27:22.770

I'm not sure whether we missed it or not.

390

00:27:54.950 --> 00:27:56.210

No, the mapping, uh,

391

00:27:56.320 --> 00:28:01.210

with the notes that we have is well over 80%.

392

00:28:01.830 --> 00:28:04.690

Um, I think that yours certainly for the second,

393

00:28:04.750 --> 00:28:09.530

for the afternoon session is undoubtedly better than our col uh,

394

00:28:09.530 --> 00:28:11.850

collection of the, uh, action points.

395

00:28:11.950 --> 00:28:16.810

So we look forward to receiving via the case team. Your note. Thank you.

396

00:28:17.020 --> 00:28:17.370

Thank

397

00:28:17.370 --> 00:28:19.770

You, sir. I can't take any credit for it, so I won't

398

00:28:22.270 --> 00:28:22.900

Now. We,

399

00:28:22.900 --> 00:28:27.370

we've only asked 'cause we are traveling tomorrow and we want to try and get it

400

00:28:27.370 --> 00:28:29.450

out as early as possible. Um,

401

00:28:29.790 --> 00:28:33.250

but we'll have to do a little bit of topping and tailing. Um, but yeah,

402

00:28:33.350 --> 00:28:37.290

it just makes it a little bit easier to turn things around. Uh,

403

00:28:37.360 --> 00:28:41.810

Rose Gregger for C L D N, could that list be copied, um, to the people present?

404

00:28:42.110 --> 00:28:42.410

Uh,

405

00:28:42.410 --> 00:28:45.330

'cause it would be very helpful to have just one note of everything that's got

406

00:28:45.330 --> 00:28:48.090

to be done or issued back out once it's been submitted. Oh,

407

00:28:48.180 --> 00:28:51.330

It'll certainly be issued back out because it'll become a formal note that,

408

00:28:51.400 --> 00:28:55.010

that we'll write and then write, we'll,

409

00:28:55.060 --> 00:28:59.210

we'll cut and paste and then arranged to be published.

410

00:28:59.210 --> 00:29:00.930

And I think at the moment, Ms. Robbins,

411

00:29:02.130 --> 00:29:06.050

a publication is going quite quickly at the moment, isn't it? Um,

412

00:29:09.910 --> 00:29:13.010

it, it should be out early next week,

413

00:29:19.420 --> 00:29:19.890

Right?

414

00:29:19.890 --> 00:29:21.970

I think we've probably covered everything on action points.

415

00:29:21.970 --> 00:29:24.290

Everybody would be glad to hear. Uh,

416

00:29:24.290 --> 00:29:27.050

that really brings me to the close of the hearing. Um,

417

00:29:27.150 --> 00:29:30.250

I'd like to thank everybody, uh, for their contributions today.

418

00:29:31.110 --> 00:29:35.330

We have sat quite long, um, but we have managed, I think,

419

00:29:35.330 --> 00:29:39.890

to cover quite a lot of the ground. Um, and,

420

00:29:40.510 --> 00:29:41.800

uh, while there's still,

421

00:29:41.950 --> 00:29:44.360

it's fair to say quite a lot of disagreement about certain things,

422

00:29:44.700 --> 00:29:46.800

at least there are pointers, uh,

423

00:29:46.940 --> 00:29:51.800

and the applicant and various ips I think have probably got a steer on

424

00:29:51.800 --> 00:29:55.440

where they need to, to focus some effort, uh, in the next few weeks.

425

00:29:59.320 --> 00:30:02.020

Um, a recording and a written transcript, um,

426

00:30:02.160 --> 00:30:05.660

for this hearing will be made available as soon as possible. Uh,

427

00:30:05.660 --> 00:30:09.940

and that will appear on the, uh, website for this project, um, held by the,

428

00:30:09.940 --> 00:30:12.540

the planning spectra. Um,

429

00:30:12.720 --> 00:30:16.980

if you have got any administrative questions, um, before you leave,

430

00:30:17.640 --> 00:30:22.220

can you raise them either with Ms. Robbins, um, or Mr.

431

00:30:22.220 --> 00:30:27.180

Barrowman? Uh, not with Mr. Bradley or myself. Um, again,

432

00:30:27.220 --> 00:30:30.140

I thank everybody for your forbearance, um,

433

00:30:30.400 --> 00:30:33.620

and this issue specific hearing too is now closed. Thank you.