

0

00:00:01.835 --> 00:00:03.925

Well, it's, it's just gone half past three,

1

00:00:04.105 --> 00:00:07.245

and the hearing is resuming.

2

00:00:07.465 --> 00:00:10.645

Uh, and we're agenda item three, which doesn't sound

3

00:00:10.645 --> 00:00:13.565

as if we've done very much over the last two days,

4

00:00:13.705 --> 00:00:16.685

but I think most of us agree.

5

00:00:16.685 --> 00:00:19.125

We actually have covered quite a lot of territory.

6

00:00:19.865 --> 00:00:23.205

Um, and this is the onshore transport

7

00:00:23.305 --> 00:00:24.725

transportation section.

8

00:00:25.305 --> 00:00:27.085

I'm just gonna lead off with a question

9

00:00:27.185 --> 00:00:31.285

and then Mr. Harrison is going to largely take this session,

10

00:00:31.385 --> 00:00:34.405

but although I might chip in along the way, um,

11

00:00:39.835 --> 00:00:43.245

I've got an overarching question, uh, which I kind

12

00:00:43.245 --> 00:00:45.845

of trailed two days ago, I think it was now.

13

00:00:46.905 --> 00:00:51.485

Um, and again, it, it comes back to assumptions in terms of

14

00:00:52.755 --> 00:00:54.765

what assumptions the applicant has made

15

00:00:55.345 --> 00:00:59.965

in onshore transportation terms with respect to, um,

16

00:01:00.195 --> 00:01:04.325

what happens to the parts of, um,

17

00:01:04.395 --> 00:01:07.645

immingham in a dock vacated potentially by Standal line.

18

00:01:08.265 --> 00:01:11.485

And similarly, what happens, um, with the vacation

19

00:01:11.485 --> 00:01:13.485

of facilities at killing home.

20

00:01:14.225 --> 00:01:18.765

Now, the reason I, uh, raise a query, I'm gonna read,

21

00:01:19.155 --> 00:01:23.445

read a quote, um, from one of the applicant's submissions,

22

00:01:23.855 --> 00:01:28.645

which this quote comes from responses made,

23

00:01:28.945 --> 00:01:32.565

um, in rep 5 0 27,

24

00:01:35.855 --> 00:01:36.995

and the, and the quote is,

25

00:01:37.375 --> 00:01:39.955

the ERT facility will provide a replacement

26

00:01:40.015 --> 00:01:43.035

for existing stenner facilities within the area,

27

00:01:44.225 --> 00:01:46.675

predominantly served by the A one 60 corridor.

28

00:01:47.375 --> 00:01:51.475

As set out in rep two 10 Stenner handled a total

29

00:01:51.615 --> 00:01:55.795

of 123,000 units in the first six months of 2023.

30

00:01:57.695 --> 00:02:00.115

The traffic generation of these uses

31

00:02:00.695 --> 00:02:04.395

is in the baseline surveys and has not been discounted.

32

00:02:06.785 --> 00:02:10.355

This could reduce the actual new demand on the network

33

00:02:10.615 --> 00:02:12.075

by 33%.

34

00:02:14.375 --> 00:02:16.635

Now, Cindy, my first reading of that,

35

00:02:18.865 --> 00:02:23.195

suggested that actually, um, no allowance was being made

36

00:02:23.335 --> 00:02:26.955

for the reuse of either the inner dock at Immingham

37

00:02:27.575 --> 00:02:32.115

or potentially parts of killing home, uh,

38

00:02:32.115 --> 00:02:35.755

that Stenner would otherwise, um, have been making use of.

39

00:02:36.575 --> 00:02:40.515

Um, so really turning to the applicant can, can you advise

40

00:02:40.615 --> 00:02:42.155
or provide clarity as to

41

00:02:42.155 --> 00:02:45.195
what assumptions have been made about, um,

42

00:02:46.935 --> 00:02:50.025
the parts of Immingham in a dock

43

00:02:51.365 --> 00:02:54.825
and Ingham that would become in effect

44

00:02:55.285 --> 00:02:57.185
or vacated by Stenner

45

00:02:59.535 --> 00:03:00.965
James Strom for the applicant?

46

00:03:01.025 --> 00:03:04.445
Sir, I'm gonna hand over to Mr. Simon Tucker

47

00:03:04.445 --> 00:03:06.525
of DTA Transportation Limited.

48

00:03:06.705 --> 00:03:08.165
You've heard form before. Yeah.

49

00:03:11.025 --> 00:03:13.565
Um, thanks sir. Simon Tucker, uh, for the applicant.

50

00:03:13.745 --> 00:03:16.765
So the position that we took in the transport assessment,

51

00:03:17.265 --> 00:03:19.525
um, and that I was explaining in the quote

52

00:03:19.525 --> 00:03:21.365
that you've just read out is that

53

00:03:21.885 --> 00:03:25.205

stenner are obviously operating facilities at killing home

54

00:03:26.425 --> 00:03:28.965

and within the inner dock at present,

55

00:03:29.695 --> 00:03:32.885

those uses are generating traffic on the network and

56

00:03:32.885 --> 00:03:34.765

therefore are within the base survey

57

00:03:35.015 --> 00:03:37.005

flows in the assessment.

58

00:03:38.505 --> 00:03:42.085

Um, the point I was making at that point, at that quote

59

00:03:42.085 --> 00:03:43.765

that you read out was that we haven't

60

00:03:45.165 --> 00:03:46.605

discounted the base further

61

00:03:46.865 --> 00:03:50.285

to remove those from the baseline in, in terms

62

00:03:50.285 --> 00:03:54.045

of assessing the traffic generation of the development.

63

00:03:54.345 --> 00:03:58.685

So in effect, cumulatively you've got traffic generation

64

00:03:59.545 --> 00:04:01.605

for iert added on separately,

65

00:04:01.605 --> 00:04:03.565

and then in the baseline you've also got the traffic

66

00:04:03.565 --> 00:04:05.005

that's being generated at present

67

00:04:05.105 --> 00:04:08.085

by those standard facilities in the baseline traffic.

68

00:04:27.005 --> 00:04:30.945

See, my reading of that was that potentially there might,

69

00:04:31.885 --> 00:04:33.545

in simple terms, be some redundancy.

70

00:04:33.985 --> 00:04:36.945

Redundancy in terms of the vacated, uh, facilities.

71

00:04:37.285 --> 00:04:40.025

Now, from what you said, I've interpreted that incorrectly.

72

00:04:40.535 --> 00:04:43.945

What have others done in terms of how they've,

73

00:04:43.945 --> 00:04:45.985

they've interpreted that D-D-F-D-S,

74

00:04:46.345 --> 00:04:48.145

Isabella to four four DFDS?

75

00:04:48.325 --> 00:04:51.225

So I'll ask, um, Matt is in a moment to,

76

00:04:51.285 --> 00:04:52.905

to come in if I get this wrong,

77

00:04:53.045 --> 00:04:56.065

but we have, uh, assumed

78

00:04:57.655 --> 00:04:59.545

that those areas vacated

79

00:04:59.645 --> 00:05:02.785

by Stenner in the inner docket killing home will be taken up

80

00:05:02.785 --> 00:05:05.665

by others, which seem to be the agreed position between

81

00:05:06.365 --> 00:05:07.745

all the parties yesterday.

82

00:05:10.815 --> 00:05:13.515

We understand that the applicant has also taken

83

00:05:13.515 --> 00:05:14.715

that approach in their ta,

84

00:05:15.955 --> 00:05:19.275

albeit they have suggested in various places such as here,

85

00:05:19.745 --> 00:05:22.555

that that means that their assessment is particularly robust

86

00:05:22.575 --> 00:05:24.955

or conservative, and we don't accept that

87

00:05:24.955 --> 00:05:28.875

to be an indication of a particular conservatism.

88

00:05:29.015 --> 00:05:31.155

We consider that to be the correct baseline.

89

00:05:31.895 --> 00:05:33.235

And we say that accords with

90

00:05:33.345 --> 00:05:36.355

what you heard from the applicant's assumptions yesterday,

91

00:05:36.385 --> 00:05:38.155

that both at killing home

92

00:05:38.155 --> 00:05:41.195

and immingham areas vacated

93

00:05:41.195 --> 00:05:42.435

by sinner will be taken up by others

94

00:06:07.855 --> 00:06:11.435

For c Uh, Robbie Owen, for CLDN.

95

00:06:12.135 --> 00:06:14.915

Uh, so I'd endorse what you've heard

96

00:06:15.015 --> 00:06:19.395

and only wish to add one point, I think, which is that as,

97

00:06:19.455 --> 00:06:23.035

as you will recall from our previous submissions, there is

98

00:06:23.875 --> 00:06:28.515

considerable, uh, uh, spare capacity at killing home, um,

99

00:06:28.625 --> 00:06:29.675

even at the present day.

100

00:06:29.695 --> 00:06:33.195

And our predictions are that will remain so for, um,

101

00:06:33.825 --> 00:06:34.875

many years to come.

102

00:06:36.935 --> 00:06:40.595

Uh, and therefore the assessments undertaken

103

00:06:40.595 --> 00:06:44.135

by the applicant don't appear to us to

104

00:06:45.885 --> 00:06:49.695

take into account the potential for killing a home to

105

00:06:50.495 --> 00:06:53.175

generate additional traffic above

106

00:06:53.175 --> 00:06:55.775

and beyond the current volumes gener generated

107

00:06:55.835 --> 00:06:57.935

by CLDN and stainer.

108

00:06:58.755 --> 00:07:00.895
Uh, that's a potential that is,

109

00:07:01.005 --> 00:07:03.135
that is consented, it's unrestricted.

110

00:07:03.135 --> 00:07:06.535
It could happen, um, if the, um,

111

00:07:07.915 --> 00:07:09.375
demand is realized for it.

112

00:07:10.755 --> 00:07:13.695
So that's the only thing I wish to add in terms

113

00:07:13.715 --> 00:07:15.415
of the assumptions made

114

00:07:15.415 --> 00:07:17.215
by the applicant in their transport assessment.

115

00:07:32.205 --> 00:07:34.785
Uh, Mr. Duckin, in terms of the, the sort of

116

00:07:35.565 --> 00:07:39.305
co conservative assessment versus actual,

117

00:07:39.455 --> 00:07:40.985
what we're really looking is baseline.

118

00:07:41.285 --> 00:07:44.305
Do, do you have a view on what DFTS have said?

119

00:07:47.385 --> 00:07:51.745
I mean, I, I have to say, I think I kind of get, uh, or,

120

00:07:51.885 --> 00:07:55.985
or I'm more comfortable with what, um,

121

00:07:56.385 --> 00:07:57.785

DFDS have said it

122

00:07:58.065 --> 00:08:01.105

'cause that it was that second sentence, the short sentence,

123

00:08:01.255 --> 00:08:04.025

this could reduce the actual new demand on that went by 33%.

124

00:08:04.325 --> 00:08:06.065

I'm not sure that that is correct

125

00:08:09.235 --> 00:08:11.545

given, uh, the expectation

126

00:08:11.545 --> 00:08:14.905

that the existing IES would be reused by somebody else.

127

00:08:18.005 --> 00:08:20.105

Uh, thank you sir. Simon Tucker for the applicant.

128

00:08:20.325 --> 00:08:24.225

Um, so the, the position in reality is that if,

129

00:08:24.225 --> 00:08:26.625

if this is granted consent standard will move,

130

00:08:26.795 --> 00:08:28.985

we'll move over slowly and will grow.

131

00:08:29.165 --> 00:08:33.345

So the assessment as submitted at particularly at the year

132

00:08:33.345 --> 00:08:36.305

of opening, which is National Highway's Test, is

133

00:08:36.305 --> 00:08:38.025

for full development on top

134

00:08:38.025 --> 00:08:40.145

of all the growth, um, on the network.

135

00:08:40.525 --> 00:08:43.865

So, um, in that situation, there would be,

136

00:08:44.035 --> 00:08:46.025

there is a robustness in that assessment

137

00:08:46.055 --> 00:08:47.985

because those flows would

138

00:08:48.535 --> 00:08:51.225

basically shift over on, on, on day one.

139

00:08:51.225 --> 00:08:55.485

1, 1, 1 would imagine, um, I accept that the, in terms

140

00:08:55.485 --> 00:08:56.845

of the robustness of the,

141

00:08:57.405 --> 00:09:00.285

ultimately those areas on the port will be reused

142

00:09:00.285 --> 00:09:01.405

for, for something else.

143

00:09:01.545 --> 00:09:04.885

And if they're reused for railroad um, facilities,

144

00:09:04.915 --> 00:09:07.365

then there'll be no net change if you like.

145

00:09:27.135 --> 00:09:31.165

Thank you that I think it's useful clarification, uh,

146

00:09:31.165 --> 00:09:34.245

unless anybody else has any observations to make on that,

147

00:09:34.285 --> 00:09:38.565

I think we could move on to, uh, Mr. Harrison's questions.

148

00:09:39.425 --> 00:09:42.535

Thank you, Mr. Gold. Um, would it just be possible

149

00:09:42.535 --> 00:09:47.055

to have the, um, uh, agenda up just as a reminder of, uh,

150

00:09:48.115 --> 00:09:49.935

uh, what we're gonna be covering?

151

00:09:50.355 --> 00:09:54.695

Um, so starting with, um, a few questions around the, uh,

152

00:09:55.245 --> 00:09:58.615

hand handling capacity of, of the proposed developments and,

153

00:09:58.715 --> 00:10:03.295

and dwell times, um, so to, to the applicant, um,

154

00:10:03.925 --> 00:10:05.855

what evidence have you used

155

00:10:05.955 --> 00:10:10.695

to determine the daily throughput of units, um,

156

00:10:11.075 --> 00:10:15.215

and provision of, um, yard space ex exclude, uh,

157

00:10:15.235 --> 00:10:17.135

excuse the COism, uh,

158

00:10:17.235 --> 00:10:20.615

and what observations do you have to make

159

00:10:20.885 --> 00:10:24.695

regarding the analysis that DFDS, um,

160

00:10:25.235 --> 00:10:28.055

has undertaken in their, uh,

161

00:10:28.055 --> 00:10:29.375

representation rep

162

00:10:29.795 --> 00:10:33.255

6 0 3 8?

163

00:10:34.355 --> 00:10:37.215

Um, I guess we're asking the question would basically,

164

00:10:37.215 --> 00:10:39.095

would there be sufficient yard space and

165

00:10:39.115 --> 00:10:42.895

or hours in the day, uh, to handle up to, up

166

00:10:42.915 --> 00:10:44.095

to three arrivals

167

00:10:44.275 --> 00:10:46.935

and three departures per day at the proposed development?

168

00:10:49.665 --> 00:10:52.375

Thank you, sir. Si, Simon Tucker for, for the applicant.

169

00:10:52.635 --> 00:10:56.575

Um, firstly I'd perhaps just refer to, um, as,

170

00:10:56.595 --> 00:10:57.895

as context really the statement

171

00:10:57.895 --> 00:11:01.055

of common ground on dwell times rep 6 0 3 0,

172

00:11:02.835 --> 00:11:06.375

um, and that sets out a range of, of dwell times, um,

173

00:11:06.435 --> 00:11:09.935

and the different respective views of, of parties, um,

174

00:11:10.255 --> 00:11:12.335

CLDN say in terms of the standard

175

00:11:13.365 --> 00:11:17.015

road pack service at killing home, that the westbound,

176

00:11:17.015 --> 00:11:19.935

so the import dwell time is 0.93 days,

177

00:11:19.935 --> 00:11:23.855

and the eastbound export 0.32, um,

178

00:11:24.295 --> 00:11:28.415

DFDS, um, the most comparable is the Rotterdam service,

179

00:11:28.465 --> 00:11:31.215

which has got an import dwell time of 1.5 days

180

00:11:31.235 --> 00:11:32.735

and an export of 0.52.

181

00:11:33.435 --> 00:11:37.135

And then, um, the extender data confirms an import dwell

182

00:11:37.135 --> 00:11:40.775

time of 2.33 days and an export of 0.33.

183

00:11:41.795 --> 00:11:44.375

Um, so in, in our assessment,

184

00:11:44.505 --> 00:11:48.375

we've adopted an import dwell time of 2.45 days

185

00:11:49.195 --> 00:11:51.895

and an export dwell time of 0.35 days,

186

00:11:51.895 --> 00:11:55.565

and that's set out, um, at rep 5 0 3 2,

187

00:11:57.505 --> 00:12:01.885

um, and in, um, rep 5 0 3 2, um,

188

00:12:02.615 --> 00:12:06.765

might be better if you had it in, in front

189

00:12:06.785 --> 00:12:08.005

of you, if that's possible.

190

00:12:08.905 --> 00:12:09.905

Um,

191

00:12:10.945 --> 00:12:11.945

You give it that.

192

00:12:15.345 --> 00:12:17.445

Um, so at the back of, at the back of

193

00:12:17.445 --> 00:12:20.045

that document at appendix four, there's a, uh, a model

194

00:12:20.045 --> 00:12:23.245

that's been prepared, um, c collaboratively with myself

195

00:12:23.305 --> 00:12:25.085

and, um, the standard team and,

196

00:12:25.105 --> 00:12:29.365

and ABP, which sets out how those drill times are, um,

197

00:12:30.635 --> 00:12:33.765

used to derive terminal or consider terminal capacity.

198

00:12:34.825 --> 00:12:39.485

Um, and in simple terms, what the model does, is it coming,

199

00:12:39.785 --> 00:12:43.365

put it up, it says page 70, uh, seven of the PDF.

200

00:12:56.475 --> 00:12:58.975

I'm not sure if you can read it at that distance,

201

00:12:59.035 --> 00:13:01.615

but I'll, I'll very briefly talk, talk, talk through it.

202

00:13:01.635 --> 00:13:04.415

So what, what the, um, the model, how the model, um,

203

00:13:04.765 --> 00:13:08.615

expresses capacity then is it looks at the total number

204

00:13:08.635 --> 00:13:12.735

of trailer bays available for, um, westbound,

205

00:13:12.875 --> 00:13:15.295

so export, move, I'm sorry, westbound,

206

00:13:15.295 --> 00:13:16.615

which is import movements.

207

00:13:17.515 --> 00:13:18.975

Um, and in total, that's,

208

00:13:18.975 --> 00:13:21.455

that's the first column under utilization factor.

209

00:13:22.435 --> 00:13:25.375

It calculates a maximum static capacity for those

210

00:13:25.395 --> 00:13:27.895

of 1,602 slots.

211

00:13:28.795 --> 00:13:32.935

That's then timed by the, um, dwell time, 2.45 days.

212

00:13:32.995 --> 00:13:34.895

And that gives you a, a basically a,

213

00:13:34.975 --> 00:13:38.295

a practical storage capacity across the year.

214

00:13:38.955 --> 00:13:43.135

That's based on the maximum, um, theoretical capacity of the

215

00:13:43.815 --> 00:13:47.255

terminal at 660,000, um, units.

216

00:13:48.145 --> 00:13:51.575

There are also, um, there is also an allowance, um,

217

00:13:51.955 --> 00:13:55.935

in the second row of that table for, um, ground slots

218

00:13:55.935 --> 00:13:57.095

for other types of vehicles,

219

00:13:57.095 --> 00:13:58.655

and there's 25 ground slots there.

220

00:13:58.655 --> 00:14:00.535

So that's included in, in the assessment

221

00:14:01.635 --> 00:14:04.095

for eastbound, um, movements.

222

00:14:04.275 --> 00:14:07.295

Um, export. There are 228 slots available.

223

00:14:08.225 --> 00:14:12.735

Those slots operate, um, for unaccompanied traffic, um,

224

00:14:13.005 --> 00:14:16.775

that has a much shorter dwell time 0.35 days in

225

00:14:16.775 --> 00:14:20.295

conservatively in this assessment that those are slots

226

00:14:20.295 --> 00:14:22.455

that are taken up by, uh, units

227

00:14:22.485 --> 00:14:25.735

that are delivered principally on the day of departure.

228

00:14:26.635 --> 00:14:31.095

Um, they arrive, um, sometimes miss the, the night before,

229

00:14:31.115 --> 00:14:33.735

but they basically arrive in the 24 hours preceding the

230

00:14:33.735 --> 00:14:34.895

departure of the vessels.

231

00:14:35.595 --> 00:14:39.495

Um, so that area of, um, spaces is, um,

232

00:14:40.375 --> 00:14:42.695

building up in terms of usage overnight.

233

00:14:42.715 --> 00:14:44.535

And then when the vessel has arrived

234

00:14:44.555 --> 00:14:46.775

and is starting to be loaded, it then discharges

235

00:14:47.315 --> 00:14:50.175

and there's a dynamic movement in those slots,

236

00:14:50.235 --> 00:14:51.965

or more dynamic movement in those lots

237

00:14:51.965 --> 00:14:53.485

because vehicles are arriving, uh,

238

00:14:53.485 --> 00:14:56.245

units are being dropped off and then they're being picked up

239

00:14:56.245 --> 00:14:58.645

and taken and loaded onto the, onto the vessel.

240

00:15:00.105 --> 00:15:01.165

So that, that's the process.

241

00:15:01.625 --> 00:15:04.605

Um, and the model that we've, we've gone through to,

242

00:15:04.605 --> 00:15:09.045

to demonstrate that we can achieve 660,000 units with the,

243

00:15:09.545 --> 00:15:13.845

um, amount of slots that are available on, on the site.

244

00:15:14.055 --> 00:15:16.605

There are, um, two further sort of, um,

245

00:15:16.605 --> 00:15:17.685

points to make on that.

246

00:15:17.705 --> 00:15:22.285

One is that, um, there are areas within the

247

00:15:22.885 --> 00:15:26.005

terminal facility which aren't dedicated as slots,

248

00:15:26.065 --> 00:15:28.485

if you like, on the current, uh, drawings,

249

00:15:28.505 --> 00:15:31.805

but could be available for use by, um,

250

00:15:31.915 --> 00:15:34.525

lorries if there were a particular peak movement.

251

00:15:34.535 --> 00:15:36.445

There are queuing lanes at pre-boarding.

252

00:15:36.695 --> 00:15:39.565

There are also, um, areas within the port where

253

00:15:40.245 --> 00:15:42.045

vehicles could be block stowed, for example.

254

00:15:42.145 --> 00:15:45.845

So you get more efficient storage of, of vehicles to deal

255

00:15:45.845 --> 00:15:47.365

with that at, at peak times.

256

00:15:48.385 --> 00:15:51.965

So, um, that page we've got on the screen is considers the,

257

00:15:52.025 --> 00:15:55.285

the 660, the, the full maximum capacity.

258

00:15:55.385 --> 00:15:58.805

The, the the following page, um,

259

00:15:59.035 --> 00:16:00.565

does the same maths effectively,

260

00:16:00.625 --> 00:16:02.685

but for the, um, what we've called the,

261

00:16:02.825 --> 00:16:06.605

the maximum practical capacity, which is 80% less than the,

262

00:16:06.665 --> 00:16:07.885

um, than the six 60,

263

00:16:07.985 --> 00:16:10.365

but the mass is exactly, exactly the same.

264

00:16:16.575 --> 00:16:20.715

So in terms of, um, DFD S'S model,

265

00:16:20.715 --> 00:16:23.595

which I think was the second part of your question, um,

266

00:16:24.505 --> 00:16:27.075

they've, um, considered a, uh,

267

00:16:27.075 --> 00:16:31.115

and it's a paragraph, um, 112 of rep 6 0 3 8

268

00:16:32.225 --> 00:16:36.395

that they've, um, looked at it on a well.

269

00:16:36.395 --> 00:16:37.715

They've presented a, a sort of model

270

00:16:37.715 --> 00:16:41.035

that looks at it more on an hourly basis in terms of the,

271

00:16:41.175 --> 00:16:44.275

the inbound movement of HTVs onto the terminal and then,

272

00:16:44.375 --> 00:16:46.275

and the export onto the vessels.

273

00:16:47.415 --> 00:16:49.795

Um, we've had, um, some discussions since

274

00:16:49.795 --> 00:16:52.555

that's been submitted with, with, with DFDS,

275

00:16:52.575 --> 00:16:55.715

but at the moment we feel there's some flaws in that

276

00:16:56.275 --> 00:16:58.795

approach, uh, which need exploring.

277

00:16:59.295 --> 00:17:03.515

Um, the, the key ones are that in terms

278

00:17:03.535 --> 00:17:07.315

of throughput into the port, they've assumed, um,

279

00:17:07.705 --> 00:17:12.035

they've got a, a, a dynamic randomization of numbers

280

00:17:12.055 --> 00:17:14.475

of vehicles going through the terminal.

281

00:17:15.265 --> 00:17:18.755

They've assumed the peak is 1800, which is, is consistent

282

00:17:18.755 --> 00:17:23.035

with us, but that the minimum is 1,440 units per day.

283

00:17:24.055 --> 00:17:26.715

Um, you'll recall from previous discussions, that's the,

284

00:17:27.345 --> 00:17:30.235

effectively the average per day, so that

285

00:17:30.265 --> 00:17:32.875

that assessment needs, needs amending to consider,

286

00:17:33.695 --> 00:17:36.915

we think range more appropriately 11

287

00:17:36.915 --> 00:17:40.155

or 1200, minimum to perhaps 15 or 60

288

00:17:40.215 --> 00:17:41.875

or up to 1800 as a maximum.

289

00:17:43.535 --> 00:17:47.795

Um, the average drill time that they've adopted in that, in

290

00:17:47.795 --> 00:17:50.270

that model is 2.4 days, which is agreed

291

00:17:50.270 --> 00:17:51.530

and is consistent with us,

292

00:17:51.665 --> 00:17:55.325

but they've limited the minimum d our time to 1.5 days.

293

00:17:56.665 --> 00:17:59.885

Um, based on, on Stan's experience, um,

294

00:18:00.765 --> 00:18:03.365

although the average is 2.5, there are occasions

295

00:18:03.365 --> 00:18:08.205

and where, where dwell times can be as, as short

296

00:18:08.225 --> 00:18:10.845

for those, um, import movements as a couple

297

00:18:10.845 --> 00:18:13.565

of hours it comes off the vessel and then it gets picked up.

298

00:18:14.225 --> 00:18:17.325

So that range needs amending to reflect how

299

00:18:17.325 --> 00:18:18.925

that might alter the numbers.

300

00:18:20.385 --> 00:18:23.285

Um, they've assumed that all

301

00:18:23.285 --> 00:18:26.405

of the vessels arrive within a 90 minute window, which, um,

302

00:18:26.625 --> 00:18:30.005

we think at running at full capacity at 1800 a day

303

00:18:30.005 --> 00:18:34.485

or at higher levels of capacity is, is unlikely to, to,

304

00:18:34.865 --> 00:18:37.205

to work in a practical sense unloading vessels.

305

00:18:37.205 --> 00:18:38.725

And that that window would have to be longer

306

00:18:38.985 --> 00:18:43.045

and it would likely have to extend from the six 30 to eight

307

00:18:43.045 --> 00:18:46.405

that they've, they've, they've assumed to perhaps six 30

308

00:18:46.505 --> 00:18:48.165

to 10 o'clock or something like that.

309

00:18:48.165 --> 00:18:50.965

It has to be a longer period of time to allow sta staggering

310

00:18:50.965 --> 00:18:52.005

of, of the movements.

311

00:18:53.185 --> 00:18:55.685

So at the moment, in terms of the figure three,

312

00:18:55.685 --> 00:19:00.485

which is their assessment of, um, of the capacity, um,

313

00:19:00.495 --> 00:19:03.045

we're not convinced that the inputs are actually correctly

314

00:19:03.385 --> 00:19:04.725

stated in that.

315

00:19:05.785 --> 00:19:09.005

Um, in terms of the outputs of it

316

00:19:09.025 --> 00:19:12.685

and table, um, figure three has got the, a graph which shows

317

00:19:13.225 --> 00:19:14.565

how that is reflected.

318

00:19:14.795 --> 00:19:18.245

They set the capacity of the terminal in terms

319

00:19:18.245 --> 00:19:20.365

of import capacity at, for

320

00:19:20.885 --> 00:19:23.245

I think about 1,450 slots.

321

00:19:24.145 --> 00:19:27.005

Um, as I said, um, earlier, we've actually got, um,

322

00:19:28.195 --> 00:19:32.245

1,627 slots, um, in terms of the

323

00:19:33.565 --> 00:19:35.645

facility and the absolute capacity of the yard,

324

00:19:35.645 --> 00:19:36.805

including the, um,

325

00:19:38.225 --> 00:19:41.245

import slots is actually 1,855.

326

00:19:43.185 --> 00:19:45.765

Um, and on top of that, the caveat I mentioned earlier

327

00:19:45.795 --> 00:19:49.165

that there is likely to be space either operationally

328

00:19:49.345 --> 00:19:50.845

or re rejigging

329

00:19:50.985 --> 00:19:53.565

or whatever for perhaps another a hundred slots on top of

330

00:19:53.565 --> 00:19:54.765

that in a practical sense.

331

00:20:06.485 --> 00:20:10.675

Thank you, Mr. Tucker. Um, I'll turn to DFDS.

332

00:20:10.855 --> 00:20:13.075

Um, uh, if you have any, um, sort

333

00:20:13.075 --> 00:20:14.715

of immediate response to those points,

334

00:20:15.355 --> 00:20:16.995

Isabella, tougher for DFDS?

335

00:20:16.995 --> 00:20:18.315

Yes, I will ask Mr. Reese.

336

00:20:18.315 --> 00:20:19.915

Now we're getting really technical. So

337

00:20:22.505 --> 00:20:24.275

Matthew East for DFDS.

338

00:20:25.135 --> 00:20:28.235

So, um, DFDS has undergone a series

339

00:20:28.235 --> 00:20:30.435

of calculations ourselves, as you've seen

340

00:20:30.435 --> 00:20:32.075

inside our rep six submission.

341

00:20:32.205 --> 00:20:33.715

We've disagreed with the assessment

342

00:20:33.715 --> 00:20:37.035

that there is sufficient capacity at the i a, uh, terminal.

343

00:20:37.455 --> 00:20:40.355

The calculations we've used have been an independent dynamic

344

00:20:40.445 --> 00:20:44.355

simulation that utilizes a few randomizations to understand

345

00:20:45.015 --> 00:20:47.115

the variables, uh, coming through.

346

00:20:49.545 --> 00:20:53.765

In essence, we're looking specifically at the UK imports in

347

00:20:53.765 --> 00:20:55.845

that data that's been presented in rep six.

348

00:20:56.385 --> 00:20:59.965

Um, there are the needs to support the UK exports as well

349

00:20:59.965 --> 00:21:01.045

as the containerized trade

350

00:21:01.065 --> 00:21:03.605

and the accompanied unit trade as we're going in those,

351

00:21:03.705 --> 00:21:05.965

but specifically we're just looking at the railroad

352

00:21:05.995 --> 00:21:09.245

unaccompanied, uh, UK imports coming

353

00:21:09.245 --> 00:21:10.445

through that process itself.

354

00:21:12.675 --> 00:21:17.045

What our model had indicated was that just

355

00:21:17.145 --> 00:21:19.805

for the UK imports alone, uh,

356

00:21:20.455 --> 00:21:23.725

underneath those conditions that have been reported to us

357

00:21:23.985 --> 00:21:26.285

by the applicant for the peak condition

358

00:21:26.285 --> 00:21:29.685

of 1800 units per day, we need around about 1700

359

00:21:29.705 --> 00:21:32.285

to 1800 slots to be made available with

360

00:21:32.285 --> 00:21:33.365

inside the yard itself.

361

00:21:35.865 --> 00:21:39.285

For the normal conditions, that reduces down to 1500.

362

00:21:39.465 --> 00:21:41.525

So this is basically assuming that the average flow

363

00:21:41.525 --> 00:21:44.645

of 1440 coming through, but we need about 1500 slots

364
00:21:44.985 --> 00:21:48.645
and that exceeds the 80% operating target

365
00:21:48.835 --> 00:21:50.085
that has actually been described.

366
00:21:50.085 --> 00:21:52.525
And if we were to go onto the next page, you actually sort

367
00:21:52.525 --> 00:21:55.805
of see that they've got the 80 percentile target, uh,

368
00:21:55.955 --> 00:21:57.125
described in that.

369
00:21:57.285 --> 00:21:59.405
I think it's actually, if you go back at the top there,

370
00:21:59.405 --> 00:22:03.565
that utilization factor just in the top left hand

371
00:22:03.705 --> 00:22:06.205
corner of 80%.

372
00:22:06.205 --> 00:22:08.405
So we've taken that as being the operating capacity.

373
00:22:08.515 --> 00:22:09.845
That makes a bit of sense in terms of

374
00:22:09.845 --> 00:22:10.925
what we've actually been sort of

375
00:22:10.925 --> 00:22:12.725
assessing, uh, going through that.

376
00:22:15.505 --> 00:22:18.125
So going, looking at both of those numbers, we see

377
00:22:18.125 --> 00:22:21.725

that the terminal exceeds its capacity, um,

378

00:22:21.905 --> 00:22:24.725

for peak conditions and exceeds the operating, uh, intent

379

00:22:24.945 --> 00:22:26.765

for the normal conditions,

380

00:22:26.825 --> 00:22:29.765

and that's for the UK imports only.

381

00:22:30.625 --> 00:22:33.205

We also would like to note that the peak factor

382

00:22:33.345 --> 00:22:34.845

or the peak volume per day,

383

00:22:34.975 --> 00:22:36.245

we're still in contention over that.

384

00:22:36.265 --> 00:22:40.565

We still see that it's being 2,250 units per day on the

385

00:22:40.565 --> 00:22:43.445

basis of the total terminal throughput is 660,000.

386

00:22:43.565 --> 00:22:46.845

Dividing that by 365 gives us an average of 1800.

387

00:22:47.825 --> 00:22:51.165

We have questions to come on that. Okay.

388

00:22:53.185 --> 00:22:55.845

So, um, responding to some of the comments

389

00:22:55.845 --> 00:22:59.525

that have been raised there by the applicant, um,

390

00:23:00.345 --> 00:23:02.485

the 2.45 dwell rate

391

00:23:02.485 --> 00:23:05.605

and 0.35 dwell rate, we've utilized them from the modeling

392

00:23:05.795 --> 00:23:09.445

that has been presented to us in rep five by the applicant.

393

00:23:09.625 --> 00:23:12.125

By the applicant, yes. Uh, going through that,

394

00:23:13.025 --> 00:23:16.285

we established the range of 1.5

395

00:23:16.545 --> 00:23:19.245

to three days based on the commentary that was

396

00:23:19.445 --> 00:23:22.325

provided to us by the applicant in issue specific hearing

397

00:23:22.455 --> 00:23:25.405

three where they identified their dwell rates.

398

00:23:25.855 --> 00:23:28.445

We're quite happy to adapt that to any of the numbers

399

00:23:28.445 --> 00:23:29.725

that have actually been presented

400

00:23:29.725 --> 00:23:31.205

or what they see as being the conceivable piece.

401

00:23:32.025 --> 00:23:34.165

But the key for the analysis that we've undertaken

402

00:23:34.165 --> 00:23:35.645

to date is that average figure.

403

00:23:35.745 --> 00:23:37.285

If that average figure doesn't change,

404

00:23:37.285 --> 00:23:39.845

then the overall assessment stays relatively the same.

405

00:23:40.025 --> 00:23:41.965

It doesn't really matter if we sort of drop the,

406

00:23:41.985 --> 00:23:43.525

the lower bound down or the upper bound up

407

00:23:43.525 --> 00:23:44.525

or anything along those lines.

408

00:23:44.715 --> 00:23:48.125

It's basically pinned on that, uh, average figure.

409

00:23:48.125 --> 00:23:52.765

As we're going through that, We've done

410

00:23:53.065 --> 00:23:54.325

the arrival schedule

411

00:23:54.425 --> 00:23:57.725

and departure schedule inside the modeling based on

412

00:23:58.025 --> 00:24:00.205

as much evidence as we can gather from the transport

413

00:24:00.205 --> 00:24:02.325

assessment, from the arrival schedule of the vehicles

414

00:24:02.325 --> 00:24:05.125

and the departure schedule of the vehicles from the, uh,

415

00:24:05.125 --> 00:24:08.125

arrival departure table that's in, uh,

416

00:24:09.085 --> 00:24:10.205

AS 0 0 8.

417

00:24:11.985 --> 00:24:14.565

If those timings of the vessels were

418

00:24:14.565 --> 00:24:18.245

to shift from the six 30 to eight o'clock sailing schedules

419

00:24:18.245 --> 00:24:19.405

that we've been sort of mapping out there,

420

00:24:19.835 --> 00:24:22.605

that would probably have an influence on that arrival

421

00:24:22.825 --> 00:24:25.765

and distribution of vehicle pattern in the transport

422

00:24:25.765 --> 00:24:27.325

assessment as well as we'll start

423

00:24:27.325 --> 00:24:29.085

to see vehicles leaving the terminal later,

424

00:24:29.085 --> 00:24:30.925

particularly the accompanied vehicles,

425

00:24:31.465 --> 00:24:33.725

and you start to see accompanied vehicles arriving later in

426

00:24:33.725 --> 00:24:34.845

that whole entire process as well.

427

00:24:34.905 --> 00:24:38.445

So understandably, that will make a difference to

428

00:24:38.445 --> 00:24:40.965

how much time you've got available to you to load

429

00:24:40.965 --> 00:24:43.285

and unload the vessel, but will have an influence on the

430

00:24:43.525 --> 00:24:44.965

transport assessment and other areas that needs

431

00:24:44.965 --> 00:24:46.205

to be taken into consideration.

432

00:24:48.985 --> 00:24:53.885

Um, and the final piece there is that the 1440

433

00:24:54.815 --> 00:24:57.805

value that the applicant has identified within site figure

434

00:24:57.805 --> 00:25:01.765

three of our rep, six of the modeling piece, that's

435

00:25:01.765 --> 00:25:04.365

that 80% level and the 1670.

436

00:25:04.545 --> 00:25:05.605

The other line that's shown in

437

00:25:05.605 --> 00:25:08.285

that figure is actually the capacity of the terminal only

438

00:25:08.505 --> 00:25:11.325

for the roro accompanied units, uh, sorry,

439

00:25:11.525 --> 00:25:13.325

ro unaccompanied units going through there.

440

00:25:13.325 --> 00:25:15.245

So we still have the additional capacity on top of that

441

00:25:15.305 --> 00:25:17.685

for accompanied and containerized freight.

442

00:25:25.035 --> 00:25:27.235

I would also just like to draw attention

443

00:25:27.495 --> 00:25:31.515

to paragraph B in rep six.

444

00:25:31.975 --> 00:25:34.235

Uh, well inside our rep six,

445

00:25:34.605 --> 00:25:38.515

which was dash 0 3 2, I believe, I think

446

00:25:38.515 --> 00:25:39.875

It Three eight.

447

00:25:40.165 --> 00:25:44.795

Three eight, sorry, 0 3 8, sorry, it's paragraph 1 1 2.

448

00:25:45.135 --> 00:25:47.235

Um, item B, which is

449

00:25:47.235 --> 00:25:48.955

where we talk about the normal operations,

450

00:25:49.215 --> 00:25:52.115

and that's where we're talking about the 1500 unit capacity.

451

00:25:53.255 --> 00:25:56.355

The reason why when we did the modeling between 1440

452

00:25:56.375 --> 00:25:59.275

and 1800 for the peak is

453

00:25:59.275 --> 00:26:00.315

because we just wanted to get a bit

454

00:26:00.315 --> 00:26:02.115

of variability in there in that whole entire process.

455

00:26:02.695 --> 00:26:04.315

The 1440 is the average figure

456

00:26:04.575 --> 00:26:06.115

and then the 18 hundred's, the peak figure,

457

00:26:06.135 --> 00:26:07.555

if we really wanted to map out the,

458

00:26:07.815 --> 00:26:09.515

the peak application against that,

459

00:26:09.515 --> 00:26:11.235

we'd be doing 1800 every single day.

460

00:26:11.375 --> 00:26:13.275

But we've actually taken a bit more of a lenient assessment

461

00:26:13.415 --> 00:26:16.875

and said 1440 to 1800 is the range for

462

00:26:16.875 --> 00:26:18.075

that peak operational period.

463

00:26:24.415 --> 00:26:25.165

Thank you for,

464

00:26:25.615 --> 00:26:26.615

Sorry sir. It's very tough

465

00:26:26.615 --> 00:26:27.565

for d f t s

466

00:26:27.585 --> 00:26:29.525

and as Mr. Tucker mentioned a moment ago,

467

00:26:29.525 --> 00:26:31.125

there have been some discussions about this,

468

00:26:31.315 --> 00:26:33.445

including in the hour that, um,

469

00:26:33.585 --> 00:26:35.045

you kindly allowed us before lunch.

470

00:26:35.825 --> 00:26:40.405

Um, and Mr. Tucker has asked Mr.

471

00:26:40.635 --> 00:26:44.645

East to model, um,

472

00:26:45.015 --> 00:26:47.565
using some of the inputs that he considers

473

00:26:47.625 --> 00:26:48.645
to be appropriate.

474

00:26:49.225 --> 00:26:50.885
We consider the inputs we've used

475

00:26:50.905 --> 00:26:52.525
to be appropriate for the reasons Mr.

476

00:26:52.595 --> 00:26:53.885
East has just explained.

477

00:26:54.745 --> 00:26:56.925
He has asked us to do some additional modeling

478

00:26:57.375 --> 00:26:58.605
using his inputs.

479

00:26:59.625 --> 00:27:02.645
The initial response, I think it's fair to say from Mr.

480

00:27:02.675 --> 00:27:05.125
East was, well, it was really for the applicant

481

00:27:05.145 --> 00:27:07.565
to be modeling its own, um, capacity.

482

00:27:08.065 --> 00:27:09.885
Um, but Mr. Tucker pointed out that Mr.

483

00:27:09.915 --> 00:27:12.085
East already has a model available

484

00:27:12.705 --> 00:27:15.365
and given the time constraints, he asked him to carry out

485

00:27:15.365 --> 00:27:16.685

that additional modeling and Mr.

486

00:27:16.755 --> 00:27:18.605

East has agreed to do so,

487

00:27:19.345 --> 00:27:22.325

but that, that's not to detract from the modeling

488

00:27:22.325 --> 00:27:24.285

that we have undertaken, which we consider is correct.

489

00:27:26.905 --> 00:27:28.965

Oh, thank you for that helpful intervention

490

00:27:29.225 --> 00:27:31.125

and glad to hear that the, uh, time

491

00:27:31.125 --> 00:27:32.485

of the adjournment was used.

492

00:27:32.515 --> 00:27:36.845

Well, um, uh, could I just, um, go back over to the, uh,

493

00:27:37.025 --> 00:27:38.365

the applicant's team

494

00:27:38.505 --> 00:27:40.045

and Mr. Tucker, um,

495

00:27:41.075 --> 00:27:43.125

whether you've got any comments on what Mr.

496

00:27:43.225 --> 00:27:44.405

Easter said and,

497

00:27:45.265 --> 00:27:46.885

Uh, Simon Tucker for the applicant?

498

00:27:47.065 --> 00:27:50.525

Um, just a, a couple of points if I made, um, sir,

499

00:27:50.745 --> 00:27:53.525

one was the question about the impact on the transport

500

00:27:53.525 --> 00:27:55.805

assessment if there were different sailing times.

501

00:27:57.305 --> 00:28:00.685

Um, you'll be aware from, um, AS oh oh eight,

502

00:28:00.685 --> 00:28:03.325

the transport assessment, it's set a profile for the arrival

503

00:28:03.465 --> 00:28:05.685

of, of, um, of vehicles.

504

00:28:06.745 --> 00:28:11.325

The principal, um, impact, um,

505

00:28:11.325 --> 00:28:14.005

in the morning peak, um, is, is, is, sorry,

506

00:28:14.225 --> 00:28:18.085

in the morning peak, most of the vehicles, um, discharge,

507

00:28:18.505 --> 00:28:20.445

uh, the accompanied vehicles are discharging

508

00:28:20.445 --> 00:28:21.965

after the peak hour.

509

00:28:22.625 --> 00:28:26.405

So if, if the window extended later than that,

510

00:28:26.405 --> 00:28:29.165

then the impact would be less still in the, um,

511

00:28:29.265 --> 00:28:31.005

in the morning peak, in the evening peak.

512

00:28:32.305 --> 00:28:34.645

The, um, the,

513

00:28:35.245 --> 00:28:37.365
a similar thing ar arises effectively

514

00:28:37.365 --> 00:28:41.565
because you've got, um, between four

515

00:28:41.565 --> 00:28:44.365
and five, which is our peak hour, you've got roughly about,

516

00:28:44.505 --> 00:28:47.725
um, 10% of, of movements if you like,

517

00:28:47.725 --> 00:28:48.925
coming out out of the port.

518

00:28:48.985 --> 00:28:51.045
If that shifted later in the day,

519

00:28:51.625 --> 00:28:53.445
the proportion would go down.

520

00:28:53.625 --> 00:28:57.645
So actually if everything moved back an hour

521

00:28:57.745 --> 00:29:00.565
or two, that would actually have a positive impact in terms

522

00:29:00.565 --> 00:29:01.845
of the junction modeling.

523

00:29:02.905 --> 00:29:04.605
Um, in terms of that, the point

524

00:29:04.605 --> 00:29:08.885
that was laterally made about, um, the assessment that Mr.

525

00:29:08.915 --> 00:29:13.765
East has done on normal operation

526

00:29:14.085 --> 00:29:16.445

capacity, I think he referred you to, um,

527

00:29:16.915 --> 00:29:20.485

paragraph 1 1 12 B, where he says that there's a need

528

00:29:20.485 --> 00:29:24.985

for 1500 slots, um, to accommodate that.

529

00:29:24.985 --> 00:29:29.665

You'll see from our table behind you that, um,

530

00:29:29.685 --> 00:29:32.265

in terms of the, um, westbound movements,

531

00:29:32.265 --> 00:29:35.305

we've actually got total of, um,

532

00:29:36.045 --> 00:29:38.785

1,446 trailer bays,

533

00:29:38.985 --> 00:29:41.185

156 container spaces,

534

00:29:42.105 --> 00:29:44.685

and then another 25 ground slots.

535

00:29:45.345 --> 00:29:49.005

So we've got, um, in total, um, in excess

536

00:29:49.065 --> 00:29:50.845

of that number that Mr.

537

00:29:50.845 --> 00:29:52.085

East says is necessary.

538

00:29:52.305 --> 00:29:54.405

Um, and that's part of, I think, what Mr.

539

00:29:54.405 --> 00:29:55.845

Falls just said about, um,

540

00:29:56.715 --> 00:29:59.085

this is something I think we could perhaps pick up in a,

541

00:29:59.745 --> 00:30:02.525

in a, in a revision to the statement of common ground just

542

00:30:02.525 --> 00:30:06.285

to helpfully clarify those numbers so there's no confusion.

543

00:30:10.515 --> 00:30:12.525

Yeah, I think that would be, um, very useful.

544

00:30:12.935 --> 00:30:14.965

Thank you, Mr. East.

545

00:30:15.355 --> 00:30:18.405

Just, uh, Matthew East from DFD ds, one quick

546

00:30:18.425 --> 00:30:22.765

and quick clarification that 1500 is for trailer bays only

547

00:30:23.385 --> 00:30:25.125

the additionality of containers

548

00:30:25.345 --> 00:30:28.925

and other slots available for other, um, units needs

549

00:30:28.925 --> 00:30:30.365

to be added to that particular figure.

550

00:30:52.975 --> 00:30:56.755

Um, before I go on to ask next question, um, just, um,

551

00:30:56.755 --> 00:30:59.995

obviously CLDN have just heard that, um, discussion.

552

00:30:59.995 --> 00:31:01.915

Is there, is there anything, um, you'd like

553

00:31:01.915 --> 00:31:03.075
to add at this stage?

554

00:31:04.055 --> 00:31:08.795
Uh, thank you sir. Robbie Owen, for CLDN, we would like

555

00:31:08.795 --> 00:31:11.395
to make a few general comments in relation

556

00:31:11.395 --> 00:31:13.755
to freight handling capacity.

557

00:31:14.255 --> 00:31:18.155
Uh, and we're obviously pleased that we managed to agree

558

00:31:18.155 --> 00:31:21.115
of SOCG in relation to dwell times, um,

559

00:31:21.535 --> 00:31:22.795
before the last deadline.

560

00:31:23.055 --> 00:31:24.475
And as I said

561

00:31:24.475 --> 00:31:28.475
before the T break, we will be making submissions in our,

562

00:31:28.475 --> 00:31:32.795
in the post hearing note about the overall sort

563

00:31:32.795 --> 00:31:35.955
of deliverability of the throughput the applicant debars to

564

00:31:35.955 --> 00:31:38.955
because, uh, uh, I mean, I'll, I'll, I'll leave

565

00:31:39.495 --> 00:31:42.075
the detailed numbers for, for, for, for, for that,

566

00:31:42.175 --> 00:31:44.835

but, um, it, it does appear to us to be a

567

00:31:45.355 --> 00:31:48.035

thoroughly unsatisfactory position that we,

568

00:31:48.095 --> 00:31:52.075

in you are being presented with, um, in terms of the, uh,

569

00:31:52.075 --> 00:31:56.795

number of inconsistencies in the applicant's, uh, case, uh,

570

00:31:56.815 --> 00:31:58.635

and, and I must say the opaqueness

571

00:31:58.635 --> 00:32:00.195

with which it is presented.

572

00:32:00.455 --> 00:32:03.395

Um, the, it, we,

573

00:32:03.395 --> 00:32:05.955

we've got fundamental misgivings about the ability

574

00:32:06.855 --> 00:32:09.355

of the proposed development to achieve the throughput

575

00:32:09.355 --> 00:32:11.915

that we're told it will achieve to serve the market.

576

00:32:12.775 --> 00:32:17.435

And we think it's based on the 1.4 to our time,

577

00:32:17.455 --> 00:32:19.755

we think it's, uh, unachievable,

578

00:32:22.335 --> 00:32:25.915

the, you know, let alone the implications

579

00:32:25.915 --> 00:32:27.075

for the transport assessment,

580

00:32:27.075 --> 00:32:29.955

which we'll come onto later in the hearing.

581

00:32:30.375 --> 00:32:34.395

Um, in our view, the maths just simply doesn't work.

582

00:32:35.815 --> 00:32:37.435

In fact, actually it's not even maths,

583

00:32:37.435 --> 00:32:39.245

it's more creative writing in our view.

584

00:32:40.025 --> 00:32:41.645

Um, the, the

585

00:32:42.545 --> 00:32:45.605

six 60,000 figure just seems meaningless to us.

586

00:32:46.025 --> 00:32:48.405

Um, but we keep on batting between that

587

00:32:48.505 --> 00:32:51.685

and, uh, 525,000

588

00:32:51.865 --> 00:32:54.005

and we're never quite sure, um,

589

00:32:54.735 --> 00:32:56.445

which number is being proposed and the,

590

00:32:56.445 --> 00:32:58.085

and the status of, of each.

591

00:32:58.345 --> 00:33:00.645

And no doubt that'll be of relevance

592

00:33:00.645 --> 00:33:02.165

to tomorrow's hearing as well.

593

00:33:03.265 --> 00:33:04.965

Um, but,

594

00:33:04.985 --> 00:33:09.085

but in essence, the, We, we, we think,

595

00:33:09.085 --> 00:33:13.445

we think the 1.4 dwell time, um, uh, o only works

596

00:33:13.555 --> 00:33:17.565

with a 28% accompanied split, um,

597

00:33:17.615 --> 00:33:19.245

which we don't think

598

00:33:20.345 --> 00:33:22.885

can be achieved at the higher throughput figure

599

00:33:23.495 --> 00:33:26.325

based on the vessels that the applicant has stated will

600

00:33:26.325 --> 00:33:27.445

be, will be used.

601

00:33:27.545 --> 00:33:31.245

So, um, that there, there, there are all sorts of,

602

00:33:31.615 --> 00:33:34.365

there problems, funda fundamental problems we see with

603

00:33:34.755 --> 00:33:36.485

what you're being presented with in terms of

604

00:33:37.185 --> 00:33:39.405

the freight handling capacity of the development

605

00:33:39.405 --> 00:33:40.845

and what you're told it will be handling.

606

00:33:41.225 --> 00:33:43.645

Um, and the story, the story keeps on changing.

607

00:33:43.825 --> 00:33:46.805

Uh, another example is the recent change in the number of

608

00:33:47.515 --> 00:33:51.245

trailer bays and slots that the applicant tells us, um, uh,

609

00:33:51.245 --> 00:33:53.085

it, which actually is, is a bit rich

610

00:33:53.285 --> 00:33:55.005

because they say to us, so, well, they don't,

611

00:33:55.005 --> 00:33:57.325

they don't believe that we can do the same at killing home.

612

00:33:57.465 --> 00:33:59.165

Um, whereas of course we do it all the time,

613

00:33:59.265 --> 00:34:01.285

but we're told that we don't and can't.

614

00:34:02.025 --> 00:34:05.405

So it's at this late stage in the examination.

615

00:34:05.705 --> 00:34:08.005

Um, it is, um,

616

00:34:10.045 --> 00:34:11.725

thoroughly unsatisfactory is perhaps

617

00:34:11.945 --> 00:34:13.765

how I can best put it up politely,

618

00:34:14.545 --> 00:34:16.645

but we will, in our post exhibition,

619

00:34:17.035 --> 00:34:18.445

give you our analysis of the numbers.

620

00:34:19.225 --> 00:34:20.285

Uh, I I think

621

00:34:20.285 --> 00:34:22.405

that would be better than me trying to go through them now.

622

00:34:22.495 --> 00:34:23.495

Thank you.

623

00:34:25.775 --> 00:34:28.125

Thank you. Um, before I go to my next question,

624

00:34:28.125 --> 00:34:29.845

I'll just give the applicant a chance

625

00:34:29.865 --> 00:34:31.845

to come back on any of that,

626

00:34:33.505 --> 00:34:34.965

Uh, James Strong for the applicant.

627

00:34:35.905 --> 00:34:40.685

Um, I, I find it difficult to comment on that

628

00:34:40.685 --> 00:34:43.165

because there are a lot of assertions made about

629

00:34:43.745 --> 00:34:48.125

inconsistencies and opaqueness, none of which are specified.

630

00:34:48.385 --> 00:34:51.925

So it's a bit, um, difficult to, to respond.

631

00:34:52.085 --> 00:34:55.565

I I don't if there's anything you, you wanted, you

632

00:34:55.565 --> 00:34:57.965

that you made from that, that you want us to respond

633

00:34:57.965 --> 00:34:59.405

to specifically, we, we can do

634

00:34:59.405 --> 00:35:01.125

so now it's, but it's difficult to know.

635

00:35:01.385 --> 00:35:04.445

Can I just make an observation if this is

636

00:35:04.445 --> 00:35:07.645

what it's directed at, that of course, the

637

00:35:08.205 --> 00:35:12.605

transport assessment and transportation numbers, uh,

638

00:35:13.225 --> 00:35:16.965

are, are there in effect to test the

639

00:35:17.895 --> 00:35:21.045

worst case, um, impacts

640

00:35:21.865 --> 00:35:23.325

of course they don't materialize

641

00:35:23.325 --> 00:35:27.685

or they're lower for whatever reason, then the, the

642

00:35:28.435 --> 00:35:30.565

TA's done its job, uh, it

643

00:35:30.965 --> 00:35:33.685

provided the effects of the higher levels

644

00:35:34.465 --> 00:35:36.005

are considered acceptable.

645

00:35:36.825 --> 00:35:40.525

Uh, hence the points already made by Mr.

646

00:35:40.625 --> 00:35:44.525

Tar, for example, if you move your PR effects into

647

00:35:45.325 --> 00:35:49.245

a less PR, uh, so in practice, your

648

00:35:50.485 --> 00:35:53.045

EIA part of the TA has done its job

649

00:35:53.195 --> 00:35:56.645

because you've assessed the position.

650

00:35:57.585 --> 00:35:59.885

Uh, the same principle applies of course to

651

00:36:00.595 --> 00:36:02.165

overall throughput.

652

00:36:02.945 --> 00:36:07.005

And, um, there's a difference between, on the one hand,

653

00:36:07.685 --> 00:36:11.845

robustly testing for EIA purposes, uh, you know,

654

00:36:11.845 --> 00:36:15.365

what theoretically might happen as opposed

655

00:36:15.465 --> 00:36:18.285

to either normal operating conditions

656

00:36:18.625 --> 00:36:22.805

or, uh, if I think what Mr. Owen seems to be getting at

657

00:36:23.685 --> 00:36:27.915

a suggestion that there'll be lower units in, in practice

658

00:36:28.575 --> 00:36:30.835

if the, if this point's directed at, um,

659

00:36:31.265 --> 00:36:34.435

something different rather than transport assessment, IE

660

00:36:34.975 --> 00:36:37.755

how much, uh, need will the

661

00:36:38.315 --> 00:36:41.395

facility meet then I do have some submissions to make about

662

00:36:41.395 --> 00:36:44.995

that, but I didn't understand that's what the, this part

663

00:36:44.995 --> 00:36:48.195

of the, the agendas to address, which is really testing the,

664

00:36:49.135 --> 00:36:52.635

the transport implications of and the assessments.

665

00:36:53.405 --> 00:36:55.475

Thank you. And I think given the time

666

00:36:55.475 --> 00:36:57.075

that we've got available, we'll try

667

00:36:57.075 --> 00:36:59.875

and keep this very much to the, the transport implications.

668

00:37:00.535 --> 00:37:03.555

Um, and obviously it sounds like CLDN will be, um,

669

00:37:03.555 --> 00:37:06.675

putting the detail in writing, um, to give you the chance

670

00:37:06.735 --> 00:37:08.675

to respond to that.

671

00:37:09.975 --> 00:37:14.195

Um, so turning to, uh, DFDS, um, would you be able

672

00:37:14.195 --> 00:37:17.915

to give a brief summary, um, based on your, uh,

673

00:37:18.055 --> 00:37:22.995

rep 6 0 38, um, representation, uh,

674

00:37:22.995 --> 00:37:25.515

to explain, um, the case you made

675

00:37:25.945 --> 00:37:29.715

that navigational delays could have adverse consequences,

676

00:37:30.295 --> 00:37:31.795

uh, for road transport?

677

00:37:34.605 --> 00:37:39.075

Thank you, sir. Matthew East from DFDS at a high level,

678

00:37:39.175 --> 00:37:41.155

and then I'll pass over to Andrew as well

679

00:37:41.175 --> 00:37:42.915

to talk about it from an operational perspective.

680

00:37:43.415 --> 00:37:47.715

Um, but at a higher level, the time available

681

00:37:47.935 --> 00:37:49.075

to unload

682

00:37:49.095 --> 00:37:51.795

and load the vessel is heavily constrained by the arrival

683

00:37:52.055 --> 00:37:54.955

and departure times, um, that are coming through.

684

00:37:55.865 --> 00:37:58.475

They have a significant, well, a constrained window

685

00:37:58.925 --> 00:38:01.795

where vehicles need to come off the vessel, pass

686

00:38:01.795 --> 00:38:04.435

through customs, be located inside the yard,

687

00:38:04.895 --> 00:38:07.635

and then actually turn it around into loading the vessel

688

00:38:07.775 --> 00:38:11.155

and going, uh, back through that process in

689

00:38:11.155 --> 00:38:12.155

that same window,

690

00:38:12.465 --> 00:38:14.715

because the applicant has decided

691

00:38:14.715 --> 00:38:16.595

that the operational parameters that they're going

692

00:38:16.595 --> 00:38:18.395

to be working to is that the vessels will act

693

00:38:18.395 --> 00:38:22.635

as temporary storage for arriving vehicles and UK exports.

694

00:38:22.635 --> 00:38:24.355

In this, in this perspective,

695

00:38:25.225 --> 00:38:27.475

that timeframe becomes quite critical in terms

696

00:38:27.475 --> 00:38:28.515

of yard capacity.

697

00:38:29.615 --> 00:38:33.955

If a vessel is delayed on approach to the terminal,

698

00:38:34.225 --> 00:38:36.445

then vehicles coming to the terminal will have

699

00:38:36.445 --> 00:38:39.405

to wait at some location for that vessel to get there,

700

00:38:39.505 --> 00:38:42.285

for their opportunity to load up into that vessel itself,

701

00:38:42.615 --> 00:38:44.165

given there's no redundancy

702

00:38:44.185 --> 00:38:48.445

or availability of slot for parked vehicles inside the yard

703

00:38:48.915 --> 00:38:52.125

that then can form a issue for yard congestion.

704

00:38:52.705 --> 00:38:57.045

And as we've stated within our rep 6 0 3 8 paragraph form

705

00:38:57.115 --> 00:39:00.405

four, our larger concern being queuing on the main road

706

00:39:00.405 --> 00:39:04.685

network utilization of other, uh, uh, assets around the, uh,

707

00:39:05.445 --> 00:39:06.845

location for holding these vehicles.

708

00:39:06.845 --> 00:39:09.845

Whilst we're waiting for those, uh, vessels to come through,

709

00:39:11.915 --> 00:39:14.645

what we would say is that there's a high likelihood

710

00:39:14.745 --> 00:39:17.765

of some delays occurring during stormy weather, uh,

711

00:39:17.985 --> 00:39:19.605

and other bits and pieces, which will then

712

00:39:20.115 --> 00:39:21.925

come into this issue that we're sort of highlighting

713

00:39:21.985 --> 00:39:23.845

as being the, uh, inability

714

00:39:23.905 --> 00:39:25.325

to load the vessels in that sense.

715

00:39:26.965 --> 00:39:27.045

Anything,

716

00:39:32.425 --> 00:39:34.045

Uh, Andrew Byrne from DFDS,

717

00:39:34.045 --> 00:39:36.525

and just to put a bit of operational color

718

00:39:36.625 --> 00:39:37.725

ar around, around Mr.

719

00:39:37.825 --> 00:39:42.005

East's comments, we operate for, uh, four routes

720

00:39:42.005 --> 00:39:43.405

for services are, are rotted.

721

00:39:43.405 --> 00:39:45.365

Admir route is the most comparable with the, uh,

722

00:39:45.365 --> 00:39:47.165

with the proposed, uh, route.

723

00:39:48.345 --> 00:39:52.045

The two main comments are, uh, about disruption, number one.

724

00:39:52.265 --> 00:39:54.725

Um, the schedule, as I mentioned yesterday, is built

725

00:39:54.725 --> 00:39:55.805

around market demand.

726

00:39:55.805 --> 00:39:57.165

It's a long established schedule.

727

00:39:57.805 --> 00:40:01.045

A lot of mature customers who's built their supply chains

728

00:40:01.045 --> 00:40:02.765

around how, how the vessels operate

729

00:40:03.345 --> 00:40:06.405

if the vessel is delayed, um, quite often

730

00:40:06.405 --> 00:40:09.645

what will happen is there will be a production line or, or,

731

00:40:09.645 --> 00:40:12.245

or a shop or a distribution center expecting the cargo.

732

00:40:12.905 --> 00:40:16.405

So we end up with a loss of units then waiting to collect,

733

00:40:16.665 --> 00:40:18.085

uh, the cargo from the vessel.

734

00:40:18.915 --> 00:40:21.165

Once that cargo is cleared, the key,

735

00:40:21.165 --> 00:40:22.445

what inevitably happens is

736

00:40:22.445 --> 00:40:24.885

because it's late, it then can't get back

737

00:40:25.145 --> 00:40:26.405

for the vessel in the evening

738

00:40:26.405 --> 00:40:29.365

because it's quite a finely tuned, um, supply chain.

739

00:40:29.985 --> 00:40:32.965

So the impacts of that is on day one you end up

740

00:40:32.965 --> 00:40:34.965

with a lighter export,

741

00:40:35.345 --> 00:40:38.405

but on day two you have all the traffic that didn't get back

742

00:40:38.405 --> 00:40:40.085
for day one, as well as all the traffic

743

00:40:40.085 --> 00:40:41.445
that would've been there for day two anyway.

744

00:40:41.865 --> 00:40:44.205
So you get higher peaks and lower troughs,

745

00:40:44.205 --> 00:40:45.805
and we see that in the winter,

746

00:40:45.815 --> 00:40:48.885
which is why if you look at the ratio of our terminal

747

00:40:49.025 --> 00:40:51.045
to the volume against the, the applicant,

748

00:40:51.195 --> 00:40:52.405
ours is significantly bigger.

749

00:40:52.705 --> 00:40:54.885
And as was witnessed on the, uh, site visit,

750

00:40:55.025 --> 00:40:58.005
we still get very, um, uh, high

751

00:40:58.565 --> 00:41:02.245
capacity when we have some, uh, disruption to our transport.

752

00:41:03.545 --> 00:41:07.085
The second point is the, um, the model

753

00:41:07.145 --> 00:41:09.325
of using ships as storage.

754

00:41:09.525 --> 00:41:13.845
I, I, I find again, from experience, um, a difficult,

755

00:41:14.035 --> 00:41:15.405

difficult thing to model

756

00:41:15.675 --> 00:41:18.685

because customers build their supply chains

757

00:41:18.685 --> 00:41:19.725

around the sailing times

758

00:41:19.745 --> 00:41:23.405

and they will try where they can to maximize their hours

759

00:41:23.545 --> 00:41:24.845

and, and they won't be able

760

00:41:24.845 --> 00:41:28.205

to have their drivers waiting in truck stops for two

761

00:41:28.205 --> 00:41:31.245

or three hours for the terminal, be able to accept the unit,

762

00:41:31.315 --> 00:41:33.605

they will bring it to the terminal when it's ready.

763

00:41:33.825 --> 00:41:37.005

And more often than not, that is in the three or four hours

764

00:41:37.005 --> 00:41:39.925

before sailing, not in the nine or 10 hours before.

765

00:41:40.505 --> 00:41:41.765

So I think it's imperative

766

00:41:41.875 --> 00:41:44.965

that the terminal has the footprint for the traffic.

767

00:41:51.295 --> 00:41:55.045

Thank you. Um, looking to the applicant, um,

768

00:41:55.305 --> 00:41:58.725

do you have any comments to make in response to

769

00:41:58.725 --> 00:42:00.245

what DFDS have said there?

770

00:42:02.865 --> 00:42:04.965

Uh, thank you sir. Simon Tucker for the applicant.

771

00:42:05.145 --> 00:42:09.245

Um, firstly I think, um, worth noting that the, the, you,

772

00:42:09.245 --> 00:42:10.925

you asked a question about the implication on,

773

00:42:11.025 --> 00:42:12.125

on the transport assessment.

774

00:42:12.445 --> 00:42:14.645

I think the, the only implication

775

00:42:14.645 --> 00:42:17.125

that was highlighted was whether there would be queuing out

776

00:42:17.125 --> 00:42:19.765

of the terminal effectively on, onto, um,

777

00:42:20.675 --> 00:42:21.725

onto the port road.

778

00:42:21.945 --> 00:42:24.885

So, um, I think we're agreed that there isn't a sort

779

00:42:24.885 --> 00:42:28.045

of wider impact in terms of the transport assessment itself.

780

00:42:29.025 --> 00:42:33.285

Um, there, there's several, probably three areas here.

781

00:42:33.585 --> 00:42:37.165

One is that if the incoming vessel is, is delayed,

782

00:42:38.505 --> 00:42:41.045

um, or one of the incoming vessels is, is delayed,

783

00:42:41.045 --> 00:42:45.685

that would, um, if you look, look at particularly Mr Re's,

784

00:42:45.705 --> 00:42:49.405

um, assessment, um, that shows that the terminal

785

00:42:50.665 --> 00:42:54.245

is, is discharging in terms of number of slots being used,

786

00:42:54.625 --> 00:42:56.805

um, in the run up to a vessel arriving.

787

00:42:56.945 --> 00:43:01.085

And that is because import units are being collected all the

788

00:43:01.085 --> 00:43:03.485

time, so they're leaving and then it starts to

789

00:43:04.205 --> 00:43:06.645

increase in terms of its usage when the vessel

790

00:43:06.785 --> 00:43:07.965

is being discharged.

791

00:43:08.145 --> 00:43:11.445

So in a practical sense that extending

792

00:43:11.445 --> 00:43:14.125

that time period when the vessel comes actually softens

793

00:43:14.125 --> 00:43:16.165

that the bottom of that peak and the,

794

00:43:16.165 --> 00:43:19.085

and the would give the terminal more time to discharge

795

00:43:20.875 --> 00:43:22.685

naturally in terms of, um,

796

00:43:23.035 --> 00:43:26.085
unaccompanied freight being taken away from the,

797

00:43:26.595 --> 00:43:28.085
from the, um, terminal.

798

00:43:28.185 --> 00:43:32.605
So it would reduce the sort of base base load in terms of,

799

00:43:32.865 --> 00:43:36.565
um, number of spaces being slots being taken up.

800

00:43:37.345 --> 00:43:40.845
Um, I think that the main, um, response to that is,

801

00:43:40.865 --> 00:43:42.645
is management is, is important.

802

00:43:42.945 --> 00:43:46.245
Um, Stenner and as DFDS deal with

803

00:43:47.175 --> 00:43:51.805
variations in numbers, um, timing of, um,

804

00:43:52.035 --> 00:43:54.445
weather related things all the time.

805

00:43:54.475 --> 00:43:57.325
They're used to managing the facilities in that way.

806

00:43:58.185 --> 00:43:59.765
And as I said earlier, there is

807

00:44:01.335 --> 00:44:05.085
additional measures which can readily be put into place if

808

00:44:05.085 --> 00:44:07.445
there was the need to on the terminal itself.

809

00:44:08.305 --> 00:44:11.485

Um, there are more slots than could be available anyway,

810

00:44:11.585 --> 00:44:15.645

but there's, um, issues such as block, block steering of,

811

00:44:15.665 --> 00:44:17.805

of vehicles if they need to create more space to ensure

812

00:44:17.805 --> 00:44:19.125

that people can check in.

813

00:44:19.555 --> 00:44:23.205

There's space at the pre-check in to hold sort of, uh,

814

00:44:23.445 --> 00:44:26.045

probably up to 50 or 60 HTVs.

815

00:44:26.905 --> 00:44:29.125

Um, so there is a significant amount

816

00:44:29.125 --> 00:44:30.605

of spare capacity there.

817

00:44:31.545 --> 00:44:33.445

Um, and then the final thing, which we've referred

818

00:44:33.445 --> 00:44:38.365

to in our, in our reps generally as liaison with customers.

819

00:44:38.465 --> 00:44:42.725

And if, if there is a a big problem, then nobody wants

820

00:44:42.725 --> 00:44:45.885

to be sending particularly, um, goods, which are

821

00:44:46.625 --> 00:44:50.765

urgent if you like that to sit on the, the dock side if, if,

822

00:44:50.825 --> 00:44:52.325

if the ferries isn't coming.

823

00:44:52.545 --> 00:44:56.125

So, um, stenner always work closely with their

824

00:44:57.245 --> 00:45:01.445

customers and we'll, we'll, we'll notify them, um,

825

00:45:01.935 --> 00:45:04.045

every, we talk before through apps

826

00:45:04.105 --> 00:45:07.685

and through phone calls of any major disruption and,

827

00:45:07.685 --> 00:45:09.245

and that would actually prevent them from coming

828

00:45:09.245 --> 00:45:11.005

to the terminal in the first place.

829

00:45:11.145 --> 00:45:15.605

So that management is, happens every day on every,

830

00:45:15.605 --> 00:45:18.685

every facility and that, that will deal with those

831

00:45:19.225 --> 00:45:22.085

ad adverse conditions that aren't daily events.

832

00:45:22.085 --> 00:45:24.045

There special events, if you like.

833

00:45:24.865 --> 00:45:28.525

So just to summarize that, um, we don't think

834

00:45:28.525 --> 00:45:33.445

that there is going to be a capacity problem if a ve a,

835

00:45:33.605 --> 00:45:36.245

a vessel is delayed, that actually gives them more time

836

00:45:36.265 --> 00:45:39.045

to deal with the vehicles on, on the site, um,

837

00:45:39.185 --> 00:45:41.565

and they have management processes in place

838

00:45:41.625 --> 00:45:44.485

to limit incoming vehicles if they need to.

839

00:45:52.745 --> 00:45:54.625

I, I wasn't gonna ask a follow up on this,

840

00:45:54.765 --> 00:45:57.705

but, um, I, I think I might to the applicant, uh,

841

00:45:57.705 --> 00:45:59.465

and perhaps also look to DFDS

842

00:45:59.465 --> 00:46:01.025

and CLDN for, for their experience.

843

00:46:01.485 --> 00:46:06.145

Um, how sort of common practice is it to, um,

844

00:46:06.375 --> 00:46:10.945

sort of, um, uh, uh, take, uh, capacity of vessels as,

845

00:46:11.085 --> 00:46:15.465

as sort of part of the, um, the, the storage capacity?

846

00:46:18.525 --> 00:46:20.785

Um, thanks sir. Simon Tucker for the applicant.

847

00:46:20.785 --> 00:46:23.065

This might be a question for, for Stenner,

848

00:46:23.085 --> 00:46:26.065

but from their perspective as as, as it's been explained

849

00:46:26.065 --> 00:46:28.465

to me, they, the use of the vest vessel

850

00:46:28.645 --> 00:46:33.225

for storage is actually a byproduct of effective stevedoring

851

00:46:33.225 --> 00:46:36.345

that you want to make maximum use of, of the turnaround.

852

00:46:36.445 --> 00:46:38.825

So as soon as you've broken the stove on the, the,

853

00:46:38.965 --> 00:46:41.425

on the vessel, you want to be getting

854

00:46:42.425 --> 00:46:44.145

vehicles being loaded on at the same

855

00:46:44.145 --> 00:46:45.225

time as being loaded off.

856

00:46:45.245 --> 00:46:48.345

So it's effectively merry go round, if you like,

857

00:46:48.365 --> 00:46:49.505

of, of movement.

858

00:46:49.525 --> 00:46:52.225

And that is actually, uh, a, a,

859

00:46:52.225 --> 00:46:53.665

the most efficient way to do it.

860

00:46:54.005 --> 00:46:56.185

Um, and that's the byproduct using the vessel

861

00:46:56.245 --> 00:46:58.345

as a storage is of that efficiency and movement.

862

00:47:03.575 --> 00:47:06.325

Thank you, Mr. Tucker. Um, DFDS,

863

00:47:06.425 --> 00:47:07.845

Andrew Burn of DFDS.

864

00:47:07.985 --> 00:47:11.605

Um, so in our experience, the only time we do that, um,

865

00:47:11.905 --> 00:47:13.605

as a schedule is when we have a vessel

866

00:47:13.635 --> 00:47:16.525

that arrives on a Sunday and doesn't sail till Monday.

867

00:47:16.575 --> 00:47:19.325

We'll load whatever cargo we have on there.

868

00:47:19.555 --> 00:47:23.445

It's very, very small amounts, again, using our comparable,

869

00:47:23.625 --> 00:47:25.525

um, rotted and blading and service.

870

00:47:26.105 --> 00:47:29.885

Uh, our vessel, um, takes 450 trailer units.

871

00:47:30.465 --> 00:47:33.325

We discharge all those in around four hours from arrival.

872

00:47:33.665 --> 00:47:37.605

Uh, and then we load immediately back at what is available.

873

00:47:38.065 --> 00:47:41.245

And that tends to be around 40 to 50 units only, so

874

00:47:41.245 --> 00:47:42.565

around 10% capacity.

875

00:47:43.105 --> 00:47:46.165

The, the remaining 90% starts arriving on the key

876

00:47:46.675 --> 00:47:49.685

from about 2:00 PM So it's, uh, it's,

877

00:47:49.715 --> 00:47:51.405

it's not something we do in practice

878

00:47:51.565 --> 00:47:53.045

'cause the cargo isn't on the key available

879

00:47:53.105 --> 00:47:55.645

to put it on the vessel for the reasons I mentioned earlier.

880

00:47:57.695 --> 00:47:59.805

Thank you. And CLDN,

881

00:48:00.865 --> 00:48:02.045

Rob Owen for CLDN.

882

00:48:02.665 --> 00:48:05.365

So we will comment in more detail in our submissions,

883

00:48:05.385 --> 00:48:08.245

but, um, uh, my understanding

884

00:48:08.265 --> 00:48:09.365

and my instructions are that

885

00:48:09.365 --> 00:48:12.965

what Mr. Tucker has told you bears no resemblance to,

886

00:48:13.345 --> 00:48:14.925

to reality in our experience.

887

00:48:15.225 --> 00:48:18.525

Um, uh, at killing home, uh,

888

00:48:18.805 --> 00:48:23.045

operators do not currently, uh, uh, account for vessels

889

00:48:23.045 --> 00:48:27.125

as part of, uh, terminal capacity, uh, including stainer.

890

00:48:27.545 --> 00:48:31.645

Uh, we routinely find that HTVs are waiting on the road

891

00:48:31.755 --> 00:48:33.765

because the vessel hasn't started loading.

892

00:48:34.825 --> 00:48:36.445

We can add details in the note, as I say,

893

00:48:36.445 --> 00:48:39.925

but in in our view, what you've heard is simply, uh,

894

00:48:40.105 --> 00:48:41.525

not correct in our experience.

895

00:48:46.835 --> 00:48:50.885

Okay, thank you. I'm conscious I've got a lot of questions

896

00:48:50.945 --> 00:48:52.525

to get through, so, um,

897

00:48:53.685 --> 00:48:56.925

I, Unless the applicant really wants to jump in,

898

00:48:57.045 --> 00:48:59.205

I will move on to another point,

899

00:49:01.055 --> 00:49:03.525

James from the applicant Stanner are here,

900

00:49:03.545 --> 00:49:05.205

but, um, we're happy if you want

901

00:49:05.305 --> 00:49:07.125

to receive their response in writing

902

00:49:07.225 --> 00:49:08.685

or they can confirm what Mr.

903

00:49:08.725 --> 00:49:12.445

Tucker's said orally. I mean, it succumbs to the same thing.

904

00:49:13.605 --> 00:49:14.605

I I think a, a,

905

00:49:14.725 --> 00:49:16.925

a note in writing from Stanner would be be useful.

906

00:49:17.105 --> 00:49:20.725

Um, I liked Mr. Tucker's, uh, merry-go-round analogy.

907

00:49:20.915 --> 00:49:21.965

That was useful.

908

00:49:24.745 --> 00:49:28.325

Um, so looking to the applicant, um,

909

00:49:28.505 --> 00:49:32.205

and um, something that we've has already been, um,

910

00:49:32.435 --> 00:49:36.125

touched on, um, we seem to keep going round at, at these,

911

00:49:36.865 --> 00:49:37.885

uh, hearings.

912

00:49:38.145 --> 00:49:42.725

Um, given the consent that you're seeking through the DCO,

913

00:49:42.905 --> 00:49:44.885

um, is a maximum throughput

914

00:49:44.885 --> 00:49:49.045

of 660,000 units per year, um,

915

00:49:49.275 --> 00:49:53.605

without any sort of further controls of that, um,

916

00:49:53.605 --> 00:49:56.685

that would allow you the flexibility say,

917

00:49:56.785 --> 00:50:01.525

to potentially exceed the 1,800 units daily

918

00:50:01.825 --> 00:50:03.165

on on certain days.

919

00:50:03.905 --> 00:50:08.765

Um, obviously a point made repeatedly by DFDS and, and CLDN.

920

00:50:09.385 --> 00:50:13.125

Um, I suppose, um, there's a multiple questions to this.

921

00:50:13.265 --> 00:50:16.485

Um, can the proposed development cope with movements

922

00:50:16.505 --> 00:50:19.125

of more than 1,800 units daily?

923

00:50:19.985 --> 00:50:21.205

Um, and the follow up to

924

00:50:21.205 --> 00:50:24.525

that is should the transport assessment not be testing the

925

00:50:24.525 --> 00:50:25.725

impacts on the road network

926

00:50:26.265 --> 00:50:30.205

of moving more than 1,800 units in a, in a day?

927

00:50:33.825 --> 00:50:36.045

Uh, thank you sir. Simon Tucker for the applicant.

928

00:50:36.145 --> 00:50:41.085

So the position, um, that, that we've consistently taken is

929

00:50:41.085 --> 00:50:45.405

that the capacity of the terminal, practical capacity

930

00:50:45.445 --> 00:50:48.365

of the terminal is, is 1800 units per day.

931

00:50:48.425 --> 00:50:52.205

So that, that is the limit that it will be able to a,

932

00:50:52.275 --> 00:50:56.565

accommodate that the efficient working capacity is, is 80%

933

00:50:56.565 --> 00:50:58.125

of that, which we've talked about before.

934

00:50:58.905 --> 00:51:03.805

So the condition, um, the limit on,

935

00:51:03.945 --> 00:51:06.085

on a, on that basis isn't necessary

936

00:51:06.085 --> 00:51:09.445

because that's practically what the terminal can, can do.

937

00:51:09.745 --> 00:51:14.245

If, um, it is considered essential, then

938

00:51:15.145 --> 00:51:18.685

it is, i, I guess, feasible to have a a, a daily cap in,

939

00:51:18.685 --> 00:51:21.365

in the DC0, which would set the limit at the 1800

940

00:51:21.365 --> 00:51:23.845

that's been assessed in the, in the transport assessment.

941

00:51:34.245 --> 00:51:37.825

Um, I turn to, uh, perhaps just for variety, I'll go

942

00:51:37.825 --> 00:51:41.745

to CLDN first, then DFDS, um, uh, um, would,

943

00:51:41.745 --> 00:51:44.305

what would your, uh, comments be on that point?

944

00:51:45.245 --> 00:51:47.945

Uh, thank you sir. Robbie Owen for CRDN, uh,

945

00:51:48.165 --> 00:51:51.625

as you observe, sir, this is of concern to us in terms of

946

00:51:52.245 --> 00:51:54.625

the annual cap of six 60,000.

947

00:51:54.965 --> 00:51:58.225

Um, uh, I, uh, very much welcome

948

00:51:58.225 --> 00:52:01.185

what Mr. Tucker has just said, uh, that the applicant,

949

00:52:02.295 --> 00:52:04.625

what I understood him to say the applicant would, would,

950

00:52:04.675 --> 00:52:07.145

would consider a daily capital that was reasonable of 1800

951

00:52:07.145 --> 00:52:11.425

because that, uh, it is our concern that,

952

00:52:11.925 --> 00:52:13.865

um, uh, a figure

953

00:52:13.925 --> 00:52:15.945

of over 1800 has not been assessed

954

00:52:15.945 --> 00:52:16.985

in the transport assessment.

955

00:52:17.245 --> 00:52:19.505

Um, I think very briefly, if I can, uh,

956

00:52:19.605 --> 00:52:23.785

ask Mr. Ross on my right hand side, um, from, uh,

957

00:52:23.865 --> 00:52:25.425

R-H-D-H-V, you've heard from him

958

00:52:25.425 --> 00:52:29.545

before, um, to comment on, on, on this and,

959

00:52:29.645 --> 00:52:33.945

and practically, how would a daily cap

960

00:52:33.945 --> 00:52:36.785

of 1800 be sort of managed and,

961

00:52:36.805 --> 00:52:38.945

and enforce what sort of plans would be

962

00:52:39.465 --> 00:52:40.545

required to deliver that?

963

00:52:40.965 --> 00:52:41.965

Mr. Ross?

964

00:52:47.155 --> 00:52:51.665

Thank you, Mr. Darwin. Um, Andrew Ross for CLDN?

965

00:52:52.565 --> 00:52:57.185

Uh, yes, we, just to reiterate, we welcome the commitment

966

00:52:57.185 --> 00:53:00.345

to, uh, a daily cap of 1800

967

00:53:01.365 --> 00:53:03.945

and would be interested in the mechanisms

968

00:53:03.965 --> 00:53:06.905

and how that would be delivered.

969

00:53:07.405 --> 00:53:12.225

Um, it, it'd be typical in a, in a port environment

970

00:53:12.325 --> 00:53:16.025

for something like a freight management plan, um,

971

00:53:16.475 --> 00:53:19.785

which would contain the, the controls, um,

972

00:53:20.445 --> 00:53:22.025

the monitoring measures,

973

00:53:22.045 --> 00:53:24.585

and ultimately the enforcement if that cap

974

00:53:25.505 --> 00:53:26.505

Was exceeded.

975

00:53:32.005 --> 00:53:33.075

Thank you. And just

976

00:53:33.075 --> 00:53:35.635

before I go back to the applicant's, I'll, I'll turn to DFDS

977

00:53:36.475 --> 00:53:38.635

Isabella for DFDS.

978

00:53:39.495 --> 00:53:41.595

So we also welcome the offer.

979

00:53:41.755 --> 00:53:44.275

I think it was that a cap could be imposed.

980

00:53:44.925 --> 00:53:47.315

We've explained in various stages,

981

00:53:47.375 --> 00:53:49.795

if you pointed out why we consider that to be necessary.

982

00:53:50.415 --> 00:53:52.675

I'm not sure that there's anything we need to add

983

00:53:52.675 --> 00:53:54.195

to our written representations.

984

00:53:56.535 --> 00:53:58.675

Uh, for, for the reasons in our written representations,

985

00:53:58.675 --> 00:54:00.155

we do think it's essential to have

986

00:54:00.155 --> 00:54:01.875

that cap imposed daily cap.

987

00:54:08.165 --> 00:54:12.515

Thank you. Um, just going back to, uh, Mr. Tucker

988

00:54:12.615 --> 00:54:16.675

or somebody else on the, the applicant's team, um, uh, the,

989

00:54:16.675 --> 00:54:20.235

the, the point made about, um, sort of mechanisms for

990

00:54:20.375 --> 00:54:24.915

how you would practically secure, um, a, a daily cap.

991

00:54:25.075 --> 00:54:27.115

I think it actually sort of preempts a question

992

00:54:27.115 --> 00:54:30.795

that I had further on in a slightly different, um, context,

993

00:54:31.375 --> 00:54:35.195

but, um, would, would some, some sort of, uh, you know,

994

00:54:35.195 --> 00:54:39.155

freight management plan, HDV management plan update to the,

995

00:54:39.655 --> 00:54:44.035

um, travel plan that you've already, um, uh, got attached,

996

00:54:44.375 --> 00:54:48.435

um, to, to the, uh, DCO through the, the, the list of, um,

997

00:54:48.465 --> 00:54:50.715

certified documents as, as drafted.

998

00:54:52.415 --> 00:54:55.915

You know, what, what are your thoughts on, um, on that?

999

00:54:56.095 --> 00:55:00.875

How, how we, um, might secure practical, um,

1000

00:55:01.435 --> 00:55:02.955

delivery of that on a daily basis?

1001

00:55:06.685 --> 00:55:08.755

Thank you. Si, Simon Tucker for the applicant.

1002

00:55:08.895 --> 00:55:11.795

Um, I, I suppose firstly sir, the, um, if,

1003

00:55:11.795 --> 00:55:14.915

if there were an 1800 cap in the, in the DC0, that would be

1004

00:55:15.425 --> 00:55:16.955

part of the, the consent.

1005

00:55:17.095 --> 00:55:21.075

So reaching it would be in contravention

1006

00:55:21.135 --> 00:55:22.955

of the development consent order.

1007

00:55:23.295 --> 00:55:27.195

So, um, whether it needs management in that respect

1008

00:55:27.215 --> 00:55:29.395

or not, it's, it's, it would be an absolute

1009

00:55:29.925 --> 00:55:31.235

limit on what's permitted.

1010

00:55:35.125 --> 00:55:39.995

Could you add, Um, if the, uh, sorry,

1011

00:55:40.055 --> 00:55:42.835

sir, I thought you were still writing.

1012

00:55:42.935 --> 00:55:43.435

So wait.

1013

00:55:48.055 --> 00:55:50.675

Um, in terms of the, the freight management plan, um,

1014

00:55:50.895 --> 00:55:53.155

that's something that we could, we could have a,

1015

00:55:53.695 --> 00:55:56.195

we could consider and give some thought to if, if

1016

00:55:56.195 --> 00:55:57.795

that's something that you're, you're keen to see.

1017

00:56:01.605 --> 00:56:04.995

Thank you. I, I think just, um, with the XA would,

1018

00:56:05.045 --> 00:56:08.635

would welcome a consideration of, you know, how, how best

1019

00:56:08.635 --> 00:56:10.155

to achieve that.

1020

00:56:10.615 --> 00:56:11.795

Um, yeah.

1021

00:56:11.935 --> 00:56:16.275

And later on we, we've got some questions around, um,

1022

00:56:16.665 --> 00:56:20.555

sort of mitigations, um, uh, um, sort

1023

00:56:20.555 --> 00:56:23.725

of operational controls that made us think some sort of,

1024

00:56:24.065 --> 00:56:25.325

you know, management plan,

1025

00:56:25.325 --> 00:56:27.765

operational plan might be helpful.

1026

00:56:29.105 --> 00:56:30.365

Oh, um, Mr. Owen,

1027

00:56:31.345 --> 00:56:32.565

Robbie Owen for CLDN.

1028

00:56:33.025 --> 00:56:36.325

So I wonder if we could also explore, um, this issue.

1029

00:56:36.485 --> 00:56:38.005

'cause we're, we're, we're, Mr.

1030

00:56:38.005 --> 00:56:42.365

Tucker's referred to the, um, 80%

1031

00:56:43.275 --> 00:56:45.445

maximum practical capacity, I think is the phrase

1032

00:56:45.785 --> 00:56:48.645

or similar phrase to, to that that's been used.

1033

00:56:49.065 --> 00:56:52.845

Uh, and therefore it, it, it's not immediately clear to us

1034

00:56:53.985 --> 00:56:58.405

why, uh, in addition to a daily peak

1035

00:56:58.425 --> 00:57:02.845

of 1800, which we would agree with why the, um, uh,

1036

00:57:02.845 --> 00:57:07.725

annual peak, um, should not be five two 5,000

1037

00:57:07.865 --> 00:57:09.525

as opposed to six 60,000

1038

00:57:09.525 --> 00:57:13.365

because we, we, we we're told that 80%,

1039

00:57:13.545 --> 00:57:15.165
namely five two 5,000,

1040

00:57:15.505 --> 00:57:19.205
not six 60,000 is the practical maximum.

1041

00:57:19.305 --> 00:57:21.325
And therefore, what purpose is served

1042

00:57:21.585 --> 00:57:25.325
by the DCO nevertheless capping at the six 60,000?

1043

00:57:25.865 --> 00:57:28.365
Um, uh, it, it, it,

1044

00:57:28.565 --> 00:57:31.725
'cause it seems to us that given the agreed, uh,

1045

00:57:31.745 --> 00:57:36.085
as per the transport SOCG peaking factor of 1.25,

1046

00:57:37.865 --> 00:57:41.845
um, the, uh, uh, annual amount of

1047

00:57:43.275 --> 00:57:47.885
525,000, as I understand it averages out at 1440 a day.

1048

00:57:48.305 --> 00:57:50.565
And then if you peak that, um,

1049

00:57:50.825 --> 00:57:52.645
as per the agreed peaking factor,

1050

00:57:52.645 --> 00:57:54.245
that I believe gets you to 1800.

1051

00:57:54.745 --> 00:57:56.285
So I'm not entirely sure.

1052

00:57:56.325 --> 00:57:58.765

I think we just need to understand the thinking behind

1053

00:57:59.545 --> 00:58:01.765

why we still talking about six 60,000.

1054

00:58:01.945 --> 00:58:04.325

We understand why we're talking about 1800

1055

00:58:04.525 --> 00:58:06.525

'cause that's what's been assessed, uh, as well

1056

00:58:06.525 --> 00:58:08.165

as an average of 1440.

1057

00:58:09.025 --> 00:58:11.485

Um, but so, so why are we, why are we still referring

1058

00:58:11.485 --> 00:58:13.885

to six 60, not five, two, 5,000?

1059

00:58:13.945 --> 00:58:16.285

We haven't had clarity on that point.

1060

00:58:16.545 --> 00:58:17.885

We don't feel from the applicant.

1061

00:58:21.015 --> 00:58:23.245

Thank you, Mr. Rowan. I appreciate that.

1062

00:58:23.265 --> 00:58:26.325

That's probably quite a big question for the applicant

1063

00:58:26.345 --> 00:58:27.405

to perhaps respond to.

1064

00:58:27.945 --> 00:58:30.365

Um, now it might be something you want to

1065

00:58:31.165 --> 00:58:34.005

consider in writing, but, um, happy if you want

1066

00:58:34.005 --> 00:58:35.245
to make a response now,

1067

00:58:35.455 --> 00:58:36.685
James Storm for the applicant.

1068

00:58:36.865 --> 00:58:40.165
Uh, I can, I think I can respond briefly now.

1069

00:58:40.545 --> 00:58:44.965
The, uh, Mr. Tucker identified, um, the position

1070

00:58:45.075 --> 00:58:47.685
that he, as for the reasons he explained,

1071

00:58:47.685 --> 00:58:52.045
didn't consider the 1800 cap to be necessary,

1072

00:58:52.345 --> 00:58:56.165
but identified if you thought it was necessary,

1073

00:58:56.905 --> 00:59:01.565
it can be imposed if it is imposed logically, one can't get

1074

00:59:01.585 --> 00:59:05.845
to six 60 on my maths, um, of

1075

00:59:06.445 --> 00:59:09.285
multiplying the daily cap.

1076

00:59:10.065 --> 00:59:11.365
That's why has gone wrong.

1077

00:59:11.365 --> 00:59:12.645
You're gonna tell me I math has gone

1078

00:59:12.645 --> 00:59:13.645
Wrong. I think it would, I

1079

00:59:13.645 --> 00:59:14.845

think that's the 1800

1080

00:59:14.845 --> 00:59:15.965
would, would get you to the

1081

00:59:15.965 --> 00:59:16.965
Sixth. Well, in which case I

1082

00:59:16.965 --> 00:59:17.765
probably should have taken the

1083

00:59:17.765 --> 00:59:19.485
invitation to respond in writing.

1084

00:59:20.625 --> 00:59:21.625
Um,

1085

00:59:23.545 --> 00:59:25.285
Why, why do you think inspectors are told

1086

00:59:25.285 --> 00:59:26.485
not to do math? Yeah,

1087

00:59:27.015 --> 00:59:28.015
Sorry. Yes,

1088

00:59:28.015 --> 00:59:30.965
the same figure, I think, sorry,

1089

00:59:32.505 --> 00:59:35.085
you probably do don't need an annual cap.

1090

00:59:35.105 --> 00:59:38.885
If you have a daily cap, put it that way, you wouldn't need

1091

00:59:39.085 --> 00:59:41.725
to replace the number in the annual cap,

1092

00:59:42.425 --> 00:59:45.445
but query, um, its utility.

1093

00:59:46.905 --> 00:59:49.325

But, uh, we can reflect on that

1094

00:59:50.745 --> 00:59:54.965

If it might sit, if I understand correctly, the six 60,000

1095

00:59:55.525 --> 00:59:58.205

absolute maximum, and that's what's been assisted in the TA

1096

00:59:58.625 --> 01:00:01.845

and other elements of the environmental statement.

1097

01:00:03.465 --> 01:00:06.645

The practical daily capacity

1098

01:00:07.745 --> 01:00:10.565

is about 80% of that, which gives you the 1440,

1099

01:00:12.485 --> 01:00:14.045

I presume really what this is about.

1100

01:00:14.215 --> 01:00:17.765

There will be occasions when potentially

1101

01:00:18.545 --> 01:00:21.045

say Dover is closed for whatever reason,

1102

01:00:21.045 --> 01:00:22.325

because industrial action

1103

01:00:22.325 --> 01:00:23.845

or something that's affected the operation

1104

01:00:23.845 --> 01:00:27.005

of do an operator's switch or need to switch

1105

01:00:28.105 --> 01:00:31.565

and killing a home, might be able to, on those days,

1106

01:00:31.755 --> 01:00:35.645

take a bit extra if the market demands that on,

1107

01:00:35.785 --> 01:00:36.885

on that particular day.

1108

01:00:37.265 --> 01:00:40.525

But the general, if I've understood the 80% figure, the,

1109

01:00:40.545 --> 01:00:44.125

the norm is you are, you are reckoning that steeno

1110

01:00:44.185 --> 01:00:48.245

or whoever would be able to put 1,440 units

1111

01:00:48.385 --> 01:00:50.005

or thereabouts through the facility.

1112

01:00:51.105 --> 01:00:55.085

Is that sort of really, um, where the difference

1113

01:00:55.085 --> 01:00:57.365

between the 80% IE

1114

01:00:57.365 --> 01:01:01.845

5, 2 5, 520 5,000 units, pram

1115

01:01:01.845 --> 01:01:05.245

and pram per year as the norm versus

1116

01:01:05.395 --> 01:01:08.805

what the maximum six 60,000 units is all about?

1117

01:01:12.575 --> 01:01:14.995

So I'm James to storm the applicant. Mr.

1118

01:01:14.995 --> 01:01:17.595

Tucker's gonna respond. I think you mentioned killing him.

1119

01:01:17.795 --> 01:01:19.195

I think you meant immingham, but

1120

01:01:19.495 --> 01:01:21.515
but just for the, yeah, for,

1121

01:01:24.275 --> 01:01:25.695
Uh, Simon Tucker for the applicant.

1122

01:01:25.795 --> 01:01:27.895
So, so that's, that, that's, that's correct.

1123

01:01:28.355 --> 01:01:31.095
Um, just to be clear though, the

1124

01:01:33.285 --> 01:01:35.645
transport assessment starting point was the capacity

1125

01:01:35.705 --> 01:01:37.605
of 1800 units per day

1126

01:01:37.745 --> 01:01:41.405
and the 660 is derived from the 1800,

1127

01:01:41.705 --> 01:01:43.005
not, not the other way round.

1128

01:01:44.145 --> 01:01:48.445
Um, so the, the reason why a daily cap would

1129

01:01:49.515 --> 01:01:51.525
supersede an annual cap is that you,

1130

01:01:51.585 --> 01:01:53.525
you couldn't exceed 1800 a day,

1131

01:01:53.525 --> 01:01:55.485
which is what's been assessed in the environmental

1132

01:01:55.775 --> 01:01:57.165
assessment generally.

1133

01:01:58.025 --> 01:02:02.325

Um, and therefore it covers the base position that

1134

01:02:02.985 --> 01:02:04.525

all the concerns that have been raised,

1135

01:02:04.715 --> 01:02:07.245

that there might be a higher number going

1136

01:02:07.245 --> 01:02:09.125

through the terminal, and therefore the TA

1137

01:02:09.425 --> 01:02:12.485

and other elements of the assessment aren't robust.

1138

01:02:12.665 --> 01:02:17.565

So replacing an annual cap with a daily cap gives more

1139

01:02:18.445 --> 01:02:20.645

specific control, if you like, over that,

1140

01:02:20.815 --> 01:02:21.885

which has been assessed.

1141

01:02:27.175 --> 01:02:31.865

Okay, thank you again, conscious of, uh, of, of time.

1142

01:02:32.125 --> 01:02:36.425

So, um, um, a, a again, it's a question for the applicant,

1143

01:02:36.485 --> 01:02:40.945

but based on dfd s's, um, uh, rep

1144

01:02:41.485 --> 01:02:46.105

six, uh, 0 3 8, um, paragraph 134 of that,

1145

01:02:46.845 --> 01:02:50.065

um, expresses concerns that evidence has not been

1146

01:02:50.305 --> 01:02:53.305

provided of how simultaneous construction

1147
01:02:53.325 --> 01:02:55.585
and operation have been assessed.

1148
01:02:56.245 --> 01:02:59.345
Um, I know in your rep,

1149
01:02:59.535 --> 01:03:02.265
5 0 3 4, um,

1150
01:03:02.575 --> 01:03:07.065
paragraph 5.16, um, you said that sort

1151
01:03:07.065 --> 01:03:11.065
of following consideration by technical assessors of both

1152
01:03:12.025 --> 01:03:14.625
scenarios, so, um, simultaneous

1153
01:03:14.805 --> 01:03:18.105
or sequentially, um, the worst case scenario for,

1154
01:03:18.105 --> 01:03:22.105
for using in, in, in the ES for testing, the worst case, uh,

1155
01:03:22.155 --> 01:03:25.425
would be construction then operation sequentially.

1156
01:03:26.085 --> 01:03:29.265
Um, but I think the point the FDS are making is, um,

1157
01:03:29.415 --> 01:03:33.025
this testing of both scenarios isn't sort of referred

1158
01:03:33.025 --> 01:03:33.905
to in the, in the

1159
01:03:34.105 --> 01:03:38.465
ES sorry.

1160
01:03:38.605 --> 01:03:43.105

And I'll just look to DFDS to um, sort of nod

1161

01:03:43.105 --> 01:03:45.785

that hopefully that's, that's, uh, uh, we've sort

1162

01:03:45.785 --> 01:03:47.865

of interpreted your concerns correctly there.

1163

01:03:48.105 --> 01:03:50.385

Isabella Tfor for DFDS, uh,

1164

01:03:50.465 --> 01:03:51.825

I think the point is there's no,

1165

01:03:51.935 --> 01:03:53.825

there's insufficient analysis of

1166

01:03:53.885 --> 01:03:55.825

how the conclusion has been reached, that

1167

01:03:55.825 --> 01:03:57.065

that is the worst case.

1168

01:03:57.125 --> 01:03:58.825

We, we haven't been able to interrogate

1169

01:03:58.825 --> 01:04:00.985

or understand why that's said to be the case.

1170

01:04:02.475 --> 01:04:06.065

Thank you for that clarification. Um, Mr.

1171

01:04:06.325 --> 01:04:07.385

str or Mr. Tucker

1172

01:04:10.235 --> 01:04:14.825

James STR for the applicant, sir, we, we'll come back

1173

01:04:14.825 --> 01:04:17.545

to you and see whether we think it's necessary

1174

01:04:17.545 --> 01:04:20.065
to provide you with more analysis

1175

01:04:20.065 --> 01:04:23.505
or whether that'd be useful if you require it, um, to, to

1176

01:04:24.505 --> 01:04:25.465
underpin that point

1177

01:04:31.315 --> 01:04:34.415
or give you the now more details as to

1178

01:04:34.415 --> 01:04:36.935
how the conclusion was reached in effect.

1179

01:04:38.085 --> 01:04:40.575
Okay. Tha thank you for, for that.

1180

01:04:41.355 --> 01:04:43.855
Uh, that'll be useful as a, an action point.

1181

01:04:45.075 --> 01:04:49.335
Um, again, I think in, in sort of, uh, for expediency,

1182

01:04:49.575 --> 01:04:52.935
I don't think we're gonna, we've got any, uh, more questions

1183

01:04:53.155 --> 01:04:56.455
to pursue under, uh, this agenda item A,

1184

01:04:56.515 --> 01:05:00.495
but I will just quickly, um, give, um,

1185

01:05:01.145 --> 01:05:04.335
interested parties a chance if they've got anything that we,

1186

01:05:04.355 --> 01:05:07.135
we think we haven't covered.

1187

01:05:09.155 --> 01:05:10.535

Um, CLDN is there,

1188

01:05:10.535 --> 01:05:13.015

is there anything under this agenda item additionally

1189

01:05:13.015 --> 01:05:14.855

that you wanted to raise?

1190

01:05:20.975 --> 01:05:22.275

Uh, robo and CLDN,

1191

01:05:22.275 --> 01:05:24.635

this is agenda item three A, isn't it still?

1192

01:05:24.855 --> 01:05:28.475

Uh, yes. Uh, no. Nothing more on that item. Thank you.

1193

01:05:29.285 --> 01:05:32.875

Thank you. And DFDS any, anything else on, um, three A

1194

01:05:33.715 --> 01:05:36.115

Isabella to, for DFDS?

1195

01:05:36.665 --> 01:05:40.715

Just to say that we, in response to Mr.

1196

01:05:40.715 --> 01:05:43.515

Tucker's point about, well, if there's a daily limit, then

1197

01:05:43.895 --> 01:05:46.475

that's sufficient because, you know, it would be a breach

1198

01:05:46.475 --> 01:05:47.875

of the DC0 and a criminal offense

1199

01:05:47.935 --> 01:05:48.995

to fail to comply with that.

1200

01:05:49.295 --> 01:05:50.435

We do think it is important

1201

01:05:50.435 --> 01:05:52.955

that further consideration is given us to the monitoring of

1202

01:05:52.955 --> 01:05:56.355

that, um, and a freight management plan

1203

01:05:56.415 --> 01:05:59.315

or whichever best way the applicant thinks, because

1204

01:05:59.315 --> 01:06:03.195

otherwise how will anybody know whether it's been exceeded?

1205

01:06:07.005 --> 01:06:07.715

Noted. Thank you.

1206

01:06:13.225 --> 01:06:17.555

Okay. Um, with, with that, um, we will move on to, um,

1207

01:06:18.505 --> 01:06:21.795

item, uh, BI think I've, I've got a couple of questions.

1208

01:06:21.795 --> 01:06:23.195

I think Graham, you, you might have,

1209

01:06:23.555 --> 01:06:27.435

I think you said you have additional, uh, one, um, so to,

1210

01:06:27.435 --> 01:06:31.955

to the applicant, um, in, um, paragraphs,

1211

01:06:32.415 --> 01:06:33.515

um, 51

1212

01:06:33.695 --> 01:06:38.235

and 52 of uh, DDSS, um,

1213

01:06:38.695 --> 01:06:43.315

rep six, uh, 0 38, uh, you'll probably have seen

1214

01:06:43.505 --> 01:06:46.555

that they are submitting that there may be a contradiction

1215

01:06:47.095 --> 01:06:50.715
in the way your, um, consultants, uh,

1216

01:06:50.975 --> 01:06:54.635
expect the entry lanes to the East Gate

1217

01:06:55.335 --> 01:06:56.395
to be used.

1218

01:06:57.135 --> 01:07:00.755
Um, IE uh, both lanes being available for use

1219

01:07:00.935 --> 01:07:02.315
by HG vs.

1220

01:07:02.895 --> 01:07:05.515
Uh, as opposed to the near side

1221

01:07:05.695 --> 01:07:10.115
or left lane being dedicated to cars and vans.

1222

01:07:10.415 --> 01:07:14.315
Uh, as is shown on sheet three of, um, as

1223

01:07:14.855 --> 01:07:19.515
29, the general arrangement plans, um, would you be able

1224

01:07:19.515 --> 01:07:23.475
to clarify, uh, what the intentions are for the operation

1225

01:07:23.475 --> 01:07:25.795
of entry lanes for the East Gate, please?

1226

01:07:29.415 --> 01:07:31.795
Uh, Simon Tucker for the applicant. Uh, thank you sir.

1227

01:07:31.895 --> 01:07:35.915
So I could I just proceed that, um, my answer to that

1228

01:07:35.915 --> 01:07:38.235

with just a general comment on the, um, Eastgate

1229

01:07:38.235 --> 01:07:40.355

and Westgate capacity assessment,

1230

01:07:40.365 --> 01:07:42.275

which was an action point you'll remember,

1231

01:07:42.275 --> 01:07:46.275

came out I think from the, the, um, previous hearings.

1232

01:07:46.295 --> 01:07:48.355

And you'll have seen in the, the statement of common ground

1233

01:07:48.355 --> 01:07:51.715

that it's marked as orange as a matter under discussion.

1234

01:07:51.775 --> 01:07:52.835

And, um, Mr.

1235

01:07:53.095 --> 01:07:56.995

East's, uh, commentary there reflects a position

1236

01:07:57.775 --> 01:07:59.435

as a rep six obviously.

1237

01:07:59.655 --> 01:08:02.395

Um, since then we have had a further dialogue

1238

01:08:02.395 --> 01:08:05.755

and, um, as I understand it, we're now agreed on

1239

01:08:05.755 --> 01:08:09.795

that methodology subject to, um,

1240

01:08:10.505 --> 01:08:11.915

clarification of the question

1241

01:08:11.915 --> 01:08:13.315

that you've just asked basically.

1242

01:08:13.455 --> 01:08:17.365

And, and, and so the, um, the answer to it is that, um,

1243

01:08:17.865 --> 01:08:22.005

the current drawings do show, uh, with an annotation

1244

01:08:22.105 --> 01:08:24.645

and an arrow that the, that the, um,

1245

01:08:24.645 --> 01:08:26.925

left hand lane will be dedicated to, to cars.

1246

01:08:26.945 --> 01:08:30.325

That's not the intention of the operation of, of the,

1247

01:08:30.865 --> 01:08:32.205

of the East Gate.

1248

01:08:32.425 --> 01:08:34.205

The intention is that it will be available

1249

01:08:34.425 --> 01:08:37.685

for both lanes will be available for all vehicles.

1250

01:08:38.825 --> 01:08:41.605

And we particularly think that's helpful for left-hand drive

1251

01:08:42.915 --> 01:08:46.445

HTVs, for example, to be able to use both facilities.

1252

01:08:46.705 --> 01:08:48.485

So, or either facility, I should say.

1253

01:08:49.265 --> 01:08:52.805

Um, the change notification that you discussed this morning,

1254

01:08:53.305 --> 01:08:56.725

um, or this afternoon when, when you see it, you'll see that

1255
01:08:56.725 --> 01:08:58.205
that annotation has been removed.

1256
01:08:58.225 --> 01:09:02.845
To be clear that that's no longer, um, part of the scheme,

1257
01:09:03.745 --> 01:09:07.685
um, the section 2 7 8 agreement that's being progressed

1258
01:09:07.685 --> 01:09:09.125
with Northeast links in terms

1259
01:09:09.125 --> 01:09:11.365
of the design also doesn't include any,

1260
01:09:12.465 --> 01:09:14.085
um, allocation of lanes.

1261
01:09:19.775 --> 01:09:21.445
Thank you for that clarification.

1262
01:09:21.795 --> 01:09:23.765
I'll come to DFDS in in a moment.

1263
01:09:24.465 --> 01:09:29.045
Um, just, just a, a sort of very quick follow up on that.

1264
01:09:29.265 --> 01:09:33.605
Um, I seem to remember in the, um, transport assessment, um,

1265
01:09:33.905 --> 01:09:37.645
one of the sort of benefits being extolled of,

1266
01:09:37.705 --> 01:09:42.685
of having the car lane only, um, was that it would have,

1267
01:09:42.785 --> 01:09:45.085
uh, automatic number plate recognition

1268
01:09:45.105 --> 01:09:49.165

and that lane would sort of, albeit small vehicles,

1269

01:09:49.185 --> 01:09:51.725
but it would flow, um, smoothly.

1270

01:09:52.505 --> 01:09:55.365
Um, would, would the change you're talking about, um,

1271

01:09:55.715 --> 01:09:58.045
have sort of any detriment to something

1272

01:09:58.045 --> 01:09:59.445
that you were flagging up as a benefit

1273

01:10:00.005 --> 01:10:01.405
previously in the transport assessment?

1274

01:10:03.465 --> 01:10:04.885
Uh, Simon Tucker for the applicant,

1275

01:10:04.885 --> 01:10:07.405
it doesn't have any material impact on,

1276

01:10:07.705 --> 01:10:10.925
on the transport assessment as a, as an as a point.

1277

01:10:11.785 --> 01:10:16.765
Um, the AMPR is, is being looked at outside of the, the DC0,

1278

01:10:16.905 --> 01:10:18.045
um, by ABP.

1279

01:10:18.945 --> 01:10:23.885
Um, and that was, um, an assumed work way of working.

1280

01:10:24.345 --> 01:10:26.765
Um, but it, so it's not part of the DC0, it's not been

1281

01:10:27.565 --> 01:10:29.405
included in any of the assessments.

1282

01:10:29.945 --> 01:10:34.245
Um, and ultimately, if necessary,

1283

01:10:34.265 --> 01:10:35.885
the NPR, 'cause it's a camera,

1284

01:10:36.025 --> 01:10:38.405
it could pick up vehicles approaching it at both

1285

01:10:38.405 --> 01:10:39.525
lanes if it was implemented.

1286

01:10:39.525 --> 01:10:41.245
So it doesn't affect it in any way.

1287

01:10:43.655 --> 01:10:45.605
Thank you for that explanation.

1288

01:10:46.585 --> 01:10:50.445
Um, yeah, I mean, um, that's sounds like, uh,

1289

01:10:50.445 --> 01:10:52.605
hopefully good, good progress, uh,

1290

01:10:53.055 --> 01:10:55.805
being made since the statement of common ground on,

1291

01:10:55.825 --> 01:10:56.885
on East and Westgate.

1292

01:10:57.465 --> 01:11:01.005
Um, I'll come to DFDS to confirm if, if

1293

01:11:01.005 --> 01:11:03.565
that is the position on agreed methodology.

1294

01:11:03.885 --> 01:11:06.925
'cause that actually came to another later question that,

1295

01:11:06.955 --> 01:11:10.885

that I had, that the, um, statements, common ground seemed

1296

01:11:10.885 --> 01:11:13.965

to, uh, refer to scenarios for the,

1297

01:11:14.025 --> 01:11:16.085

the East West Gate split.

1298

01:11:16.745 --> 01:11:20.045

Um, and it didn't seem to include the, um, the

1299

01:11:20.115 --> 01:11:22.765

what DFDS was saying as a worst case scenario,

1300

01:11:23.115 --> 01:11:25.725

that should be tested for the East Gate of a hundred percent

1301

01:11:25.745 --> 01:11:26.845

of traffic.

1302

01:11:27.185 --> 01:11:29.965

Um, so perhaps if, if I come to DFDS

1303

01:11:29.965 --> 01:11:34.845

and just, um, yeah, check what, what has been agreed

1304

01:11:34.845 --> 01:11:37.005

with Eastern Westgate methodology,

1305

01:11:38.265 --> 01:11:42.445

Uh, Isabella for DFDS, I think that there are,

1306

01:11:43.245 --> 01:11:45.005

I think that there are two slightly separate issues

1307

01:11:45.005 --> 01:11:46.525

with the Eastern Westgate, and one I think is,

1308

01:11:47.145 --> 01:11:48.645

um, Ms. Simon.

1309

01:11:48.915 --> 01:11:52.045

Yeah, one, one is assignment to the Eastern Westgate

1310

01:11:52.045 --> 01:11:54.325

where there has been that difference between the parties.

1311

01:11:55.225 --> 01:11:57.045

We understand, um,

1312

01:11:57.465 --> 01:12:00.885

and I'm sure the applicant will correct me if I'm wrong,

1313

01:12:00.955 --> 01:12:05.365

that the position is as set out in paragraph 12 of our rep,

1314

01:12:05.705 --> 01:12:09.885

6 0 3 8, where it's our understanding

1315

01:12:09.995 --> 01:12:12.645

that the applicant is going to undertake a number of

1316

01:12:13.675 --> 01:12:17.885

further sensitivity assessments, which will include, um,

1317

01:12:20.595 --> 01:12:24.765

looking at 60 and 40% assignment to the East Westgate

1318

01:12:24.765 --> 01:12:29.565

and a hundred and 0% to the Eastern Westgate, uh,

1319

01:12:29.565 --> 01:12:30.565

Other way around. So 40%

1320

01:12:30.565 --> 01:12:32.005

Eastgate, 6% of Westgate,

1321

01:12:32.355 --> 01:12:35.005

Okay, sorry, 40% Eastgate, 60% Westgate.

1322

01:12:35.045 --> 01:12:37.565

I got the, I got the gates wrong, the wrong way around.

1323

01:12:37.865 --> 01:12:39.565

So that is further work

1324

01:12:39.635 --> 01:12:42.645

that we understand the applicant has committed to undertake

1325

01:12:42.665 --> 01:12:44.165

and is in statement of common ground.

1326

01:12:44.785 --> 01:12:47.045

Uh, and then I think there's a slightly narrower issue

1327

01:12:47.045 --> 01:12:51.485

with this lane, um, reallocation,

1328

01:12:52.025 --> 01:12:54.085

uh, that you've just been exploring with Mr. Tucker.

1329

01:12:54.085 --> 01:12:56.445

And I'll ask Mr. East just to confirm the position on that.

1330

01:12:59.025 --> 01:13:02.485

So Matthew East from DFDS, um, the assessments

1331

01:13:02.485 --> 01:13:05.005

that we've been working with the applicant's team on

1332

01:13:05.065 --> 01:13:08.365

around the gatehouse assessments, we believe we understand

1333

01:13:08.385 --> 01:13:11.325

and we've been going through the reviews that both the east

1334

01:13:11.385 --> 01:13:12.885

and west gate has been assessed

1335

01:13:12.985 --> 01:13:15.805

for a hundred percent demand on both of those,

1336
01:13:15.865 --> 01:13:18.605
but only at the gate, not the proceeding junctions

1337
01:13:18.625 --> 01:13:20.605
or, uh, external junctions or internal junctions.

1338
01:13:20.605 --> 01:13:23.085
That's the gate assignment piece

1339
01:13:23.085 --> 01:13:24.205
that goes on further beyond that.

1340
01:13:24.545 --> 01:13:26.765
We highlighted, as you rightly pointed out there,

1341
01:13:26.835 --> 01:13:30.005
that the second lane on the east gate was for vans

1342
01:13:30.005 --> 01:13:32.285
and cars only through recent discussions,

1343
01:13:32.625 --> 01:13:34.885
the applicants committed to providing

1344
01:13:34.885 --> 01:13:37.125
that change notification, which changes it from one lane,

1345
01:13:37.265 --> 01:13:39.845
uh, HT V access to two lanes HT V access.

1346
01:13:40.545 --> 01:13:43.565
Um, and we note that there is those flow, uh,

1347
01:13:43.985 --> 01:13:45.205
Uh, Flow and effects

1348
01:13:45.225 --> 01:13:48.205
to both the cars entering the East Gate as well

1349
01:13:48.205 --> 01:13:49.285

as those turning in the Paul

1350

01:13:49.285 --> 01:13:50.765

Road as we're going through that.

1351

01:13:50.785 --> 01:13:52.405

But we believe from the analysis

1352

01:13:52.705 --> 01:13:55.165

and looking at when the peaks occur, that moves us away from

1353

01:13:55.165 --> 01:13:56.725

that, that, uh, those concerns.

1354

01:14:01.885 --> 01:14:05.295

Okay, thank you. Um, Mr. Tucker, did you have any,

1355

01:14:05.355 --> 01:14:07.135

uh, response to that?

1356

01:14:07.475 --> 01:14:09.455

Thanks, sir. Simon Tucker for the applicant.

1357

01:14:09.555 --> 01:14:12.165

Um, yeah, just, just to be crystal clear then, we,

1358

01:14:12.165 --> 01:14:15.885

we are agreed that the capacity of the security gates

1359

01:14:17.135 --> 01:14:20.565

isn't a constraint to, to the assignment of traffic,

1360

01:14:20.705 --> 01:14:25.205

and that in both cases we've agreed that 100%

1361

01:14:25.205 --> 01:14:27.725

of the traffic could use either and

1362

01:14:27.745 --> 01:14:30.725

and remain acceptable in terms of its operation.

1363

01:14:30.905 --> 01:14:34.125

So, um, the, the rest of the,

1364

01:14:34.185 --> 01:14:37.045

the work about the sensitivity test is, is, is correct.

1365

01:14:37.045 --> 01:14:41.685

We're testing an assumption of 60%

1366

01:14:41.825 --> 01:14:44.925

of traffic using Westgate and 40% using Eastgate.

1367

01:15:01.005 --> 01:15:02.295

Okay. Thank, thank you for that.

1368

01:15:04.315 --> 01:15:08.815

Um, and just, just a, a sort of question, um, for applicant,

1369

01:15:08.955 --> 01:15:10.215

uh, and DFDS

1370

01:15:10.215 --> 01:15:14.695

and CLDN, um, can I, can we, the XI take it that as,

1371

01:15:15.075 --> 01:15:19.975

uh, GDSs plan has been appended to the signed

1372

01:15:20.575 --> 01:15:22.895

transport statement of common ground, um,

1373

01:15:22.965 --> 01:15:26.815

there's now agreement between parties about the sort

1374

01:15:26.815 --> 01:15:30.375

of numbers and locations for local facilities

1375

01:15:30.395 --> 01:15:34.735

to be taken into account that might influence traffic, um,

1376

01:15:35.195 --> 01:15:38.015

you know, perhaps using east or West Gates, um,

1377

01:15:38.955 --> 01:15:40.535

and yeah, are,

1378

01:15:40.675 --> 01:15:43.655

are all pa I think we've slightly answered this one.

1379

01:15:43.655 --> 01:15:45.535

Are all parties, um, now happy

1380

01:15:45.535 --> 01:15:48.135

that the scenario's being tested for the distribution

1381

01:15:48.135 --> 01:15:50.895

of vehicles between the gates is appropriate?

1382

01:15:51.835 --> 01:15:54.215

Uh, perhaps start with CLDN,

1383

01:15:56.395 --> 01:15:57.615

Robbie, 0 and CLDN?

1384

01:15:57.915 --> 01:16:00.215

Yes, sir. We are happy in that respect, given

1385

01:16:00.215 --> 01:16:02.615

that it's in the SOCG, which has been agreed.

1386

01:16:05.705 --> 01:16:08.625

DFTS, Isabella to Ford, DFDS, Mr.

1387

01:16:08.625 --> 01:16:10.465

East produced that plan, so it'd be unusual

1388

01:16:10.465 --> 01:16:11.625

for him to disagree with it, sir.

1389

01:16:13.035 --> 01:16:17.865

Thank you. Um, great. Thank you.

1390

01:16:17.925 --> 01:16:19.145

And, uh, Mr. Tucker,

1391

01:16:19.595 --> 01:16:20.595

Thank you, sir. Simon Tucker

1392

01:16:20.595 --> 01:16:21.425

for the applicant.

1393

01:16:21.525 --> 01:16:23.985

So there are two plans that are agreed in terms

1394

01:16:23.985 --> 01:16:26.545

of facilities on the local network.

1395

01:16:26.885 --> 01:16:28.985

Um, item seven in the statement of common ground

1396

01:16:30.645 --> 01:16:34.945

rep 6 0 1 oh refers to a plan that we prepared in response

1397

01:16:34.945 --> 01:16:36.545

to your TT 1.2.

1398

01:16:36.645 --> 01:16:39.745

So that deals with public facilities on the network.

1399

01:16:41.245 --> 01:16:45.345

Um, it also deals with, um, the location of

1400

01:16:46.105 --> 01:16:49.225

existing restrictions for HGV movements on local roads

1401

01:16:49.225 --> 01:16:50.905

and car parking restrictions.

1402

01:16:51.925 --> 01:16:55.185

Um, and that's pertinent, um, not necessarily to the,

1403

01:16:55.185 --> 01:16:59.185

the distribution of assignments of traffic, sorry.

1404

01:16:59.185 --> 01:17:00.705

But it is pertinent to, to one

1405

01:17:00.705 --> 01:17:02.745

of the questions you asked previously about, um,

1406

01:17:02.845 --> 01:17:05.105

impact on amenity, for example, so

1407

01:17:05.105 --> 01:17:06.145

that that is agreed as well.

1408

01:17:07.045 --> 01:17:11.845

Um, in terms of the third party HGV facilities in the local

1409

01:17:11.915 --> 01:17:13.485

area, the location

1410

01:17:13.505 --> 01:17:15.765

and broad scale of, well, as I said in the statement

1411

01:17:15.765 --> 01:17:16.845

of common ground, the location

1412

01:17:16.865 --> 01:17:18.685

and broad scale of them are agreed.

1413

01:17:19.625 --> 01:17:21.845

The extent to which that directly relates

1414

01:17:21.945 --> 01:17:26.125

to the East West split is still, um, not agreed.

1415

01:17:26.265 --> 01:17:28.685

As I've said. Um, we are

1416

01:17:28.685 --> 01:17:31.765

however, agreeing to assess, uh, an

1417

01:17:32.615 --> 01:17:35.725

60% usage of, of Westgate,

1418

01:17:35.825 --> 01:17:38.485

but that is without prejudice to the fact

1419

01:17:38.485 --> 01:17:42.325

that we don't agree that all movements from the site will

1420

01:17:42.325 --> 01:17:44.845

have a low, will have a, a need

1421

01:17:44.845 --> 01:17:47.365

or a desire to go to one of those local facilities.

1422

01:17:47.425 --> 01:17:50.005

So it doesn't influence everything.

1423

01:17:50.065 --> 01:17:52.245

It just influences some of the movements that may

1424

01:17:52.245 --> 01:17:53.805

or may not be leaving the facility.

1425

01:17:58.455 --> 01:18:01.445

Thank you for that. That's very clear. Great.

1426

01:18:03.995 --> 01:18:08.245

Just, just while we're touching on assignment

1427

01:18:08.505 --> 01:18:11.965

to either East or Westgate, um,

1428

01:18:14.005 --> 01:18:16.765

I know from my own use of Satnav that as soon

1429

01:18:16.765 --> 01:18:19.685

as you plug something in, it usually asks, well,

1430

01:18:19.695 --> 01:18:22.925

gives you options as as to which of the, the routes you want

1431

01:18:22.925 --> 01:18:27.445

to take in terms of, um, time that that seems to be

1432

01:18:27.445 --> 01:18:30.725

what they, um, focus on in terms

1433

01:18:30.725 --> 01:18:33.205

of any HGV um, drivers

1434

01:18:33.545 --> 01:18:35.845

and their use of H of SAT nav.

1435

01:18:35.985 --> 01:18:38.485

Do, do we know, do they make much use of satnav

1436

01:18:38.505 --> 01:18:43.245

and do they tend to follow what the satnav, um,

1437

01:18:44.475 --> 01:18:45.645

best guidance is?

1438

01:18:46.005 --> 01:18:50.045

IE they, they rely on the time component rather than perhaps

1439

01:18:50.335 --> 01:18:52.845

miles or kilometers traveled.

1440

01:18:57.515 --> 01:18:59.415

Mr. Tucker, do you want to start

1441

01:19:00.965 --> 01:19:02.655

Like Sir Simon Tucker for the applicant?

1442

01:19:02.685 --> 01:19:04.735

I'll, I'll give you my views on that, which I think I,

1443

01:19:04.935 --> 01:19:07.375

I might have expressed in in a previous session,

1444
01:19:07.595 --> 01:19:10.495
but, um, I'm sure they do use satin navs.

1445
01:19:11.435 --> 01:19:15.135
Um, I think the, The difference

1446
01:19:15.135 --> 01:19:18.095
between HGV drivers attending this facility will be

1447
01:19:18.735 --> 01:19:21.895
familiarity with the local network as well as,

1448
01:19:23.155 --> 01:19:24.535
um, routing.

1449
01:19:24.835 --> 01:19:28.295
And as I expressed, I think previously, the route

1450
01:19:28.295 --> 01:19:29.615
through Eastgate

1451
01:19:29.835 --> 01:19:34.655
for an HTV driver who's traveling along distance is, um,

1452
01:19:35.485 --> 01:19:38.895
much more attractive in terms of the number of junctions

1453
01:19:39.795 --> 01:19:43.015
and stoppages that they have to maneuver around

1454
01:19:43.875 --> 01:19:46.695
and work their ways up and down the gears, for example.

1455
01:19:47.835 --> 01:19:51.735
Um, so to, to the, the driver that's coming from the M 180

1456
01:19:51.915 --> 01:19:53.895
and is familiar with the area, my view is

1457
01:19:53.895 --> 01:19:56.935

that they would choose Eastgate in preference to

1458

01:19:58.335 --> 01:20:03.175

Westgate, um, based on that knowledge of how easy it is get

1459

01:20:03.195 --> 01:20:04.455

to be to get to the facility,

1460

01:20:14.975 --> 01:20:17.775

DFTS, Andrew Burn of DFDS.

1461

01:20:18.715 --> 01:20:21.055

We, uh, as well as being a, a shipping company,

1462

01:20:21.075 --> 01:20:22.815

we do also have a, a logistics arm.

1463

01:20:22.955 --> 01:20:25.895

Um, so we have consulted with them, um,

1464

01:20:25.915 --> 01:20:27.735

and with some of our major customers, uh,

1465

01:20:27.795 --> 01:20:29.615

and in alignment with what Mr.

1466

01:20:29.835 --> 01:20:33.135

Uh, Tucker says, most of the drivers who, uh, come

1467

01:20:33.135 --> 01:20:36.495

to the dock know the area, uh, and they visit it regularly.

1468

01:20:36.915 --> 01:20:40.375

Um, that said, um, around 40% of the traffic

1469

01:20:40.375 --> 01:20:44.975

that uses our services has offices or distribution centers

1470

01:20:45.195 --> 01:20:47.855

or warehouses along the A one 60 route.

1471

01:20:48.395 --> 01:20:51.575

Um, so no matter if it's east

1472

01:20:51.595 --> 01:20:53.335

or west, they will will come there

1473

01:20:53.335 --> 01:20:55.815

to either make a driver change, collect some cargo,

1474

01:20:55.815 --> 01:20:57.815

collect some paperwork anyway.

1475

01:20:58.475 --> 01:21:00.335

Um, fuel

1476

01:21:00.515 --> 01:21:04.735

and mileage is normally the, the driving factor.

1477

01:21:04.735 --> 01:21:07.735

Clearly, if there is a particular delay on the road,

1478

01:21:07.735 --> 01:21:09.535

they'll talk on the radios, they'll,

1479

01:21:09.535 --> 01:21:12.655

they'll find the quickest way, but normally it's driven by,

1480

01:21:12.995 --> 01:21:14.655

um, by distance.

1481

01:21:14.915 --> 01:21:17.415

And the feedback we got from my logistics colleagues

1482

01:21:17.415 --> 01:21:20.295

who did, uh, a few sat nav runs

1483

01:21:20.475 --> 01:21:22.415

for us was via the West Gate

1484

01:21:37.565 --> 01:21:39.325

Isabella, for DFDS.

1485

01:21:39.325 --> 01:21:41.485

Just to add to, I think, um, some of the

1486

01:21:42.085 --> 01:21:44.885

feedback received was that those, um, drivers

1487

01:21:45.065 --> 01:21:47.205

who did use SAT nav tended to use it

1488

01:21:47.465 --> 01:21:48.765

for the beginning of their journey.

1489

01:21:49.265 --> 01:21:51.925

Um, and as they approached the area at the port

1490

01:21:51.925 --> 01:21:54.645

of IMing in which they were familiar with, they reverted

1491

01:21:54.645 --> 01:21:57.005

to their own knowledge and and practice.

1492

01:22:14.785 --> 01:22:16.645

Robbie Aaron for CLDN, just briefly.

1493

01:22:17.185 --> 01:22:18.285

So if I may, um,

1494

01:22:18.865 --> 01:22:21.365

we were hearing about a freight management plan earlier,

1495

01:22:21.665 --> 01:22:23.165

and, uh, Mr. Ross just wanted

1496

01:22:23.165 --> 01:22:25.325

to make a comment about the role that

1497

01:22:26.045 --> 01:22:27.885

a freight management plan could play in

1498
01:22:27.885 --> 01:22:28.965
this respect, Mr. Ross,

1499
01:22:33.225 --> 01:22:35.005
Andrew Ross for CLDN.

1500
01:22:35.545 --> 01:22:37.685
Um, yes.

1501
01:22:37.825 --> 01:22:39.925
So it, if SIR was minded,

1502
01:22:40.365 --> 01:22:43.805
a freight management plan could be, uh, a mechanism for

1503
01:22:44.595 --> 01:22:47.005
controlling the movements of, uh, I guess

1504
01:22:47.005 --> 01:22:50.685
what you would term the strategic HGV movements, the ones

1505
01:22:50.685 --> 01:22:52.645
that are heading straight out onto the wider

1506
01:22:53.515 --> 01:22:56.445
network rather than the local facilities,

1507
01:22:56.465 --> 01:23:00.685
and could be a mechanism for introducing measures, uh,

1508
01:23:01.505 --> 01:23:04.605
to, uh, control and enforce those

1509
01:23:05.245 --> 01:23:06.245
Movements.

1510
01:23:27.835 --> 01:23:29.775
Mr. Tucker, any observations particularly on

1511
01:23:29.775 --> 01:23:31.535

what Mr. Ross has just suggested?

1512

01:23:33.595 --> 01:23:36.015

Uh, thank you sir. Simon Tucker for the applicant.

1513

01:23:36.435 --> 01:23:39.255

Um, well, I, I suppose firstly, those measures are,

1514

01:23:39.275 --> 01:23:40.455

are in place with stenner.

1515

01:23:40.455 --> 01:23:43.695

They already have, um, app-based booking systems

1516

01:23:43.795 --> 01:23:46.855

for their drivers through which they could provide them with

1517

01:23:47.485 --> 01:23:49.015

information about routing.

1518

01:23:49.765 --> 01:23:53.695

They have facilities, um, elsewhere where there's,

1519

01:23:53.695 --> 01:23:54.935

for example, two terminals

1520

01:23:54.935 --> 01:23:57.655

and they have to tell tell drivers which one to go to, so

1521

01:23:57.655 --> 01:24:01.415

that, that is already in place as a,

1522

01:24:01.415 --> 01:24:03.775

as a facility technologically.

1523

01:24:04.075 --> 01:24:07.135

Um, and that certainly could be, would be brought forward

1524

01:24:07.395 --> 01:24:10.095

as a matter of course, from their management, um,

1525

01:24:10.475 --> 01:24:13.215
of this terminal as well.

1526

01:24:13.595 --> 01:24:18.375
Um, when, if granted consent,

1527

01:24:18.375 --> 01:24:20.975
obviously when the, when the facility is starting

1528

01:24:21.035 --> 01:24:24.375
to be used, there could also, there's also very likely to be

1529

01:24:25.045 --> 01:24:27.855
information provided to drivers that are currently going

1530

01:24:27.855 --> 01:24:30.255
to killing home, for example, one day they've gotta be told

1531

01:24:30.255 --> 01:24:33.455
to go, go somewhere else and then, and that,

1532

01:24:33.455 --> 01:24:35.015
and that the way that that would work would be,

1533

01:24:35.015 --> 01:24:37.935
would necessarily involve giving them information about

1534

01:24:38.225 --> 01:24:39.695
where it is and how to get there.

1535

01:24:55.395 --> 01:24:58.275
I certainly think it might be useful in, in terms of

1536

01:24:58.985 --> 01:25:02.715
looking at a freight management plan, what might be done,

1537

01:25:03.015 --> 01:25:05.435
um, to in effect reinforce

1538

01:25:06.375 --> 01:25:09.995

as Mr. Ross has suggested, at the very least to try

1539

01:25:09.995 --> 01:25:13.515

and get, um, those vehicles routing, um,

1540

01:25:14.455 --> 01:25:16.755

to the proposed development, um,

1541

01:25:17.025 --> 01:25:18.915

naturally via the strategic route

1542

01:25:18.915 --> 01:25:21.315

that they used the strategic route rather than heading

1543

01:25:21.315 --> 01:25:22.355

through the West Gate.

1544

01:25:23.495 --> 01:25:27.435

Um, they might, um, under

1545

01:25:27.435 --> 01:25:29.355

that scenario still be some traffic

1546

01:25:29.695 --> 01:25:33.315

or some vehicles perhaps on departure, uh,

1547

01:25:33.345 --> 01:25:35.075

that might come out via the Eastgate,

1548

01:25:35.175 --> 01:25:39.155

but still end up going via the A 180, then onto the one 60

1549

01:25:39.215 --> 01:25:43.675

to go to the truck stop, um, on the road.

1550

01:25:44.535 --> 01:25:48.715

Um, but that would at least avoid, I suppose, traffic going

1551

01:25:48.715 --> 01:25:50.235

through the middle of Ingham and

1552

01:25:50.235 --> 01:25:52.795

or going through the Westgate, um,

1553

01:25:53.015 --> 01:25:54.195

to get to that truck stop.

1554

01:25:54.655 --> 01:25:56.555

So is that something you can take away

1555

01:25:56.655 --> 01:25:59.355

and have a look at in terms of producing some sort

1556

01:25:59.355 --> 01:26:03.485

of freight management plan that might have something, um,

1557

01:26:04.245 --> 01:26:07.885

embedded in it that might assist in that distribution

1558

01:26:07.885 --> 01:26:08.925

or assignment split?

1559

01:26:11.545 --> 01:26:13.605

Um, Simon Tucker for the applicant, yes, sir.

1560

01:26:16.285 --> 01:26:19.025

On, on this point, any further observations for anybody

1561

01:26:19.045 --> 01:26:20.785

or shall we, uh, move on to Mr.

1562

01:26:21.145 --> 01:26:22.145

Harrison's? Next question.

1563

01:26:29.165 --> 01:26:31.745

Seeing Mr. Matthew East from DFDS,

1564

01:26:31.745 --> 01:26:32.745

apologies about taking some time

1565

01:26:32.745 --> 01:26:33.785

to get back to you here on this one.

1566

01:26:34.665 --> 01:26:36.265

I think what we're highlighting here is

1567

01:26:36.265 --> 01:26:39.385

that there is a significant level of uncertainty

1568

01:26:39.405 --> 01:26:40.745

around route behavior

1569

01:26:41.005 --> 01:26:42.905

and driver behaviors all going by that.

1570

01:26:43.105 --> 01:26:45.745

I think dfd S'S position has been as always stated,

1571

01:26:45.775 --> 01:26:48.265

that the Westgate would be more favorable for most drivers

1572

01:26:48.265 --> 01:26:52.505

because of a, a high number of, um, variables associated to

1573

01:26:52.505 --> 01:26:54.745

that, be it signage, road type

1574

01:26:55.045 --> 01:26:56.825

and existing facilities around there.

1575

01:26:58.295 --> 01:27:02.985

Effectively, this range of uncertainties leads itself down

1576

01:27:02.985 --> 01:27:05.145

to an assessment of variability,

1577

01:27:05.525 --> 01:27:07.545

and that's the main reason why we're sort of saying

1578

01:27:07.545 --> 01:27:09.305

that we would like to see an assessment

1579

01:27:09.445 --> 01:27:11.305
of the Westgate at 60%

1580

01:27:11.525 --> 01:27:13.785
and an assessment of the Eastgate at a hundred percent.

1581

01:27:14.125 --> 01:27:15.545
So we've got a range of options there,

1582

01:27:15.965 --> 01:27:18.865
and no matter where it lands in terms of practice, we've got

1583

01:27:18.865 --> 01:27:20.305
that covered by the transport assessment

1584

01:27:20.405 --> 01:27:22.065
and we know we've got suitable conditions

1585

01:27:22.065 --> 01:27:25.785
of the road network to, uh, respond to those conditions.

1586

01:27:51.395 --> 01:27:55.525
Okay. Um, so, um, moving on to, uh,

1587

01:27:55.625 --> 01:27:58.085
agenda item C, um,

1588

01:27:58.305 --> 01:28:00.725
around the inputs into the transport assessment.

1589

01:28:00.815 --> 01:28:05.125
We've got fair few questions, uh, here, albeit I think one

1590

01:28:05.125 --> 01:28:07.285
or two we've already, um, touched on.

1591

01:28:07.705 --> 01:28:10.805
Um, so to, to the applicant, um, uh,

1592

01:28:10.885 --> 01:28:15.165

setting aside the matter of, um, conversion of, uh,

1593

01:28:15.485 --> 01:28:20.285

HGV to PCU, which we we've previously covered, um,

1594

01:28:21.465 --> 01:28:23.005

uh, do you, uh, agree

1595

01:28:23.005 --> 01:28:26.725

or disagree with DFDS, um, that the transport assessment,

1596

01:28:27.145 --> 01:28:32.045

um, contains, um, some other, um,

1597

01:28:32.305 --> 01:28:35.525

errors and issues, uh, as most recently alluded

1598

01:28:35.545 --> 01:28:38.685

to in REP 6 0 3 8?

1599

01:28:39.585 --> 01:28:43.685

Um, if, if you don't accept that the TA contains, um,

1600

01:28:43.785 --> 01:28:44.805

any errors, um,

1601

01:28:45.035 --> 01:28:47.405

it'd be helpful if you could explain why that is the case.

1602

01:28:48.745 --> 01:28:53.285

Um, and, but if, if you do accept that, um, um,

1603

01:28:53.665 --> 01:28:56.685

the, the TA does contain errors, um,

1604

01:28:56.995 --> 01:29:00.045

what implications do those have, um,

1605

01:29:00.225 --> 01:29:03.405

for conclusions drawn in the ta, um,

1606
01:29:03.625 --> 01:29:06.165
and also the TA's subsequent consideration

1607
01:29:06.385 --> 01:29:08.765
by the three highway authorities?

1608
01:29:10.105 --> 01:29:13.085
Um, Mr. Tucker,

1609
01:29:14.295 --> 01:29:15.295
Thank you sir. Simon

1610
01:29:15.295 --> 01:29:16.245
Tucker for the applicant.

1611
01:29:16.305 --> 01:29:20.805
So, um, firstly, um, again, as reported in the,

1612
01:29:21.105 --> 01:29:24.405
um, statement of common ground under 0.5,

1613
01:29:25.415 --> 01:29:28.805
there were some outstanding comments that had been received

1614
01:29:29.305 --> 01:29:33.405
by, um, DFDS, um, purchase prior to,

1615
01:29:33.505 --> 01:29:38.325
to the deadline, um, relating to some

1616
01:29:39.685 --> 01:29:43.245
re well, in my view, relatively minor changes to,

1617
01:29:43.425 --> 01:29:44.445
to parameters

1618
01:29:44.445 --> 01:29:48.565
and the like, um, we responded to those as fully

1619
01:29:48.865 --> 01:29:53.685

as we were able to, um, as part of our rep six deadline, um,

1620

01:29:53.865 --> 01:29:54.925

rep six submission.

1621

01:29:55.145 --> 01:29:59.565

As in terms of the updated technical note, two, um, we have

1622

01:29:59.665 --> 01:30:01.885

as of lunchtime today agreed,

1623

01:30:02.065 --> 01:30:03.765

all those outstanding matters with Mr.

1624

01:30:03.795 --> 01:30:04.925

East and his colleagues.

1625

01:30:05.785 --> 01:30:10.205

So we will be, um, updating

1626

01:30:10.205 --> 01:30:12.485

that technical note two as set out in, in, um,

1627

01:30:13.865 --> 01:30:15.885

action five in the statements of common ground

1628

01:30:15.985 --> 01:30:20.685

to reflect an agreed set of flows and

1629

01:30:20.685 --> 01:30:22.125

therefore outputs.

1630

01:30:22.265 --> 01:30:23.125

In terms of the models,

1631

01:30:30.545 --> 01:30:32.045

Um, sorry.

1632

01:30:32.045 --> 01:30:34.365

So I was writing, um, none, none

1633
01:30:34.365 --> 01:30:37.925
of those have made any material impact on the output

1634
01:30:37.985 --> 01:30:39.005
of the modeling.

1635
01:30:40.545 --> 01:30:42.725
Um, and therefore the, the conclusions of

1636
01:30:42.725 --> 01:30:44.005
that note remain robust,

1637
01:30:44.065 --> 01:30:46.605
but you will see it again in due course,

1638
01:30:46.625 --> 01:30:47.965
if I can put it that way.

1639
01:30:48.465 --> 01:30:52.525
Um, in terms of discussions with the highway authorities,

1640
01:30:52.665 --> 01:30:55.645
we have, as you know, three affected highway authorities,

1641
01:30:56.105 --> 01:31:00.245
um, here, national Highways whose, um, principal

1642
01:31:01.345 --> 01:31:03.405
or only, um, concern is the A 180

1643
01:31:03.405 --> 01:31:04.845
and the A one 60 corridors.

1644
01:31:05.545 --> 01:31:07.045
Um, we've, we've met with them

1645
01:31:07.065 --> 01:31:09.125
and explained the changes that have occurred.

1646
01:31:09.545 --> 01:31:12.485

Um, they've confirmed that they will

1647

01:31:13.585 --> 01:31:17.045
review the updated data in line with, um,

1648

01:31:17.745 --> 01:31:20.645
the MPPF policy statement reports

1649

01:31:20.705 --> 01:31:23.085
and also circular one of 22,

1650

01:31:23.415 --> 01:31:25.405
which is the National Highway Department

1651

01:31:25.405 --> 01:31:27.645
of Transport circular, um,

1652

01:31:27.865 --> 01:31:31.645
and confirm that their principal focus

1653

01:31:32.105 --> 01:31:35.605
of review will be on whether the development itself results

1654

01:31:35.605 --> 01:31:39.085
in any material change, principally in safety

1655

01:31:39.545 --> 01:31:41.205
and in queuing at the junction.

1656

01:31:41.545 --> 01:31:44.805
So we will provide that information as part

1657

01:31:44.805 --> 01:31:46.285
of the submission for them to review.

1658

01:31:47.145 --> 01:31:51.085
And then the intention is to have, um, an updated statement

1659

01:31:51.085 --> 01:31:52.085
of common ground with them

1660
01:31:52.155 --> 01:31:54.245
that we can provide to the examination.

1661
01:31:56.065 --> 01:32:00.805
Um, the same, um, applies to North Lincolnshire.

1662
01:32:00.805 --> 01:32:03.125
They have less of an impact, the,

1663
01:32:03.125 --> 01:32:05.605
the main road being the A one 60, which is the Trunk road,

1664
01:32:05.605 --> 01:32:08.165
but they're obviously interested in the impact on the

1665
01:32:08.365 --> 01:32:09.885
approaches to that road.

1666
01:32:11.105 --> 01:32:13.485
Um, and again, we've, we've explained the changes

1667
01:32:13.745 --> 01:32:17.885
and subject to finalizing this note, which we will now do,

1668
01:32:17.885 --> 01:32:20.525
we now we've agreed the inputs that will go to them

1669
01:32:20.545 --> 01:32:22.765
and to now Northeast Lincolnshire as well,

1670
01:32:23.795 --> 01:32:27.405
with the intention of providing you with updated statements

1671
01:32:27.405 --> 01:32:29.085
of common or ground

1672
01:32:29.145 --> 01:32:30.725
or notes on statements of common ground

1673
01:32:30.725 --> 01:32:31.725

that confirm their position.

1674

01:32:31.825 --> 01:32:32.605

In respect to that,

1675

01:32:43.535 --> 01:32:43.885

sorry,

1676

01:32:44.745 --> 01:32:45.745

Unless I missed it. I

1677

01:32:45.745 --> 01:32:47.485

don't think you mentioned Northeast linkage

1678

01:32:47.485 --> 01:32:48.485

Account. Oh, sorry, I

1679

01:32:48.485 --> 01:32:48.805

I did,

1680

01:32:48.805 --> 01:32:50.325

but I probably said it to two shorthand,

1681

01:32:50.325 --> 01:32:53.285

exactly the same approach with Northeast Links as, as, um,

1682

01:32:53.785 --> 01:32:58.525

as North Lincoln share the, um, sensitivity tests

1683

01:32:58.525 --> 01:33:00.725

that we've debated is more interest, obviously

1684

01:33:00.745 --> 01:33:04.085

to North Lincolnshire and National Highways than to NA nlk.

1685

01:33:04.285 --> 01:33:06.885

'cause there's 40 60 split will reduce the impact

1686

01:33:06.985 --> 01:33:08.965

on N'S roads.

1687

01:33:09.905 --> 01:33:13.565

Um, and just, just to be sort of clear

1688

01:33:14.585 --> 01:33:17.645

at our position as we've set out in, in that technical note

1689

01:33:17.665 --> 01:33:20.885

and in, in our sort of review of the policy position on,

1690

01:33:20.905 --> 01:33:22.885

on assessment, is that the changes

1691

01:33:22.885 --> 01:33:25.805

that have occurred in the TA don't materially affect the

1692

01:33:25.805 --> 01:33:30.445

outcome of the TA in terms of its conclusions, in respect

1693

01:33:30.445 --> 01:33:34.925

of the acceptability of the development and the, the need or

1694

01:33:34.925 --> 01:33:37.845

otherwise for mitigation, either that there is no need

1695

01:33:37.845 --> 01:33:39.445

for specific highway mitigation

1696

01:33:39.465 --> 01:33:40.925

as a result of the proposals.

1697

01:33:52.165 --> 01:33:56.785

The FDS Isabella, TEFL Ford DFDS, there were a number

1698

01:33:56.825 --> 01:33:58.945

of matters covered there, which started with the,

1699

01:33:58.975 --> 01:34:02.905

leaving aside the PCU conversion, the other areas

1700

01:34:03.045 --> 01:34:04.065

of, um, dispute.

1701

01:34:04.085 --> 01:34:07.985

And I think, um, it, what Mr. Tucker,

1702

01:34:08.185 --> 01:34:09.545

I think said reflects Mr.

1703

01:34:09.645 --> 01:34:12.145

East's understanding that they have agreed to rectify those

1704

01:34:12.525 --> 01:34:14.385

and to reissue the technical note.

1705

01:34:15.165 --> 01:34:18.905

Um, and we are hopeful that won't make any, um,

1706

01:34:20.465 --> 01:34:22.105

material difference to that technical note,

1707

01:34:22.125 --> 01:34:23.985

but we'll await its reissue.

1708

01:34:25.075 --> 01:34:27.985

There are then a number of sensitivity tests,

1709

01:34:28.075 --> 01:34:31.905

which the applicant has, um, committed to doing, which

1710

01:34:31.905 --> 01:34:35.105

as I say, we outline in paragraph 12 of rep 6 0 3 8.

1711

01:34:36.975 --> 01:34:40.985

Obviously we need that, those sensitivity tests

1712

01:34:41.285 --> 01:34:42.305

as soon as possible.

1713

01:34:42.485 --> 01:34:46.025

And from our perspective anyway, deadline seven

1714

01:34:46.085 --> 01:34:48.585

by the latest because we need to review and consider them.

1715

01:34:49.165 --> 01:34:52.825

And we understand that the, uh, highway authorities are also

1716

01:34:54.145 --> 01:34:56.905

awaiting, um, those sensitivity tests

1717

01:34:56.945 --> 01:34:58.005

so that they can comment.

1718

01:34:59.535 --> 01:35:04.045

There was then, um, Mr. Tucker made the point that

1719

01:35:04.825 --> 01:35:09.525

the changes that have been made don't affect the conclusions

1720

01:35:09.525 --> 01:35:10.525

of the transport assessment,

1721

01:35:10.625 --> 01:35:12.845

and we disagree with that position.

1722

01:35:13.625 --> 01:35:16.445

Uh, and this principally arises from the

1723

01:35:16.565 --> 01:35:17.965

PCU conversion point.

1724

01:35:19.025 --> 01:35:24.005

Um, where I'll summarize, Mr. East couldn't step in.

1725

01:35:24.275 --> 01:35:26.445

Essentially the transport assessment showed

1726

01:35:26.445 --> 01:35:27.685

that there was a, a lot

1727

01:35:27.685 --> 01:35:30.245

of spare capacity in the existing road network

1728

01:35:30.265 --> 01:35:31.485

and, and junctions.

1729

01:35:32.425 --> 01:35:35.925

Um, we have always said that we had some concerns

1730

01:35:35.925 --> 01:35:38.285

that there would be junctions operating at

1731

01:35:38.285 --> 01:35:39.925

or above practical capacity.

1732

01:35:40.535 --> 01:35:42.925

Their most recent, uh, assessment now

1733

01:35:42.925 --> 01:35:46.725

that they've corrected the PCUs shows that, well,

1734

01:35:46.975 --> 01:35:48.125

their deadline four,

1735

01:35:48.125 --> 01:35:49.965

their deadline five representation showed

1736

01:35:49.965 --> 01:35:53.005

that there were five junctions operating with an RFC

1737

01:35:53.005 --> 01:35:54.565

of 0.85 or above.

1738

01:35:55.225 --> 01:35:58.125

So at or above practical capacity at, at their,

1739

01:35:58.145 --> 01:36:01.165

in their rep six submissions, they now say it's,

1740

01:36:01.945 --> 01:36:03.885

or they, they suggest it's four junctions.

1741

01:36:03.905 --> 01:36:06.565

So we're not quite sure how that is the reason,

1742

01:36:06.625 --> 01:36:09.485

but in any event, four or five junctions now at

1743

01:36:09.545 --> 01:36:12.405

or above practical capacity that were not at the time

1744

01:36:12.405 --> 01:36:14.085

of their original transport assessment.

1745

01:36:14.985 --> 01:36:18.085

And we are not sure the extent to which that has been drawn

1746

01:36:18.105 --> 01:36:20.805

to the attention of the highway authorities

1747

01:36:21.195 --> 01:36:25.365

because this correction to the PCUs was, um,

1748

01:36:26.225 --> 01:36:30.525

rather, uh, buried in, uh,

1749

01:36:30.605 --> 01:36:34.845

a technical appendix, um, in response to an agenda item,

1750

01:36:34.895 --> 01:36:36.725

which wouldn't immediately have been obvious

1751

01:36:36.785 --> 01:36:37.845

to the highway authorities,

1752

01:36:37.845 --> 01:36:39.885

even if they were looking on the pin's website.

1753

01:36:40.305 --> 01:36:43.085

The document does in itself say, we have noted

1754

01:36:43.185 --> 01:36:44.205

or been informed

1755

01:36:44.205 --> 01:36:46.485

that we have made an error in the PCU conversion.

1756

01:36:46.485 --> 01:36:48.365

So it's not immediately obvious.

1757

01:36:49.145 --> 01:36:53.725

Um, our concerns, you know, are that these matters are,

1758

01:36:54.105 --> 01:36:56.165

are producing different results.

1759

01:36:56.235 --> 01:36:58.365

They're coming out late in the process.

1760

01:36:59.025 --> 01:37:01.565

We note that in their deadline six submissions, there's,

1761

01:37:01.745 --> 01:37:04.765

the applicant seemed to criticize us for only telling them

1762

01:37:04.905 --> 01:37:08.525

of the error in their PCU conversions too late.

1763

01:37:09.145 --> 01:37:11.165

Um, we had assumed

1764

01:37:11.235 --> 01:37:13.405

that their conversion factors would be correct,

1765

01:37:13.985 --> 01:37:17.605

and if anything, you know, it's through our diligence

1766

01:37:17.605 --> 01:37:18.765

that that has been revealed.

1767

01:37:18.905 --> 01:37:21.245

But it's obviously important that that is frankly drawn

1768

01:37:21.245 --> 01:37:22.925
to the attention of the highway authorities.

1769

01:37:28.375 --> 01:37:30.285
Thank you. Um, just

1770

01:37:30.285 --> 01:37:33.525
before I go back to the applicant, um, did, did CLDN, uh,

1771

01:37:33.555 --> 01:37:35.485
have any points they want to raise?

1772

01:37:35.935 --> 01:37:38.485
Thank you, sir. Yes, there are two points we'd like

1773

01:37:38.485 --> 01:37:40.525
to raise, uh, and I'll deal with him in turn and,

1774

01:37:40.705 --> 01:37:44.325
and relation to each bring Mr. Ross in, um,

1775

01:37:44.625 --> 01:37:47.845
the first point concerns the, the now agreed dwells number

1776

01:37:47.845 --> 01:37:52.365
of 1.4 and the effect of that on the transport assessment.

1777

01:37:52.825 --> 01:37:57.005
Um, does that have any implications, um, given that

1778

01:37:58.825 --> 01:38:01.445
It could well change the arrival

1779

01:38:01.545 --> 01:38:03.925
and departure profiles of, of traffic?

1780

01:38:04.345 --> 01:38:07.765
And we, we, we, we, you've heard

1781

01:38:07.765 --> 01:38:11.885

that the applicants are undertaking this sensitivity test,

1782

01:38:12.145 --> 01:38:14.525
um, to be provided in the addendum

1783

01:38:14.525 --> 01:38:15.805
to the TA at Deadline seven,

1784

01:38:16.465 --> 01:38:18.685
and that is dealing with the matters

1785

01:38:18.685 --> 01:38:21.565
that the transport SOCG is now agreed upon in terms

1786

01:38:21.565 --> 01:38:24.165
of solar tractor ratio gate assignments

1787

01:38:24.225 --> 01:38:25.725
and the P c's factor.

1788

01:38:25.865 --> 01:38:30.445
But given that the 1.4 dwell time,

1789

01:38:30.445 --> 01:38:33.205
average dwell time was only agreed, um,

1790

01:38:33.385 --> 01:38:37.325
at deadline six literally on that day, um, we haven't

1791

01:38:37.945 --> 01:38:42.445
had a explanation from the, um, uh,

1792

01:38:42.635 --> 01:38:45.005
applicant's, let alone the satisfactory one in terms of

1793

01:38:45.795 --> 01:38:47.645
what they're gonna be doing in terms

1794

01:38:47.645 --> 01:38:50.565
of the sensitivity test, given the now agreed dwell time.

1795

01:38:50.665 --> 01:38:54.045

So Mr. Ross, uh, has been considering this

1796

01:38:54.045 --> 01:38:55.045

and has some concerns.

1797

01:38:55.045 --> 01:38:57.925

Mr. Ross, would you like to just briefly the examining

1798

01:38:57.925 --> 01:38:59.045

authority on those please?

1799

01:39:03.905 --> 01:39:05.245

So, uh, sorry.

1800

01:39:05.345 --> 01:39:08.645

Um, Andrew Ross for CLDN, um,

1801

01:39:09.515 --> 01:39:13.445

I've not got too much more to, to add to that, just to,

1802

01:39:14.555 --> 01:39:19.445

it's, and I hear what Mr. Tucker said earlier about, um,

1803

01:39:20.635 --> 01:39:23.805

arrival profiles for HTVs,

1804

01:39:24.225 --> 01:39:27.125

but I think we'd like to specifically see something

1805

01:39:27.155 --> 01:39:31.765

that revisited those arrival profiles, that demonstrates

1806

01:39:32.395 --> 01:39:36.485

that this is indeed, uh, not a material

1807

01:39:37.745 --> 01:39:42.205

change in terms of, um, the, rather the dwell times

1808

01:39:42.465 --> 01:39:46.805

and not inducing a material change to those HT v arrival

1809

01:39:47.505 --> 01:39:51.645

and indeed departure pro profiles, uh, to,

1810

01:39:51.785 --> 01:39:55.005

to enable us to challenge or, or, or agree.

1811

01:39:58.105 --> 01:39:59.245

Uh, thank you, Mr. Ross.

1812

01:39:59.665 --> 01:40:03.605

The, the second point sir, relates to, um,

1813

01:40:04.705 --> 01:40:07.005

the, uh, agreement of,

1814

01:40:07.005 --> 01:40:09.205

or rather lack of agreement, um, uh,

1815

01:40:09.225 --> 01:40:11.565

of the transport mitigation thresholds.

1816

01:40:12.185 --> 01:40:16.205

Um, uh, and as you will note from the transport SOCG,

1817

01:40:16.515 --> 01:40:17.605

they have not been agreed,

1818

01:40:17.625 --> 01:40:20.325

and as we've heard, the applicant's position is that, um,

1819

01:40:21.905 --> 01:40:25.925

the magnitude of impact is, is not severe in terms

1820

01:40:25.925 --> 01:40:27.805

of the national planning policy framework and

1821

01:40:27.805 --> 01:40:30.245

therefore, uh, no mitigation is required.

1822
01:40:30.245 --> 01:40:32.365
Whereas CDNs position,

1823
01:40:32.385 --> 01:40:34.165
and I believe also D Fdss, is

1824
01:40:34.165 --> 01:40:37.645
that five junctions are over capacity thresholds,

1825
01:40:37.645 --> 01:40:40.285
and that's even before the application of sensitivity and

1826
01:40:40.285 --> 01:40:44.085
therefore, impacts are significant and require mitigation.

1827
01:40:44.385 --> 01:40:47.445
And, uh, again, I'd like Mr. Ross to comment on this,

1828
01:40:47.445 --> 01:40:51.165
particularly the, um, relevance of an application of the,

1829
01:40:51.625 --> 01:40:54.805
uh, national policy statement for port so far as what

1830
01:40:54.805 --> 01:40:56.925
that has to say about mitigation

1831
01:40:57.185 --> 01:40:59.125
and, uh, its, its relevance here.

1832
01:41:01.585 --> 01:41:02.585
Mr. Ross?

1833
01:41:05.455 --> 01:41:09.605
Thank you. Andrew Ross for CLDN? Yes.

1834
01:41:09.625 --> 01:41:13.765
So we, we consider the primary test is the

1835
01:41:14.285 --> 01:41:17.005

national policy statement for ports which notes, um,

1836

01:41:17.735 --> 01:41:19.885

where development would worsen accessibility.

1837

01:41:20.835 --> 01:41:25.205

Such impact should be, uh, mitigated so far

1838

01:41:25.265 --> 01:41:26.685

as reasonably possible.

1839

01:41:27.505 --> 01:41:31.325

Um, a concern with, um,

1840

01:41:32.345 --> 01:41:36.725

the modeling, uh, we've seen so far, which, um,

1841

01:41:37.185 --> 01:41:40.965

as Mr. Owen points out is prior to any sensitivity tests,

1842

01:41:42.265 --> 01:41:46.445

is that it gives rise to concerns that delays could increase

1843

01:41:47.595 --> 01:41:51.165

significantly when that sensitivity is applied.

1844

01:41:51.865 --> 01:41:55.725

Um, and in some cases it's increasing significantly,

1845

01:41:57.025 --> 01:42:00.885

uh, prior to that sensitivity being applied.

1846

01:42:02.065 --> 01:42:05.325

So we believe that there should be consideration

1847

01:42:05.325 --> 01:42:08.365

to mitigation at these, these junctions.

1848

01:42:09.945 --> 01:42:11.125

Uh, thank you Mr. Ross.

1849

01:42:11.145 --> 01:42:13.485

And so for, you'll note the reference

1850

01:42:13.505 --> 01:42:16.565

to the National Policy Statement reports, uh, that, uh,

1851

01:42:16.625 --> 01:42:21.525

Mr. Ross referred to as, that's, um, paragraph 5.4,

1852

01:42:21.525 --> 01:42:25.525

0.24, and indeed, I, I think it was quoted

1853

01:42:25.685 --> 01:42:27.245

by DFDS in their

1854

01:42:28.505 --> 01:42:32.205

rep 6 0 3 8 document paragraphs 27 to 30.

1855

01:42:32.465 --> 01:42:35.005

And we endorse what they say there. Thank you.

1856

01:42:39.855 --> 01:42:43.525

Great, Thank you. Um, quite a lot of issues to,

1857

01:42:43.625 --> 01:42:44.925

to unpack there

1858

01:42:44.925 --> 01:42:48.845

and actually, um, uh, touched on a, my next question,

1859

01:42:48.845 --> 01:42:51.125

which would, would, would be a key one given

1860

01:42:51.125 --> 01:42:55.085

where we're at in the, the examination of, um, when,

1861

01:42:55.085 --> 01:42:58.845

when we would expect to see the, uh, the addendum referred

1862

01:42:58.845 --> 01:43:02.285

to in the, um, transport statement of common ground

1863

01:43:02.445 --> 01:43:06.325

that addresses the error with the PCU conversion

1864

01:43:06.505 --> 01:43:08.045

and also, um,

1865

01:43:08.385 --> 01:43:11.685

has the sensitivity testing, um, within it.

1866

01:43:11.865 --> 01:43:14.005

So I dunno, would, could you sort of start

1867

01:43:14.035 --> 01:43:18.165

with giving us perhaps an answer on the, um, the, the timing

1868

01:43:18.305 --> 01:43:19.325

for, for the addendum

1869

01:43:19.325 --> 01:43:23.445

and then, um, you know, address as many of the points, uh,

1870

01:43:23.445 --> 01:43:26.205

from CLDN and and DFDS as you wish?

1871

01:43:28.015 --> 01:43:30.085

Thank you, sir. Simon Tucker for the applicant.

1872

01:43:30.185 --> 01:43:33.605

So in terms of, um, the timescales, as I said, um,

1873

01:43:34.885 --> 01:43:37.805

a moment ago, we've, we've only just hot off the press sort

1874

01:43:37.805 --> 01:43:41.445

of agreed the, um, the, the final inputs to the modeling

1875

01:43:41.635 --> 01:43:45.085

that, um, is being rerun as we speak.

1876

01:43:45.265 --> 01:43:48.445

So I'm, I'm hoping to issue, um,

1877

01:43:50.365 --> 01:43:53.285

versions of those assessments, um, in the coming days.

1878

01:43:53.545 --> 01:43:57.165

So in advance of this would be to, to the interested parties

1879

01:43:57.265 --> 01:44:01.045

and to the highway authorities, um, with an intention

1880

01:44:01.065 --> 01:44:02.685

of a formal submission of it

1881

01:44:02.685 --> 01:44:04.125

to yourselves, that deadline seven.

1882

01:44:05.225 --> 01:44:09.205

Um, I'm hopeful, but I can't guarantee

1883

01:44:09.365 --> 01:44:11.165

'cause it's, it is dependent on them

1884

01:44:11.195 --> 01:44:14.165

that the highway authorities will be able

1885

01:44:14.165 --> 01:44:15.565

to consider that in that timescale.

1886

01:44:15.585 --> 01:44:17.845

But if they're not, we will report at deadline seven

1887

01:44:17.935 --> 01:44:22.645

where we're at with them. Um, just on that.

1888

01:44:22.655 --> 01:44:24.445

Thank you. And just very quickly on that,

1889

01:44:24.605 --> 01:44:27.445

I suppose similar to the comments we made around the, um,

1890

01:44:27.525 --> 01:44:30.205

navigation risk assessment, you know, given,

1891

01:44:30.205 --> 01:44:34.365

given the shortness of timescale, if, if there's anything

1892

01:44:34.365 --> 01:44:36.165

that you could, you know, potentially share

1893

01:44:36.165 --> 01:44:39.245

with interested parties with the highway authorities,

1894

01:44:39.465 --> 01:44:42.365

you know, before deadline seven, just to tee them up,

1895

01:44:42.365 --> 01:44:44.805

that would be, um, most, most welcome.

1896

01:44:46.225 --> 01:44:47.525

So Simon Tucker for the applicant.

1897

01:44:47.545 --> 01:44:49.125

So sorry if I wasn't clear sir, that

1898

01:44:49.125 --> 01:44:52.245

that was entirely my intention was to send them copies, um,

1899

01:44:52.705 --> 01:44:55.845

in the next couple of days for them to review.

1900

01:44:56.745 --> 01:44:59.405

Um, and then if, if there are time to,

1901

01:44:59.985 --> 01:45:02.085

if there are any comments that, that we need to pick up,

1902

01:45:02.085 --> 01:45:06.405

then, um, whatever we get by deadline seven,

1903

01:45:06.545 --> 01:45:09.525
we will submit, um, either with,

1904

01:45:09.525 --> 01:45:11.605
with those comments taken on board if we have them or,

1905

01:45:11.625 --> 01:45:13.445
or not, if we don't, but then there'll be a formal

1906

01:45:13.445 --> 01:45:16.405
submission deadline seven with our position on that.

1907

01:45:16.545 --> 01:45:17.805
So the interested parties

1908

01:45:17.945 --> 01:45:19.845
and highway authorities will have seen it

1909

01:45:19.845 --> 01:45:21.165
before you, you do.

1910

01:45:22.475 --> 01:45:25.405
Okay. Thank, thank you for confirming that.

1911

01:45:26.025 --> 01:45:29.325
And just, um, very, very quickly, um,

1912

01:45:29.985 --> 01:45:31.885
and picking upon a point that Mr.

1913

01:45:32.145 --> 01:45:35.845
Fur made and, and that the, um, examining authority have,

1914

01:45:36.065 --> 01:45:40.285
um, discussed on a, a number of occasions, um, it,

1915

01:45:40.385 --> 01:45:42.725
it does feel like there are, are becoming quite a lot

1916

01:45:42.725 --> 01:45:44.765

of technical notes or, or,

1917

01:45:44.865 --> 01:45:49.005

or addendums, um, you know, how, how

1918

01:45:49.515 --> 01:45:52.845

readily, um, will the transport, um,

1919

01:45:53.015 --> 01:45:57.205

assessment be capable of being read in conjunction with,

1920

01:45:57.315 --> 01:45:58.605

with the addendum report

1921

01:45:59.105 --> 01:46:03.485

or frankly, you know, would it not be simpler to submit a a,

1922

01:46:03.625 --> 01:46:06.365

an updated transport assessment, um, so

1923

01:46:06.365 --> 01:46:09.005

that we've got everything, um, up to date

1924

01:46:09.105 --> 01:46:11.165

and confident in, in one place?

1925

01:46:14.935 --> 01:46:19.085

Thank you, sir. So there are, there are, um, effectively,

1926

01:46:20.025 --> 01:46:24.325

um, the, the documents that we submitted at rep five

1927

01:46:24.985 --> 01:46:29.685

ref reflect the totality of the change, if you like, one

1928

01:46:29.685 --> 01:46:31.725

of those will be updated as we've just discussed.

1929

01:46:31.725 --> 01:46:33.805

And then the, the, the final one will be in the

1930

01:46:34.045 --> 01:46:35.125
sensitivity testing note.

1931

01:46:36.385 --> 01:46:37.485
So what we're proposing

1932

01:46:37.485 --> 01:46:40.285
to do is produce a transport assessment addendum,

1933

01:46:40.855 --> 01:46:43.845
which clearly identifies those appendices

1934

01:46:44.715 --> 01:46:48.085
that are superseded effectively by the new, new assessment.

1935

01:46:48.465 --> 01:46:52.845
And, um, also refers, for example,

1936

01:46:52.905 --> 01:46:55.285
on the gate capacity point that wasn't dealt

1937

01:46:55.285 --> 01:46:57.965
with in detail in the, in the transport assessment.

1938

01:46:58.115 --> 01:46:59.565
There's a paragraph in there, I think.

1939

01:46:59.585 --> 01:47:02.285
So it would, it would clearly refer to that being superseded

1940

01:47:02.305 --> 01:47:03.325
by a separate note.

1941

01:47:03.325 --> 01:47:05.765
So there will be an addendum that will produce,

1942

01:47:05.765 --> 01:47:06.845
that will wrap up all

1943

01:47:06.965 --> 01:47:09.805

of those additional things in one document.

1944

01:47:12.425 --> 01:47:14.285

So could I just say on that, sir Isabella,

1945

01:47:14.685 --> 01:47:17.325

for D-F-D-S-I can understand an addendum

1946

01:47:17.325 --> 01:47:19.525

where it's producing kind of additional information,

1947

01:47:19.825 --> 01:47:22.805

but where it's superseding what's now accepted

1948

01:47:22.805 --> 01:47:27.325

to be incorrect information in the original ta, um, it,

1949

01:47:27.345 --> 01:47:29.405

it would seem to me to be far more appropriate

1950

01:47:29.405 --> 01:47:31.445

to have a revised TA

1951

01:47:32.035 --> 01:47:35.605

with the correct information rather than a note which says,

1952

01:47:36.155 --> 01:47:38.765

disregard that appendix, cross out this paragraph.

1953

01:47:45.665 --> 01:47:50.095

Thank you. Um, does the applicant have a, a view on that,

1954

01:47:51.555 --> 01:47:53.215

Uh, would James form for the applicant?

1955

01:47:53.515 --> 01:47:57.295

So in in principle it will depend, uh,

1956

01:47:57.555 --> 01:48:02.055

you can correct information in a document like a TA

1957

01:48:02.635 --> 01:48:05.815

by an addendum if it's appropriate to do so,

1958

01:48:05.815 --> 01:48:09.735

because it's not changing the whole transport assessment,

1959

01:48:09.865 --> 01:48:11.615

which is the position here.

1960

01:48:12.555 --> 01:48:16.735

Um, and indeed supplementary work

1961

01:48:16.755 --> 01:48:18.175

that's been requested

1962

01:48:18.175 --> 01:48:21.655

and exceeded to such a sensitivity testing sits very

1963

01:48:21.855 --> 01:48:24.415

comfortably as a, uh, an add-on.

1964

01:48:24.555 --> 01:48:29.335

So what we can do is, is reflect on that to see, um,

1965

01:48:29.845 --> 01:48:32.855

whether it's on the right side of the line for, for the ease

1966

01:48:32.855 --> 01:48:33.975

of the reader and your,

1967

01:48:34.195 --> 01:48:36.455

and if, if the examining authority has a particular view,

1968

01:48:36.555 --> 01:48:39.895

of course, we'll, um, reflect on that as well.

1969

01:48:40.115 --> 01:48:44.295

But at the moment, the, the, the current view is that

1970

01:48:44.945 --> 01:48:49.135

based on the notes that's been produced

1971

01:48:49.155 --> 01:48:51.775

and the material that it would sit comfortably as a,

1972

01:48:51.795 --> 01:48:55.215

as an addendum and provide clarity as to where the change

1973

01:48:56.085 --> 01:48:58.175

changes are made or superseded.

1974

01:48:58.175 --> 01:48:59.775

But we can, we can reflect on

1975

01:48:59.775 --> 01:49:01.615

that further from, from this discussion.

1976

01:49:02.645 --> 01:49:05.295

Just, just one point in that connection,

1977

01:49:05.555 --> 01:49:08.295

if a revised TA was to be submitted,

1978

01:49:08.655 --> 01:49:11.855

'cause it forms part of the environmental statement, does

1979

01:49:11.855 --> 01:49:15.375

that then create a problem in terms of compliance

1980

01:49:15.375 --> 01:49:16.655

with the environment?

1981

01:49:17.125 --> 01:49:19.375

Environmental impact assessment regulations

1982

01:49:19.875 --> 01:49:23.935

and the way that's handled in terms of publicity, um,

1983

01:49:24.235 --> 01:49:27.495

and where we sit, uh, in terms of the amount of time

1984
01:49:27.495 --> 01:49:29.415
that's left when in the examination,

1985
01:49:31.345 --> 01:49:32.975
James Strong for the applicant, uh,

1986
01:49:33.405 --> 01:49:34.535
will also reflect on that.

1987
01:49:34.755 --> 01:49:37.575
So I don't, uh, as a matter of principle, of course

1988
01:49:38.805 --> 01:49:41.095
there's the environmental statement

1989
01:49:41.235 --> 01:49:43.855
and then the decision maker has

1990
01:49:43.855 --> 01:49:46.215
to take into account all environmental information

1991
01:49:46.215 --> 01:49:49.725
that arises from the environmental statement, including

1992
01:49:51.085 --> 01:49:52.645
representations that are received

1993
01:49:53.145 --> 01:49:55.205
and documents received about it.

1994
01:49:55.665 --> 01:49:58.765
So as a matter of principle, going back

1995
01:49:58.765 --> 01:50:01.445
to the previous point, there's no requirement to

1996
01:50:01.995 --> 01:50:06.965
produce a revis transport assessment as opposed

1997
01:50:07.025 --> 01:50:10.005

to a document which shares addendum or further information.

1998

01:50:10.825 --> 01:50:14.565

And if, if the consequence is that it's more

1999

01:50:15.995 --> 01:50:17.565

technically problematic

2000

01:50:17.585 --> 01:50:20.085

to produce a revised transport assessment as opposed

2001

01:50:20.085 --> 01:50:22.965

to addendum for the very reason you've just identified,

2002

01:50:22.965 --> 01:50:25.765

that's further reason why it's better to have it

2003

01:50:25.765 --> 01:50:29.005

as an addendum so that we, we can reflect on that.

2004

01:50:29.605 --> 01:50:33.365

I think everybody would prefer probably a revised ta

2005

01:50:33.725 --> 01:50:36.205

'cause it's a lot easier to have a source document.

2006

01:50:36.825 --> 01:50:41.045

So you, you don't as MR for referred end up having

2007

01:50:41.145 --> 01:50:44.005

to look at bits and pieces here, there and everywhere.

2008

01:50:44.625 --> 01:50:46.805

Um, but just nagging in the back of their mind,

2009

01:50:46.805 --> 01:50:51.765

there is a potential issue with how you deal with, um,

2010

01:50:52.065 --> 01:50:53.845

the environmental impact assessment regulations.

2011

01:50:53.965 --> 01:50:56.125

I know previously, particularly when I was dealing

2012

01:50:56.125 --> 01:51:00.045

with stuff under TCPA that they used

2013

01:51:00.045 --> 01:51:04.445

to be quite rigorous requirements on making changes

2014

01:51:05.145 --> 01:51:08.645

to NES midstream and having to consult on it.

2015

01:51:08.925 --> 01:51:13.725

I did have a quick look at the regulations last night and,

2016

01:51:13.825 --> 01:51:15.965

and guidance and couldn't find any particular

2017

01:51:15.965 --> 01:51:17.245

assistance on that matter.

2018

01:51:18.795 --> 01:51:20.525

Well, there is, there is some assistance.

2019

01:51:20.545 --> 01:51:25.045

So in some of the case law, I, I dig it out, but, uh, Mr.

2020

01:51:25.045 --> 01:51:28.285

Justices Sullivan identifying the function

2021

01:51:28.465 --> 01:51:30.965

of environmental impact assessments under the Town

2022

01:51:30.965 --> 01:51:34.925

and Country Planning Act, that they're not intended to be,

2023

01:51:35.285 --> 01:51:37.125

I think, words of obstacle course

2024

01:51:37.345 --> 01:51:39.725

or a council of perfection.

2025

01:51:40.105 --> 01:51:41.285

Indeed, the whole purpose

2026

01:51:41.825 --> 01:51:45.925

of the environmental statement process is to start a process

2027

01:51:46.105 --> 01:51:47.525

of consultation engagement

2028

01:51:47.545 --> 01:51:51.925

and receipt of comments indeed, which may lead

2029

01:51:51.925 --> 01:51:54.285

to corrections or, uh, further information

2030

01:51:54.475 --> 01:51:58.485

because they're a tool to environmental decision making

2031

01:51:58.705 --> 01:52:00.605

by the decision maker in due course.

2032

01:52:01.385 --> 01:52:04.085

So hence my point about

2033

01:52:05.385 --> 01:52:07.605

the production of a revised ta.

2034

01:52:07.705 --> 01:52:10.965

If that creates more problems in terms of procedure,

2035

01:52:11.185 --> 01:52:15.365

that's a very good reason that one doesn't do it if the

2036

01:52:15.435 --> 01:52:18.965

addendums are sufficient, um, as opposed

2037

01:52:19.025 --> 01:52:22.205

to starting the whole process again, if you see what I mean

2038

01:52:22.205 --> 01:52:25.045

by saying, well, we'll take all the information we know at

2039

01:52:25.045 --> 01:52:28.845

the end of the process and then produce a new ta, that

2040

01:52:28.845 --> 01:52:32.125

that's not the intention of the whole process.

2041

01:52:32.785 --> 01:52:35.445

So recognizing the point you made, of course,

2042

01:52:36.305 --> 01:52:39.925

in any decision making process, you might come to that view,

2043

01:52:39.995 --> 01:52:42.085

I've got a whole load of information, I'm gonna rewrite the

2044

01:52:42.925 --> 01:52:44.005

TAM to one document.

2045

01:52:44.005 --> 01:52:47.325

That's not, I think the guidance is pretty clear about that.

2046

01:52:47.385 --> 01:52:48.805

That's not the function.

2047

01:52:49.385 --> 01:52:54.285

So we, um, we can, um, debate it now more if you would like,

2048

01:52:54.905 --> 01:52:58.765

but our current view is with the information

2049

01:52:59.075 --> 01:53:03.405

that we've got in, we've accumulated, it sits well

2050

01:53:03.665 --> 01:53:05.045

as a, as an addendum.

2051

01:53:05.985 --> 01:53:07.685

And the key thing is to ensure

2052

01:53:07.685 --> 01:53:10.365
that people reading the addendum know

2053

01:53:10.935 --> 01:53:12.285
where the changes have been made

2054

01:53:12.285 --> 01:53:13.965
and what supplemental information's there

2055

01:53:14.675 --> 01:53:17.885
that may best be judged by you looking at it in due course.

2056

01:53:18.185 --> 01:53:19.605
But I'll leave that with you,

2057

01:53:22.085 --> 01:53:24.485
I think, um, whilst it's touching on tomorrow.

2058

01:53:24.865 --> 01:53:26.165
Um, one other thing

2059

01:53:26.225 --> 01:53:30.805
to consider if you go down the addendum route, um, is,

2060

01:53:31.025 --> 01:53:33.485
um, obviously the transport assessment is,

2061

01:53:33.585 --> 01:53:34.965
is specifically referenced

2062

01:53:34.965 --> 01:53:38.565
because it's an appendix to the, um, the, the es uh,

2063

01:53:38.625 --> 01:53:41.565
in schedule six of the, the DC0.

2064

01:53:42.265 --> 01:53:45.045
Um, so would, would the, if there was a, an addendum

2065

01:53:45.045 --> 01:53:49.045

that is, you know, key to it, material to it, um, would,

2066

01:53:49.045 --> 01:53:53.325

would that be, um, added to the, the list of documents?

2067

01:53:53.935 --> 01:53:56.485

Don't expect to answer now, but, uh, something to consider

2068

01:53:58.215 --> 01:54:00.325

James from the applicant? Yes, sir, it would.

2069

01:54:01.025 --> 01:54:03.445

Mr. str, Thank you sir.

2070

01:54:03.445 --> 01:54:06.285

Robbie, 0 and CLDN, uh, while whilst I,

2071

01:54:06.745 --> 01:54:08.085

um, I, I would agree with Mr.

2072

01:54:08.145 --> 01:54:11.965

Strawn about the case law, uh, that he referred to, uh,

2073

01:54:12.025 --> 01:54:15.485

in relation to, uh, environmental statements and, and,

2074

01:54:15.505 --> 01:54:17.165

and their, their role, et cetera.

2075

01:54:17.565 --> 01:54:20.245

I think isn't, isn't the point here in relation

2076

01:54:20.245 --> 01:54:24.685

to the environmental information regulations that

2077

01:54:25.745 --> 01:54:28.645

the revised, if it is revised TA

2078

01:54:28.865 --> 01:54:33.365

or the the TA with the addendum, um, I think we need

2079

01:54:33.825 --> 01:54:36.685

to understand whether the

2080

01:54:39.375 --> 01:54:41.815

Additions, thereby to the transport assessment have any

2081

01:54:41.815 --> 01:54:44.615

implications for the environmental impact assessment

2082

01:54:45.355 --> 01:54:48.535

in terms of noise and air quality in particular.

2083

01:54:48.885 --> 01:54:53.615

Because if, if they do, then it may be that

2084

01:54:54.745 --> 01:54:56.575

additional information needs to be

2085

01:54:56.775 --> 01:54:58.135

provided in those respects

2086

01:54:58.795 --> 01:55:03.375

and that might comprise further environmental

2087

01:55:03.375 --> 01:55:05.095

information for the purposes of the regulations,

2088

01:55:05.095 --> 01:55:07.135

which obviously has a procedural implication.

2089

01:55:07.515 --> 01:55:12.095

Um, uh, I, I'm, I'm not saying that would be the, that, that

2090

01:55:12.125 --> 01:55:15.535

that, that further additional noise

2091

01:55:15.635 --> 01:55:17.575

and all air quality information is required,

2092

01:55:17.575 --> 01:55:19.775

but I think, I think we need to ask ourselves

2093

01:55:19.775 --> 01:55:23.935

that question whether the outcome of the revised ta, the,

2094

01:55:24.035 --> 01:55:27.215

the added ta, if I can use that term, is, is that or not?

2095

01:55:29.525 --> 01:55:30.525

Thank You.

2096

01:55:41.755 --> 01:55:43.245

No doubt the applicant, uh,

2097

01:55:43.435 --> 01:55:47.365

will be looking at any knock on implications, um,

2098

01:55:48.425 --> 01:55:50.605

for other chapters within the ES

2099

01:55:51.575 --> 01:55:52.885

James drawn for the applicant.

2100

01:55:53.345 --> 01:55:55.405

Uh, yes sir. And Mr.

2101

01:55:55.585 --> 01:55:59.525

Owen's, right, that if there were knock on implications from

2102

01:56:00.025 --> 01:56:04.285

one part, then you would need to obviously deal with those

2103

01:56:04.345 --> 01:56:07.405

and correct another part and that can occur.

2104

01:56:07.825 --> 01:56:12.125

Um, we, we are already cognizant of that and our view

2105

01:56:12.345 --> 01:56:14.285

and understanding at least that's

2106

01:56:14.285 --> 01:56:16.565

what I'm told is it doesn't have any implications, not least

2107

01:56:16.565 --> 01:56:18.765

because the way noise

2108

01:56:18.825 --> 01:56:21.725

and air quality assessed in terms of, um,

2109

01:56:22.365 --> 01:56:23.485

vehicles, et cetera.

2110

01:56:24.025 --> 01:56:26.605

But be assured, Mr.

2111

01:56:26.865 --> 01:56:29.405

And Mr. Owen can rest assured, we're,

2112

01:56:29.405 --> 01:56:31.485

we're aware if there were a need to do that,

2113

01:56:31.555 --> 01:56:32.805

we'd draw your to your attention.

2114

01:56:37.265 --> 01:56:42.055

Thank you. Um, I'm conscious of a, a little while ago, um,

2115

01:56:42.455 --> 01:56:46.535

DFDS and CLDN raised a a number of other points, um,

2116

01:56:47.135 --> 01:56:51.015

a a fair few of which, um, sort of preempted, um, questions.

2117

01:56:51.075 --> 01:56:53.255

So I think, um, one, one thing

2118

01:56:53.255 --> 01:56:57.775

that I'm immediately quite keen to, um, come back to is, um,

2119

01:56:57.995 --> 01:57:02.615

the, the point made about, um, uh, capacity

2120

01:57:02.995 --> 01:57:05.175

of, um, junctions

2121

01:57:06.755 --> 01:57:11.135

and, um, um, you know, obviously, um, uh, CRDN sort

2122

01:57:11.135 --> 01:57:13.575

of set out the, the applicant's case that you, you know,

2123

01:57:13.575 --> 01:57:16.775

you're saying not not considered necessary, um,

2124

01:57:17.035 --> 01:57:21.455

but turning first to DFDS, um, in your deadline.

2125

01:57:21.555 --> 01:57:25.095

Six, um, comments you've suggested, mitigation,

2126

01:57:25.615 --> 01:57:29.295

physical mitigation, arriving from the traffic generated may

2127

01:57:29.295 --> 01:57:30.375

be necessary.

2128

01:57:30.915 --> 01:57:35.815

Um, be, um, helpful if you could just, um, maybe set out,

2129

01:57:36.315 --> 01:57:38.895

um, what you think that that might be,

2130

01:57:39.355 --> 01:57:40.935

um, what might be needed.

2131

01:57:41.675 --> 01:57:46.375

Um, at the a, uh, 1 1 7 3 kiln lane roundabout,

2132

01:57:47.035 --> 01:57:50.415

the 1 1 7 3, um, ship,

2133

01:57:50.815 --> 01:57:53.575

S-H-I-I-P roundabout, um,

2134

01:57:53.755 --> 01:57:57.335

the A 60 Mamby Road roundabout, um,

2135

01:57:57.515 --> 01:57:59.775

the Harbor Road roundabout, uh,

2136

01:57:59.955 --> 01:58:03.895

and the, uh, a one 60, a 180 roundabout

2137

01:58:07.485 --> 01:58:09.175

Matthew East for DFDS.

2138

01:58:09.435 --> 01:58:13.615

Um, so I think for the majority of the mitigations,

2139

01:58:14.265 --> 01:58:17.855

we're expecting to see a number of additional lanes

2140

01:58:18.195 --> 01:58:22.695

to be added to these junctions, either by the change

2141

01:58:22.755 --> 01:58:25.095

of line marking on the rodent network

2142

01:58:25.755 --> 01:58:29.055

and realignment of curbs, uh, for the most part.

2143

01:58:30.395 --> 01:58:35.335

Um, and in some locations, some additional, uh,

2144

01:58:35.335 --> 01:58:37.495

pavement to be added to provide

2145

01:58:37.495 --> 01:58:38.975

that additional code capacity.

2146

01:58:39.645 --> 01:58:40.645

Apologies,

2147

01:58:43.525 --> 01:58:45.645

I, I'm just going to say Isabella, to DFTs

2148

01:58:46.195 --> 01:58:49.005

poor misery suddenly, um, come down with the coughing fit.

2149

01:58:49.065 --> 01:58:51.045

Um, my understanding is

2150

01:58:51.045 --> 01:58:53.605

that we are producing drawings which, um,

2151

01:58:53.755 --> 01:58:56.565

will indicate the various mitigator measures

2152

01:58:56.565 --> 01:58:59.925

that we consider to be necessary appropriate.

2153

01:59:00.605 --> 01:59:02.165

Deadline seven, deadline

2154

01:59:02.165 --> 01:59:03.325

seven, but it needs to be consulted.

2155

01:59:04.385 --> 01:59:06.085

Can we give it to them before deadline seven?

2156

01:59:06.585 --> 01:59:10.165

Um, possible we will share those with the applicant as soon

2157

01:59:10.165 --> 01:59:12.365

as they're available and we'll

2158

01:59:12.365 --> 01:59:13.445

submit them at deadline seven.

2159

01:59:15.465 --> 01:59:17.485

But obviously that's our view,

2160

01:59:17.665 --> 01:59:19.525
and there would, you know, the, the local

2161

01:59:20.035 --> 01:59:21.685
highway authorities would need

2162

01:59:21.685 --> 01:59:22.965
to give consideration to those.

2163

01:59:30.295 --> 01:59:32.835
Um, before I come back to the applicant, I'll just see if,

2164

01:59:32.855 --> 01:59:35.355
um, CLDN had anything that wants to say on this,

2165

01:59:35.615 --> 01:59:36.795
Uh, ROBO and CLDN.

2166

01:59:37.015 --> 01:59:41.035
Um, we are happy to, uh, defer to DFDS in terms

2167

01:59:41.035 --> 01:59:42.595
of the detail of the mitigation required

2168

01:59:42.595 --> 01:59:43.795
because they have done the work.

2169

01:59:44.015 --> 01:59:46.875
We have not, um, our intervention earlier was purely

2170

01:59:46.935 --> 01:59:49.875
to point out that in our view, the correct policy test,

2171

01:59:50.255 --> 01:59:53.795
namely the national policy State reports has primacy in

2172

01:59:53.795 --> 01:59:55.555
this, in this area, not the, uh,

2173
01:59:55.995 --> 01:59:57.195
national Planning policy framework.

2174
01:59:57.215 --> 02:00:01.235
And we're just keen to, um, impress that, impress that point

2175
02:00:01.345 --> 02:00:04.875
that that's the key determining policy.

2176
02:00:07.255 --> 02:00:07.725
Thank you.

2177
02:00:12.365 --> 02:00:14.385
Um, anything Mr. Tucker, that you want

2178
02:00:14.385 --> 02:00:16.265
to add on that point?

2179
02:00:17.405 --> 02:00:20.105
Uh, thank you sir. Simon Tucker for the applicant, um,

2180
02:00:20.105 --> 02:00:21.185
there was about three

2181
02:00:21.185 --> 02:00:22.665
or four points that were raised earlier.

2182
02:00:23.025 --> 02:00:25.025
D do you want me to take 'em any particular, maybe deal

2183
02:00:25.025 --> 02:00:26.905
with mitigation first, if that's Yes, sort

2184
02:00:26.905 --> 02:00:29.385
of fresh on everybody's minds, if that's okay.

2185
02:00:29.565 --> 02:00:33.065
So, um, firstly, um, we agree

2186
02:00:33.065 --> 02:00:36.745

that the national planning policy statement for ports is

2187

02:00:36.745 --> 02:00:38.145

that, is the document that,

2188

02:00:38.525 --> 02:00:41.265

or the policy that you should be taking into account in

2189

02:00:41.545 --> 02:00:45.465

considering the need or otherwise for mitigation.

2190

02:00:45.965 --> 02:00:46.985

Um, Ms. Mr.

2191

02:00:47.235 --> 02:00:51.425

Rowan, I think quoted paragraph 5, 4 24 of,

2192

02:00:51.845 --> 02:00:55.225

of the policy that that relates to accessibility matters

2193

02:00:56.365 --> 02:00:58.745

rather than, um, capacity matters.

2194

02:00:58.925 --> 02:01:01.265

So that, that may have been my note,

2195

02:01:01.325 --> 02:01:05.945

but I'm not sure that is the, the correct policy basis.

2196

02:01:06.165 --> 02:01:10.265

You'll have seen, sir, at rep six that we submitted a paper

2197

02:01:11.685 --> 02:01:15.825

on our interpretation of the policy and, and how it should

2198

02:01:15.885 --> 02:01:18.825

and, and inviting you to, to consider how that should be

2199

02:01:19.975 --> 02:01:21.345

applied in this case.

2200

02:01:22.325 --> 02:01:25.745

Um, and to paraphrase, if I may briefly, the,

2201

02:01:27.325 --> 02:01:30.865

um, requirement of the policy is

2202

02:01:30.865 --> 02:01:32.705

to consider whether the development

2203

02:01:33.405 --> 02:01:36.985

or that's being sought for which consent is being sought

2204

02:01:38.005 --> 02:01:42.585

in itself, creates a significant, oh,

2205

02:01:42.595 --> 02:01:43.945

sorry, gives rise to us.

2206

02:01:43.975 --> 02:01:46.105

This is a quote, substantial impacts on the

2207

02:01:46.305 --> 02:01:48.265

surrounding transport infrastructure.

2208

02:01:48.445 --> 02:01:52.385

That's a quote from paragraph 5.4 0.9 of the,

2209

02:01:52.445 --> 02:01:53.625

of the policy statement.

2210

02:01:54.325 --> 02:01:58.345

So the first test is,

2211

02:01:58.495 --> 02:02:01.265

does does the development in itself give rise

2212

02:02:01.285 --> 02:02:02.585

to substantial impacts?

2213

02:02:03.245 --> 02:02:05.985

Um, we say no.

2214

02:02:06.245 --> 02:02:08.905

The evidence that we've submitted confirms that

2215

02:02:09.485 --> 02:02:12.705

the development does not give rise to substantial impacts.

2216

02:02:13.045 --> 02:02:15.625

You've, you've heard about RFCs earlier on,

2217

02:02:15.625 --> 02:02:18.865

there are junctions that are operating above 0.85.

2218

02:02:19.735 --> 02:02:22.505

That is, there's no threshold or, or,

2219

02:02:22.525 --> 02:02:25.665

or trigger in policy either in the National Planning policy

2220

02:02:25.665 --> 02:02:26.745

statement for ports

2221

02:02:26.845 --> 02:02:30.945

or in the MPPF for that matter, that sets that as a trigger

2222

02:02:31.005 --> 02:02:32.425

for requiring mitigation.

2223

02:02:32.725 --> 02:02:36.185

The, the decision maker has to then look at

2224

02:02:37.175 --> 02:02:39.945

what changes occur on the network as a result

2225

02:02:39.945 --> 02:02:43.745

of this development and consider whether those impacts

2226

02:02:43.775 --> 02:02:45.065

arising are substantial.

2227

02:02:45.085 --> 02:02:48.225

And that is the test for requiring mitigation.

2228

02:02:48.965 --> 02:02:53.225

Um, in simple terms, we've gone through sort of paragraph

2229

02:02:53.245 --> 02:02:54.945

by paragraph in that note, so I,

2230

02:02:55.125 --> 02:02:58.225

unless you want me to, I won't take you through it all sort

2231

02:02:58.225 --> 02:02:59.265

of verbatim now,

2232

02:02:59.405 --> 02:03:02.385

but, um, we are very clearly of the view that it,

2233

02:03:02.405 --> 02:03:04.385

it isn't just a matter of looking at a junction,

2234

02:03:05.125 --> 02:03:06.625

seeing it's a 0.85

2235

02:03:06.625 --> 02:03:08.145

and it's going to 0.89, that

2236

02:03:08.145 --> 02:03:10.105

that triggers the need for mitigation.

2237

02:03:10.105 --> 02:03:12.025

That just isn't what the policy said,

2238

02:03:12.065 --> 02:03:15.025

and it's not what the policy has said for, for a long time.

2239

02:03:16.365 --> 02:03:20.465

Um, so we will be at odds with, um,

2240

02:03:20.745 --> 02:03:22.185

DFDS on, on that point.

2241

02:03:22.205 --> 02:03:24.785

We obviously a wait to see what the highway authorities say

2242

02:03:25.005 --> 02:03:27.225

and then, um, probably not much more

2243

02:03:27.225 --> 02:03:28.785

to say on it at this point.

2244

02:03:28.965 --> 02:03:32.825

So that's a clear, um,

2245

02:03:33.205 --> 02:03:35.185

the other points that were raised

2246

02:03:35.765 --> 02:03:38.225

in turn then was dwell time.

2247

02:03:39.225 --> 02:03:43.225

I think Mr. Um, Ross mentioned that he wanted confirmation

2248

02:03:43.225 --> 02:03:45.025

that the or Mr.

2249

02:03:45.195 --> 02:03:48.945

Rowan mentioned that the, the dwell time of 1.4

2250

02:03:49.025 --> 02:03:52.345

and whether that had changed the, the assumptions in the ta.

2251

02:03:53.405 --> 02:03:57.225

Um, just to be clear, the, the, the dwell time

2252

02:03:57.805 --> 02:03:59.865

hasn't changed from our assessments.

2253

02:04:00.005 --> 02:04:03.665

What's happened is that we've disaggregated

2254

02:04:04.245 --> 02:04:08.025

the imports and the exports, which has got to the 2.45

2255

02:04:08.605 --> 02:04:11.905

for the, um, import goods

2256

02:04:12.005 --> 02:04:14.825

and the 0.35, as we discussed earlier on this afternoon

2257

02:04:15.045 --> 02:04:17.945

for the, um, exports.

2258

02:04:18.165 --> 02:04:21.025

So the, the assumptions in the model that I, I talked you

2259

02:04:21.025 --> 02:04:22.785

through this morning are identical to those

2260

02:04:22.785 --> 02:04:24.905

that were assumed in terms of the transport assessment.

2261

02:04:24.965 --> 02:04:29.185

So there is no change, um, in that respect in terms

2262

02:04:29.185 --> 02:04:31.865

of the profile of traffic leaving the site.

2263

02:04:36.265 --> 02:04:37.845

And I think, sorry, I said three things.

2264

02:04:38.005 --> 02:04:41.005

I think that was as well

2265

02:04:41.005 --> 02:04:42.885

as the debate we just had on the addendum transport

2266

02:04:42.885 --> 02:04:44.445

assessment was, was everything I had on the list,

2267

02:04:44.445 --> 02:04:46.965

unless there was anything you'd got.

2268

02:04:50.105 --> 02:04:52.325

Oh yeah, I think they were the, the main points there was,

2269

02:04:52.325 --> 02:04:54.245

there was a lot, uh, coming from this side of the table.

2270

02:04:54.665 --> 02:04:57.565

Um, but, um, I'll look to DFDS

2271

02:04:57.785 --> 02:05:00.325

and CLDN if there was anything that was missed.

2272

02:05:01.305 --> 02:05:03.845

Um, but obviously I'll also give you the chance

2273

02:05:03.845 --> 02:05:05.885

of having heard Mr. Tucker to come back.

2274

02:05:06.145 --> 02:05:08.285

Um, perhaps starting with CLDN,

2275

02:05:10.345 --> 02:05:11.485

Robbie Owen, CLDN.

2276

02:05:11.625 --> 02:05:14.565

Um, i, I hear what Mr. Tucker has just said about, um,

2277

02:05:14.725 --> 02:05:16.925

nothing has changed despite the agreement

2278

02:05:16.985 --> 02:05:18.885

of the 1.4 dial time.

2279

02:05:19.265 --> 02:05:21.325

Um, we will reflect on that.

2280

02:05:21.425 --> 02:05:23.765

Uh, obviously this is a, an issue

2281

02:05:23.765 --> 02:05:24.965

that was raised on our side

2282

02:05:24.965 --> 02:05:26.245

and we haven't had that answer before.

2283

02:05:26.305 --> 02:05:29.565

So we reflect on that and, um, uh, make further submissions

2284

02:05:29.705 --> 02:05:31.685

as and when we feel that's gonna assist you.

2285

02:05:31.855 --> 02:05:32.855

Thank you.

2286

02:05:35.295 --> 02:05:37.405

Thank you, uh, Mr. Mr Fu

2287

02:05:37.965 --> 02:05:39.045

Isabella Tfor.

2288

02:05:39.885 --> 02:05:42.725

I, I hear the transcript is recording my name as Mr.

2289

02:05:43.275 --> 02:05:45.525

Full, which I'm very much enjoying.

2290

02:05:46.345 --> 02:05:48.325

Um, sounds like a Mr Man character.

2291

02:05:48.745 --> 02:05:52.285

Um, so I would just ask you

2292

02:05:52.285 --> 02:05:54.605

to have a look again at all the relevant sections in the

2293

02:05:54.605 --> 02:05:56.045

port's NPS, which deal with traffic

2294

02:05:56.105 --> 02:05:58.765

and transport impacts, which is section 5.4.

2295

02:05:59.305 --> 02:06:02.365

Um, there is some local planning, um, guidance,

2296

02:06:02.535 --> 02:06:06.485

which itself is, we say material consideration, which does,

2297

02:06:06.825 --> 02:06:09.965

um, require mitigation where

2298

02:06:10.555 --> 02:06:12.405

RFCs are at 0.58

2299

02:06:12.625 --> 02:06:16.645

or above, which we've included in our rep six submissions.

2300

02:06:17.175 --> 02:06:18.685

Eight five, Sorry,

2301

02:06:19.515 --> 02:06:22.365

5 8, 8 5, don't you mean 0.85,

2302

02:06:22.515 --> 02:06:24.085

0.85, apologies.

2303

02:06:24.785 --> 02:06:25.925

Um, 0.85.

2304

02:06:26.225 --> 02:06:30.725

Um, here,

2305

02:06:31.745 --> 02:06:36.325

we, um, haven't seen any evidence to suggest that the

2306

02:06:37.025 --> 02:06:39.805

impact of those junk, uh, those junctions that are

2307

02:06:39.805 --> 02:06:42.125

above practical capacity are not substantial

2308

02:06:42.265 --> 02:06:46.325

to use the MPS words or severe to use the MPPF words.

2309

02:06:48.405 --> 02:06:49.805

I appreciate that. And it's right

2310

02:06:49.805 --> 02:06:51.885

that the port's NPS is the primary

2311

02:06:53.025 --> 02:06:54.485

policy basis for your decision.

2312

02:06:55.185 --> 02:06:58.445

Um, but when it talks about substantial impacts,

2313

02:06:59.035 --> 02:07:00.245

there's no reason to believe

2314

02:07:00.245 --> 02:07:01.765

that means anything other than in,

2315

02:07:02.025 --> 02:07:06.365

in the M-P-P-F-I-E cumulative residual impacts.

2316

02:07:06.985 --> 02:07:10.325

So it's not just that you look at a development in isolation

2317

02:07:10.385 --> 02:07:13.205

and say, well, this will add, uh, X amount.

2318

02:07:13.385 --> 02:07:16.885

So you have to look at actually how the junctions are going

2319

02:07:16.885 --> 02:07:19.405

to be operating with the baseline traffic

2320

02:07:19.505 --> 02:07:21.485

and the additional traffic because that's the matter

2321

02:07:21.485 --> 02:07:24.605

of concern, how the junction operates, not who put it there.

2322

02:07:24.945 --> 02:07:28.045

Uh, and it may not be that the applicant will be required

2323

02:07:28.105 --> 02:07:33.045

to provide all of the mitigation to address, um, the issues

2324

02:07:33.045 --> 02:07:34.165

that arise at those junctions,

2325

02:07:34.465 --> 02:07:36.405

but it may at the very least be appropriate for it

2326

02:07:36.405 --> 02:07:38.165

to make a contribution commensurate

2327

02:07:38.165 --> 02:07:40.565

with its own impacts on, on the junctions.

2328

02:07:41.425 --> 02:07:45.365

Um, so yeah, I think other than that we are just refer

2329

02:07:45.365 --> 02:07:47.125

to the submissions that we've made at Deadline six

2330

02:07:47.125 --> 02:07:48.805

and the policies we will cite there.

2331

02:07:53.135 --> 02:07:56.565

Thank you. I've got the, uh, the case team reminding me

2332

02:07:56.565 --> 02:07:59.165

that we've, uh, we've gone for two hours without a, a break.

2333

02:07:59.345 --> 02:08:01.845

So, uh, I think I I, I've come

2334

02:08:01.845 --> 02:08:04.765

to the applicant if they've got any sort of final, um,

2335

02:08:05.345 --> 02:08:07.725

points, uh, relating to transport.

2336

02:08:07.785 --> 02:08:10.805

I'm conscious we have got a couple of, uh, bits

2337

02:08:10.805 --> 02:08:13.965

of any other business, uh, outside of transport.

2338

02:08:14.225 --> 02:08:16.205

So, um, uh, yeah,

2339

02:08:16.645 --> 02:08:18.845

I dunno whether the applicant wants a, a final word.

2340

02:08:21.055 --> 02:08:22.845

Thank. Thanks, sir. Just very briefly,

2341

02:08:23.025 --> 02:08:24.525

si Simon Tucker for the applicant.

2342

02:08:24.555 --> 02:08:27.165

Just two final points on what Ms. DeFores has said.

2343

02:08:27.425 --> 02:08:32.245

The, um, local policy that she referred to isn't a policy,

2344

02:08:32.355 --> 02:08:35.965

it's a, it's a, it's in the back of, um, um, Mr.

2345

02:08:36.025 --> 02:08:38.405

East's rep six submissions.

2346

02:08:38.435 --> 02:08:42.245

It's a technical note, um, produced by consultants

2347

02:08:42.345 --> 02:08:43.925

for Northeast Lincolnshire.

2348

02:08:43.925 --> 02:08:48.805

So it doesn't have a formal policy basis in terms of, um,

2349

02:08:50.825 --> 02:08:52.845

how you consider cumulative impact.

2350

02:08:52.915 --> 02:08:56.885

I've set that out in, in my rep 6 0 3 4 notes.

2351

02:08:57.185 --> 02:09:02.085

Um, and that position has been subject to, um, a high court

2352

02:09:02.605 --> 02:09:05.525

decision where the judgment was specifically that

2353

02:09:06.985 --> 02:09:10.605

the impact necessarily requires

2354

02:09:11.685 --> 02:09:14.085

consideration of whether the residual cumulative impact

2355

02:09:14.085 --> 02:09:17.285

of the proposed development is severe, not simply whether

2356

02:09:17.885 --> 02:09:19.845

existing or projected congestion without

2357

02:09:19.845 --> 02:09:21.365

that development would be severe.

2358

02:09:22.065 --> 02:09:26.925

So it is the impact of the development that's pertinent, um,

2359

02:09:28.025 --> 02:09:30.205

rather than as described by MR.

2360

02:09:30.345 --> 02:09:31.345

For. Thank you.

2361

02:09:35.715 --> 02:09:37.085

Okay. Just

2362

02:09:37.185 --> 02:09:39.405

before you move on, can somebody help us

2363

02:09:39.715 --> 02:09:44.205

with the abbreviation ship, SHI double P?

2364

02:09:44.205 --> 02:09:46.125

Because it's a cropped up a few times

2365

02:09:46.385 --> 02:09:48.045

and it, it doesn't mean anything to us.

2366

02:09:49.075 --> 02:09:51.245

Yeah. Andrew Burn. DFDS, it stands

2367

02:09:51.305 --> 02:09:54.245

for the South Humber Inward Investment Project

2368

02:09:56.545 --> 02:09:58.685

and that's the Pioneer Park development

2369

02:09:58.685 --> 02:10:00.565

that's being built on the A 1 1 7 3.

2370

02:10:11.785 --> 02:10:14.725

So unless anybody else has got anything burning they want

2371

02:10:14.725 --> 02:10:18.805

to say right now about transport, um, I will hand back to,

2372

02:10:19.185 --> 02:10:21.805

uh, Mr. Gould for a couple

2373

02:10:21.805 --> 02:10:23.725

of questions under any other business.

2374

02:10:25.755 --> 02:10:26.755

Okay, thank you.

2375

02:10:48.305 --> 02:10:50.405

Um, just firstly looking

2376

02:10:50.585 --> 02:10:53.645

and know this is off topic in terms of

2377

02:10:53.645 --> 02:10:57.445

what we've been discussing over the last two days, um,

2378

02:10:57.905 --> 02:11:02.805

but the market forecast report, which is AAP

2379

02:11:03.675 --> 02:11:08.605

0 7 9, um, given the submissions,

2380

02:11:08.765 --> 02:11:12.965

particularly the CLDN have made about the operations at

2381

02:11:13.885 --> 02:11:18.285

a killing home, um, perhaps can be c characterized

2382

02:11:18.505 --> 02:11:22.005

as being not wholly accurate, um,

2383

02:11:22.275 --> 02:11:25.965

because of the, uh, CLDN have explained how they,

2384

02:11:25.995 --> 02:11:28.405

they operate, they stack things, uh,

2385

02:11:28.405 --> 02:11:31.325

and there have been certain assumptions made in that report

2386

02:11:32.135 --> 02:11:34.685

based upon what the applicant thought was happening at

2387

02:11:34.685 --> 02:11:37.325

killing home, which is quite a lot different to

2388

02:11:37.325 --> 02:11:40.205

what actually does happen at killing home.

2389

02:11:41.145 --> 02:11:45.105

Um, so the, there is an issue as to whether

2390

02:11:45.105 --> 02:11:48.865

or not, um, there is a need to think about re uh,

2391

02:11:48.925 --> 02:11:50.465

or amending that document.

2392

02:11:51.005 --> 02:11:54.665

So that at least picks up factual inaccuracy.

2393

02:11:55.585 --> 02:11:58.465

I mean, I know there's, there's definitely bits within it,

2394

02:11:58.765 --> 02:12:01.865

um, that talk about in effect assuming single stacking

2395

02:12:02.485 --> 02:12:04.425

or stack heights of certain heights,

2396

02:12:04.425 --> 02:12:07.745

which clearly are not the way that site is operated.

2397

02:12:11.765 --> 02:12:15.605

I, I think potentially, um,

2398

02:12:16.335 --> 02:12:18.405

we'll leave it with you to think about whether

2399

02:12:18.405 --> 02:12:20.685

or not there's a, a need to revisit

2400

02:12:20.835 --> 02:12:24.845

that particular document, um, in terms of, uh,

2401

02:12:25.145 --> 02:12:26.965

of those issues of accuracy.

2402

02:12:28.175 --> 02:12:30.245

James Storm for the applicant, sir, thank you.

2403

02:12:30.425 --> 02:12:32.205

We can I reflect on that

2404

02:12:32.585 --> 02:12:37.485

and see what we think the implications are

2405

02:12:37.665 --> 02:12:40.805

as to whether it's necessary to update it.

2406

02:12:44.385 --> 02:12:49.005

Um, then we've briefly touched on Immune Green Energy

2407

02:12:49.365 --> 02:12:54.165

terminal, um, and at the last hearings, uh, as an action,

2408

02:12:54.505 --> 02:12:59.365

uh, at that point, application had not been accepted,

2409

02:13:00.745 --> 02:13:02.245

was accepted shortly after.

2410

02:13:03.545 --> 02:13:07.765

Um, and in doing your action point responses,

2411

02:13:07.775 --> 02:13:12.125

there was quite a brief, um, in effect assessment

2412

02:13:12.785 --> 02:13:16.005

of the cumulative and or in combination effects.

2413

02:13:17.185 --> 02:13:19.285

Uh, and really what that said was go

2414

02:13:19.285 --> 02:13:20.645

and have a look at the other documentation

2415

02:13:21.065 --> 02:13:22.165

for the other application,

2416

02:13:22.255 --> 02:13:24.645

which really isn't what we can do.

2417

02:13:25.545 --> 02:13:29.045

Um, so we'd like you to revisit, um, that assessment

2418

02:13:29.745 --> 02:13:31.685

and potentially produce something

2419

02:13:31.685 --> 02:13:32.885

that is more comprehensive.

2420

02:13:34.305 --> 02:13:38.685

And in a similar vein, um, you may

2421

02:13:38.685 --> 02:13:42.325

or may not be aware that the Viking Carbon Capture storage

2422

02:13:42.845 --> 02:13:45.965

pipeline application, I think was accepted last Friday

2423

02:13:46.345 --> 02:13:48.245

as a new NSIP application.

2424

02:13:48.715 --> 02:13:53.165

That of course is now, um, going to go to examination, uh,

2425

02:13:53.265 --> 02:13:58.085

in the not too distant future that potentially also has,

2426

02:13:58.305 --> 02:14:03.125

um, some effects that potentially you need to be looking at.

2427

02:14:04.065 --> 02:14:09.045

Um, I suspect possibly more in the construction phase of

2428

02:14:09.045 --> 02:14:10.645

that project, um,

2429

02:14:10.645 --> 02:14:14.045

because it will affect, um, the local road network in terms

2430

02:14:14.045 --> 02:14:16.085

of its generation of construction traffic.

2431

02:14:16.865 --> 02:14:19.045

You might be generating some construction traffic.

2432

02:14:19.415 --> 02:14:22.445

There may however, be other elements of that project

2433

02:14:22.475 --> 02:14:24.005

that you also need to be looking at.

2434

02:14:25.025 --> 02:14:29.685

Um, I think probably more

2435

02:14:29.985 --> 02:14:34.725

in ES terms on the cumulative side rather than, um, HRA,

2436

02:14:34.905 --> 02:14:36.005

uh, in combination,

2437

02:14:36.005 --> 02:14:39.525

because as I understand it, certainly at the sort

2438

02:14:39.525 --> 02:14:40.885

of IMMINGHAM end of that project,

2439

02:14:41.545 --> 02:14:45.205

it doesn't have a direct effect on, um,

2440

02:14:45.925 --> 02:14:48.205

SBA sac, um, Ramsar sites.

2441

02:14:56.385 --> 02:14:59.365

Any observations on reviewing, um,

2442

02:15:00.505 --> 02:15:01.605

Viking carbon capture

2443

02:15:01.865 --> 02:15:05.045

and for that matter revisiting what was done with, uh,

2444

02:15:05.245 --> 02:15:06.245

Ingham Green Energy?

2445

02:15:08.545 --> 02:15:10.485

So James Strong, the applicant obviously will

2446

02:15:10.485 --> 02:15:11.605

reflect on what you said.

2447

02:15:11.885 --> 02:15:16.685

I, I'm conscious now of the words in the, uh,

2448

02:15:16.685 --> 02:15:19.365

infrastructure, environmental impact assessment regulations,

2449

02:15:19.745 --> 02:15:22.965

uh, schedule, which refer to existing and

2450

02:15:23.085 --> 02:15:24.325

or approved projects

2451

02:15:25.025 --> 02:15:26.725

and wondered whether

2452

02:15:27.475 --> 02:15:30.565

this is amusing wonder whether anyone actually contemplated,

2453

02:15:31.465 --> 02:15:35.445

uh, the set the constant, um, increase

2454

02:15:35.465 --> 02:15:37.325

of projects which just, which aren't approved,

2455

02:15:37.325 --> 02:15:39.765

but which are, can be submitted at any time. And

2456

02:15:40.355 --> 02:15:42.805

What I think we need alert to is

2457

02:15:42.805 --> 02:15:46.285

what happened in East Anglia with, with the two wind farms,

2458

02:15:47.105 --> 02:15:48.845

one that was considered, um,

2459

02:15:49.105 --> 02:15:52.805

before, well, I think yeah, the examination concluded

2460

02:15:53.625 --> 02:15:55.965

before the second application was lodged

2461

02:15:55.995 --> 02:15:58.845

that then did result in difficulties in terms

2462

02:15:58.845 --> 02:15:59.925

of high court challenge

2463

02:16:00.425 --> 02:16:02.765

and if I remember rightly, did lead to a quashing.

2464

02:16:03.385 --> 02:16:08.245

Um, so it's, it's quite an important area to get right in

2465

02:16:08.885 --> 02:16:11.645

ensuring that full assessment has been done so

2466

02:16:11.645 --> 02:16:13.205

that the examining authority is able

2467

02:16:13.205 --> 02:16:15.045

to report accurately the Secretary State is able

2468

02:16:15.045 --> 02:16:18.165

to make a decision and then doesn't find himself in a

2469

02:16:18.645 --> 02:16:20.005

situation where, um,

2470

02:16:20.005 --> 02:16:22.245

another scheme should have been taken account of.

2471

02:16:22.505 --> 02:16:23.565

That's totally understood.

2472

02:16:23.585 --> 02:16:24.845

So James Strong for the applicant.

2473

02:16:25.265 --> 02:16:27.845

I'm not suggesting we want to become the test case

2474

02:16:27.845 --> 02:16:30.005

for the meaning of existing or approved projects.

2475

02:16:30.105 --> 02:16:31.805

I'm not sure anyone does, but uh, yes,

2476

02:16:32.275 --> 02:16:34.405

that we will reflect on what you've just

2477

02:16:35.125 --> 02:16:36.125

Identified. Certainly as far as the

2478

02:16:36.125 --> 02:16:38.125

East Angles were concerned, uh,

2479

02:16:38.445 --> 02:16:42.125

'cause neither of them were approved, one became approved,

2480

02:16:42.185 --> 02:16:43.285

but then got quashed.

2481

02:16:44.005 --> 02:16:45.845

'cause the view was that an element

2482

02:16:46.075 --> 02:16:47.645

that I think they were sharing

2483

02:16:48.425 --> 02:16:49.925

had not been correctly assessed.

2484

02:16:50.385 --> 02:16:52.605

Yes, I think they, uh, I I know the time.

2485

02:16:52.685 --> 02:16:55.285

I don't want to get, I think the facts were quite specific

2486

02:16:55.345 --> 02:16:57.005

in terms of there and there was,

2487

02:16:57.305 --> 02:16:58.445

if it's the one I'm thinking of,

2488

02:16:58.445 --> 02:17:00.885

there was actually a cumulative impact assessment which the

2489

02:17:01.045 --> 02:17:02.845

Secretary State decided not to take into account

2490

02:17:03.745 --> 02:17:05.165

and that was one of the issues.

2491

02:17:05.505 --> 02:17:07.605

But you are maybe referring to a different case.

2492

02:17:07.785 --> 02:17:12.565

But, but, uh, yes, that aside, uh, the two,

2493

02:17:12.665 --> 02:17:15.965

the two things you've mentioned, we will reflect on, uh, uh,

2494

02:17:16.065 --> 02:17:17.805

uh, your, your request

2495

02:17:24.155 --> 02:17:26.935

And then just very quickly, um,

2496

02:17:28.095 --> 02:17:32.735

although I actually, I suspect this is being addressed, um,

2497

02:17:34.995 --> 02:17:38.495

in spite of the revision to the habitat regulation, um,

2498

02:17:38.495 --> 02:17:42.095

assessment report that was made at Deadline five,

2499

02:17:43.085 --> 02:17:46.295

natural England of identified, um, in

2500

02:17:46.915 --> 02:17:50.815

rep 6 0 4 9, still quite a lot

2501

02:17:50.815 --> 02:17:51.935

of outstanding issues.

2502

02:17:53.435 --> 02:17:56.575

Um, is the applicant able

2503

02:17:56.675 --> 02:17:59.695

to quickly say what's being done in terms of seeking

2504

02:17:59.695 --> 02:18:03.655

to address and that might be something more possibly for Mr.

2505

02:18:03.655 --> 02:18:06.095

Greenwood in his more coordinating role,

2506

02:18:06.235 --> 02:18:11.175

or is that something you, um, just take away?

2507

02:18:12.075 --> 02:18:15.335

But we, we do need to be certain that something is going on

2508

02:18:15.335 --> 02:18:18.735

to, to seek to address those residual matters.

2509

02:18:19.355 --> 02:18:24.175

It might in part be dealt with through the Reese questions

2510

02:18:24.175 --> 02:18:25.775

that we raised last week.

2511

02:18:26.595 --> 02:18:28.415

Yes, it was lost, right? Was it lost, right. Yeah.

2512

02:18:29.835 --> 02:18:33.655

Yep. I just want

2513

02:18:34.905 --> 02:18:36.015

James Storm for the applicant.

2514

02:18:36.055 --> 02:18:38.255

I was just wondering, so whether if, if it would help,

2515

02:18:38.355 --> 02:18:41.775

and it's, it's not out of order, whether we can report back

2516

02:18:41.775 --> 02:18:43.255

to you tomorrow on that.

2517

02:18:44.535 --> 02:18:47.095

I know you're raising it as an item here,

2518

02:18:48.235 --> 02:18:52.015

but if it, the answer to your question, I don't have my,

2519

02:18:52.915 --> 02:18:54.175

the, the, the environmentalist

2520

02:18:54.275 --> 02:18:55.335

in, in the room at the moment.

2521

02:18:55.405 --> 02:18:57.535

Certainly, I don't think the examining authority has got

2522

02:18:57.535 --> 02:18:59.455

any objection to that sort of report back.

2523

02:18:59.555 --> 02:19:04.335

Um, and I would like to hope that IPS wouldn't find yet.

2524

02:19:04.335 --> 02:19:05.735

We'll deal with that in the morning. Thank you.

2525

02:19:12.155 --> 02:19:16.655

Um, that then really brings us,

2526

02:19:17.195 --> 02:19:20.055

unless well, has any other party got any Mr.

2527

02:19:22.485 --> 02:19:25.495

Robo CLDN? Just a couple of matters if I, if I may.

2528

02:19:25.675 --> 02:19:30.005

Um, one one's a comment, um, on we very much welcome

2529

02:19:30.955 --> 02:19:32.765

your request for the applicant

2530

02:19:32.865 --> 02:19:35.805

to review the market forecast study

2531

02:19:35.805 --> 02:19:38.445

because, um, uh, as you know,

2532

02:19:38.445 --> 02:19:40.845

we have been very concerned throughout the examination

2533

02:19:40.845 --> 02:19:42.765

that it's got some fundamental, um,

2534

02:19:43.105 --> 02:19:48.085

errors in having been compiled from sources like Google, um,

2535

02:19:48.355 --> 02:19:50.325

maps without even asking

2536

02:19:51.085 --> 02:19:52.685

CRDN about what happens at killing home.

2537

02:19:52.685 --> 02:19:55.645

And in our view, the killing home notice we've dubbed it at

2538

02:19:55.845 --> 02:20:00.805

Deadline four contains an up-to-date, um, description of

2539

02:20:00.805 --> 02:20:03.365

what happens at killing home and its capacity, et cetera.

2540

02:20:03.465 --> 02:20:07.685

And, and that in our view, um, is, is, uh,

2541

02:20:09.075 --> 02:20:11.995

a, a full and, uh, accurate, um, picture

2542

02:20:12.175 --> 02:20:13.555

for the examining authority.

2543

02:20:13.695 --> 02:20:17.435

And, um, we we're still not entirely sure why the applicant

2544

02:20:17.435 --> 02:20:20.955

seems to have difficulty in accepting, uh, our description

2545

02:20:20.955 --> 02:20:23.155

of our own operations at our own port.

2546

02:20:23.415 --> 02:20:27.595

Um, but I, that brings me on to the second issue,

2547

02:20:27.595 --> 02:20:32.395

which Mr. Bradley started this morning, um, by asking, uh,

2548

02:20:33.055 --> 02:20:36.435

uh, some questions about, um, vessels

2549

02:20:36.985 --> 02:20:38.915

calling it killing home and, and risks.

2550

02:20:38.975 --> 02:20:40.435

And I can perhaps just in,

2551
02:20:40.455 --> 02:20:42.755
in five minutes deal with that, if I may.

2552
02:20:43.255 --> 02:20:46.395
Um, we, uh, have worked up a note which we can

2553
02:20:47.015 --> 02:20:48.515
put into a post-hearing submission

2554
02:20:48.655 --> 02:20:49.755
and get that to you as soon

2555
02:20:49.755 --> 02:20:53.875
as we can next week without waiting for, um, deadline seven.

2556
02:20:55.855 --> 02:20:58.995
So on the, it, it starts really by going back to

2557
02:21:00.015 --> 02:21:03.075
the Killing Home note rep 4 0 2 1.

2558
02:21:04.375 --> 02:21:08.915
Uh, on page 16, we, um, uh, said

2559
02:21:08.915 --> 02:21:13.075
that the largest vessels, uh, operated by CLDN, um,

2560
02:21:13.335 --> 02:21:15.555
at killing home are what, what's known what,

2561
02:21:15.555 --> 02:21:16.955
what are known as the G nines.

2562
02:21:17.575 --> 02:21:20.795
Uh, there are two of them, the only two in the world, uh, MV

2563
02:21:22.155 --> 02:21:23.995
Celine and the mv, um, Delphine.

2564
02:21:25.535 --> 02:21:27.435

And, and they, and those are restricted

2565

02:21:27.435 --> 02:21:29.275
to birth three at killing home.

2566

02:21:29.815 --> 02:21:33.915
Uh, and their capacity is, um, uh, uh,

2567

02:21:33.915 --> 02:21:37.755
8,000 lane meters and they're 234 meters length.

2568

02:21:37.865 --> 02:21:42.275
Overall, as I said that these are the only two

2569

02:21:43.145 --> 02:21:44.275
such vessels in the world.

2570

02:21:44.855 --> 02:21:47.075
Um, and, and in fact, I'm, I'm told,

2571

02:21:47.075 --> 02:21:48.955
and again, we give details of this, that, uh,

2572

02:21:49.395 --> 02:21:53.675
CRDN has two more of such vessels, uh, under construction.

2573

02:21:54.215 --> 02:21:58.515
Uh, they were, uh, commission, they were ordered in

2574

02:21:59.395 --> 02:22:00.955
February of 2022,

2575

02:22:01.215 --> 02:22:03.675
and they're due for delivery in the, in the first half

2576

02:22:03.695 --> 02:22:05.315
of 2025.

2577

02:22:06.255 --> 02:22:10.515
But, uh, um, if, if you can imagine, uh, uh, Sarah table,

2578

02:22:10.655 --> 02:22:11.755

we, we, we set out

2579

02:22:11.775 --> 02:22:14.395

and we're grateful to the help from DFDS in relation

2580

02:22:14.395 --> 02:22:19.195

to the jilin, uh, vital statistics, uh, the characteristics

2581

02:22:19.375 --> 02:22:21.955

of the G nine, the jilin,

2582

02:22:21.955 --> 02:22:26.485

and also CDNs smaller H five vessels covering

2583

02:22:26.745 --> 02:22:31.045

length overall beam draft, uh,

2584

02:22:31.405 --> 02:22:36.365

GWT, um, propulsion in terms of total output, uh, thrusters,

2585

02:22:37.465 --> 02:22:41.205

uh, and capacity, uh, and, and also displacement data.

2586

02:22:41.645 --> 02:22:44.205

I, I have all of the above apart from displacement data now,

2587

02:22:44.205 --> 02:22:46.045

but I imagine you wouldn't want me to go

2588

02:22:46.045 --> 02:22:48.445

through it in detail, but, uh, it gives a comparison

2589

02:22:48.545 --> 02:22:51.565

of those three different types of vessels with reference

2590

02:22:51.565 --> 02:22:54.645

to each of those, um, eight characteristics

2591

02:22:54.645 --> 02:22:55.645

that I've just mentioned.

2592

02:22:57.505 --> 02:23:00.725

Um, I, I think it's important to emphasize

2593

02:23:00.725 --> 02:23:04.605

however, that, that, um, this is not a, a a,

2594

02:23:04.885 --> 02:23:08.805

a life-like comparison in terms of G nine compared with, uh,

2595

02:23:09.045 --> 02:23:13.245

ginlink in that, um, the, um, the birth a killing home

2596

02:23:13.825 --> 02:23:17.365

are, are generally not restricted in the same way.

2597

02:23:17.365 --> 02:23:18.405

And I'll come back to that in a minute.

2598

02:23:18.545 --> 02:23:22.325

Uh, and ships can move off them, uh, uh, and, and,

2599

02:23:22.425 --> 02:23:24.965

and certainly berth three I'm talking about now in the

2600

02:23:24.965 --> 02:23:27.525

context of the G nine ships can move off the berth

2601

02:23:27.525 --> 02:23:29.125

and, uh, into onward passage

2602

02:23:29.715 --> 02:23:31.365

without obstructing other vessels.

2603

02:23:31.625 --> 02:23:34.365

And those, you know, and, and the, and the,

2604

02:23:34.365 --> 02:23:38.645

and the vessels are not maneuvering, um, On

2605

02:23:38.985 --> 02:23:40.685
or off the births whilst other river

2606

02:23:40.685 --> 02:23:41.765
traffic is in the vicinity.

2607

02:23:41.765 --> 02:23:43.725
And I think, I think therefore the, the circumstances

2608

02:23:43.785 --> 02:23:45.725
of Cunningham are clearly very different

2609

02:23:45.725 --> 02:23:48.085
and it's important to recognize that.

2610

02:23:48.425 --> 02:23:52.845
And, um, I I think that takes me on to the second part

2611

02:23:52.845 --> 02:23:54.005
of your question, Mr. Bradley.

2612

02:23:54.025 --> 02:23:57.325
In terms of the two highest risks assessed for the birthing

2613

02:23:57.525 --> 02:24:00.925
of the G nine vessels at killing home, I, I mean,

2614

02:24:01.205 --> 02:24:04.125
I think the questions are probably moot in that, um,

2615

02:24:04.655 --> 02:24:08.125
given the, the different circumstances of killing home, uh,

2616

02:24:08.345 --> 02:24:13.045
uh, compared with, um, Immingham in that birth three, along

2617

02:24:13.045 --> 02:24:16.565
with birth one, again, the, the, the plans were attached

2618

02:24:16.565 --> 02:24:17.565

to the killing home note.

2619

02:24:17.905 --> 02:24:20.765

So births one and three are, are, are,

2620

02:24:20.825 --> 02:24:22.565

are unrestricted river births.

2621

02:24:23.185 --> 02:24:25.285

Uh, so, so the vessels can move on

2622

02:24:25.285 --> 02:24:28.445

and off them directly, uh, from and, and into the river.

2623

02:24:29.725 --> 02:24:30.885

Tugs aren't, tugs aren't required,

2624

02:24:32.305 --> 02:24:35.365

Uh, Uh, and whereas the, the, the,

2625

02:24:35.465 --> 02:24:40.325

the proposed births at at, at iert are much closer to,

2626

02:24:41.745 --> 02:24:44.245

in terms of nature to killing Holmes birth five,

2627

02:24:44.775 --> 02:24:48.405

which does have restrictions, uh, and, and,

2628

02:24:48.405 --> 02:24:50.845

and that birth along with births two, four,

2629

02:24:50.865 --> 02:24:54.805

and six, um, which, which along with birth one,

2630

02:24:54.905 --> 02:24:58.725

the G nine vessels can't, can't birth alongside, uh,

2631

02:24:58.725 --> 02:25:01.405

there are a number of risk controlled limitations

2632

02:25:01.405 --> 02:25:05.245

and restrictions that have been agreed with the, um, uh,

2633

02:25:05.635 --> 02:25:07.285

hard master Humber, I think it must be,

2634

02:25:08.945 --> 02:25:11.445

Um, Which are that, um,

2635

02:25:11.495 --> 02:25:13.605

where the tidal stream is greater than two

2636

02:25:13.605 --> 02:25:16.085

and a half knots, um, uh,

2637

02:25:16.585 --> 02:25:19.325

and the wind force is bf five

2638

02:25:19.385 --> 02:25:21.965

or above from a beam direction, then, um,

2639

02:25:21.965 --> 02:25:23.805

there is then a requirement to take a tug,

2640

02:25:23.965 --> 02:25:25.085

a minimum of one tug.

2641

02:25:27.505 --> 02:25:32.485

And clearly those, the, the risk assessment carried out

2642

02:25:32.485 --> 02:25:37.085

and the risk control measures, um, has been, uh, carried out

2643

02:25:37.085 --> 02:25:38.685

with reference to the circumstances of that killing home.

2644

02:25:38.685 --> 02:25:40.445

And, and therefore it's, it's probably

2645

02:25:40.445 --> 02:25:43.365

of limited application, I would think to, um, immingham.

2646

02:25:43.385 --> 02:25:47.245

But those are the key differences I think in terms of, um,

2647

02:25:47.245 --> 02:25:49.925

killing home and immingham, um, in terms

2648

02:25:49.925 --> 02:25:51.645

of the different circumstances there

2649

02:25:51.865 --> 02:25:54.845

and the lack of other vessels in the, in the area.

2650

02:25:55.425 --> 02:26:00.365

So we will set that out, um, uh, in, in,

2651

02:26:00.425 --> 02:26:02.005

in a post hearing submission.

2652

02:26:02.005 --> 02:26:03.805

It's, it's broadly as I've just said, uh,

2653

02:26:03.805 --> 02:26:05.325

but I hope that's helpful in the meantime.

2654

02:26:06.785 --> 02:26:07.965

Uh, very helpful indeed.

2655

02:26:07.985 --> 02:26:10.445

Uh, thank you very much for the hard work so rapidly.

2656

02:26:10.865 --> 02:26:14.405

Um, I, I think, uh, all I would just ask

2657

02:26:14.465 --> 02:26:19.005

for clarification is the H five vessels, is that the same

2658

02:26:19.005 --> 02:26:20.965

as the stanner transporter class

2659
02:26:20.965 --> 02:26:22.445
that we've been talking about earlier on,

2660
02:26:24.105 --> 02:26:25.805
or is it a completely different class?

2661
02:26:28.125 --> 02:26:30.805
I am not entirely sure.

2662
02:26:30.985 --> 02:26:32.405
We, we can just, um, try

2663
02:26:32.405 --> 02:26:33.605
and get an immediate answer, but, um,

2664
02:26:33.855 --> 02:26:35.165
Don't worry, I'm not entirely

2665
02:26:35.165 --> 02:26:36.405
sure if not available right now.

2666
02:26:36.545 --> 02:26:38.165
I'm just wondering if there's anybody

2667
02:26:39.515 --> 02:26:42.125
from the navigation side who might help on that.

2668
02:26:42.945 --> 02:26:45.285
And I'm not sure they, sorry, gen the,

2669
02:26:45.415 --> 02:26:47.005
could you just repeat the questions? And then

2670
02:26:47.305 --> 02:26:50.525
The H five vessel, which operate is operated by stent

2671
02:26:50.785 --> 02:26:55.565
to uh, uh, um, killing home, uh, is, uh, is,

2672
02:26:55.725 --> 02:26:58.965

does that have anything to do with the stenner transporter

2673

02:26:58.965 --> 02:27:00.445

that we've been talking about earlier on?

2674

02:27:01.125 --> 02:27:02.445

Negative. Negative, okay.

2675

02:27:02.445 --> 02:27:03.805

It's also a single propeller.

2676

02:27:04.385 --> 02:27:06.925

It has dual bow trusses and dual stern trusses.

2677

02:27:06.925 --> 02:27:09.405

You can compare that with, uh, two propeller ship

2678

02:27:09.405 --> 02:27:10.805

with double rod and bow trusses.

2679

02:27:10.905 --> 02:27:13.965

If you want to compare, you can compare the transporter

2680

02:27:13.965 --> 02:27:15.805

with the England class is different inside,

2681

02:27:15.825 --> 02:27:17.525

but maneuver ice, it's the same.

2682

02:27:17.595 --> 02:27:20.325

Very clear. Thank you. So I've just had confirmation

2683

02:27:20.325 --> 02:27:22.005

from CLD and that they're completely different.

2684

02:27:23.615 --> 02:27:24.085

Thank you.

2685

02:27:29.305 --> 02:27:31.405

Was there any other,

2686

02:27:31.585 --> 02:27:33.205

any other business from any other party?

2687

02:27:34.555 --> 02:27:35.925

Doesn't look like it.

2688

02:27:39.105 --> 02:27:43.445

Um, review of action points,

2689

02:27:43.565 --> 02:27:47.045

I think we'll do what we did at the last issues with hearing

2690

02:27:47.665 --> 02:27:50.245

if, um, the applicant's team can circulate the note

2691

02:27:50.245 --> 02:27:52.045

that they've been compiling during the course of the day

2692

02:27:52.545 --> 02:27:54.605

to all of the, the other parties.

2693

02:27:55.265 --> 02:27:57.445

If you can then review it as quickly as possible,

2694

02:27:57.715 --> 02:28:00.125

then if the applicant can arrange for it to come back to,

2695

02:28:00.905 --> 02:28:03.765

um, the case team, uh, we'll look at it

2696

02:28:03.765 --> 02:28:07.365

and then we'll look to issue as promptly as we can, as a,

2697

02:28:07.365 --> 02:28:08.165

as a final version

2698

02:28:12.275 --> 02:28:14.805

that then he says hopefully.

2699

02:28:25.755 --> 02:28:27.845

Yeah, I, I should just say on the action points, we,

2700

02:28:27.905 --> 02:28:32.245

we will be looking for responses at deadline seven wherever

2701

02:28:32.845 --> 02:28:36.765

possible, but we, once we see, uh, the full list, um,

2702

02:28:37.665 --> 02:28:40.565

and if we identify any particular issues from

2703

02:28:40.565 --> 02:28:42.725

what people are saying in response, some

2704

02:28:42.725 --> 02:28:44.485

of those deadlines might be adjusted.

2705

02:28:45.505 --> 02:28:49.485

Um, that then brings us to the close of the hearing.

2706

02:28:49.585 --> 02:28:51.365

I'd like to thank everybody for your forbearance.

2707

02:28:51.495 --> 02:28:54.605

We've, we've set half an hour longer than we said we hoped

2708

02:28:54.665 --> 02:28:58.605

we would, but at least we have concluded, um, everything

2709

02:28:58.605 --> 02:29:01.925

that we wish to cover on this agenda item or,

2710

02:29:01.945 --> 02:29:03.805

or this hearing I should say.

2711

02:29:09.285 --> 02:29:10.565

I think thanks round.

2712

02:29:12.395 --> 02:29:15.925

Yeah. Um, although some, uh, uh,

2713

02:29:16.525 --> 02:29:20.365

I ips have now left, uh, we'd extend our thanks broadly

2714

02:29:20.425 --> 02:29:22.805

to everybody that's participated, uh,

2715

02:29:22.825 --> 02:29:25.765

and for all the witnesses that have assisted, um,

2716

02:29:25.945 --> 02:29:29.205

the recording for, uh, this hearing will be made available

2717

02:29:29.385 --> 02:29:30.765

and published as soon as possible.

2718

02:29:31.905 --> 02:29:36.565

Um, so I'd like to thank everybody.

2719

02:29:36.865 --> 02:29:40.045

Um, if you have any sort

2720

02:29:40.045 --> 02:29:43.965

of administrative type queries, uh, if you could raise them

2721

02:29:43.995 --> 02:29:45.005

with Ms. Robbins,

2722

02:29:45.005 --> 02:29:47.165

but I suspect given the nature

2723

02:29:47.225 --> 02:29:48.565

of the participation in this hearing,

2724

02:29:48.565 --> 02:29:50.805

that's unlikely, uh, to be the case.

2725

02:29:51.065 --> 02:29:52.485

So thank you very much

2726

02:29:52.865 --> 02:29:55.205

and we'll no doubt, be seeing some

2727

02:29:55.205 --> 02:29:58.325

of you tomorrow at 10 o'clock for issue specific hearing.

2728

02:29:58.465 --> 02:30:00.125

Six. Thank you. Thank you very

2729

02:30:00.125 --> 02:30:00.565

Much, sir.