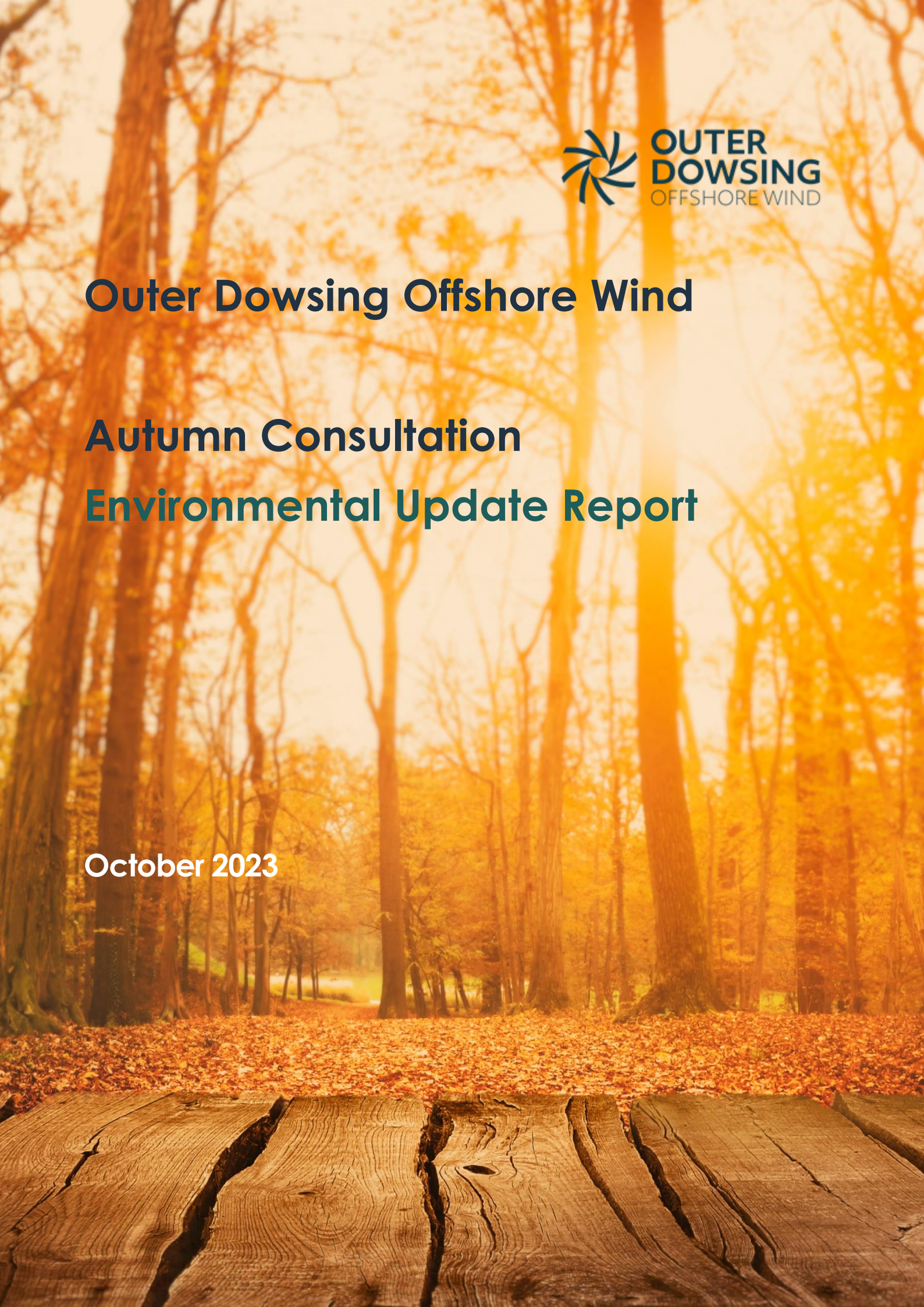

Outer Dowsing Offshore Wind

Autumn Consultation

Environmental Update Report

October 2023

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2. Project Parameter Refinements since PEIR & the Outer Dowsing Offshore Wind Autumn Consultation

1. Since the Project undertook Phase 2 consultation between 7th June and 21st July 2023, several design refinements have been made. This document addresses these changes, considers their potential for environmental impacts, and sets out how these will be addressed in the Project's Environmental Impact Assessment (EIA).
2. Figure 2.1 below highlights the key Project changes since the Preliminary Environmental Information Report (PEIR) was published, which are considered in this document. This report confirms that the proposed project refinements are not anticipated to cause materially new or materially different environmental impacts to those presented in the Preliminary Environmental Information Report (PEIR).

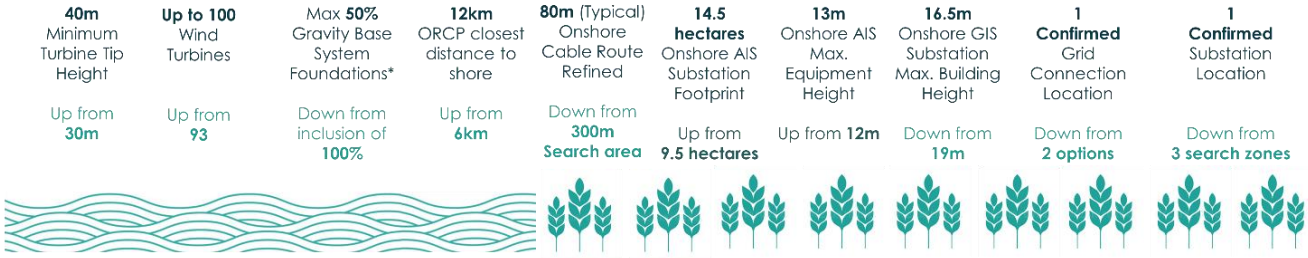


Figure 2.1 Summary of Key Project Refinements from PEIR

3. The reason for each of the key project refinements highlighted in Figure 2.1 are outlined in the relevant offshore and onshore sections of this report (Sections 3.2 and 3.3 respectively).
4. Some of the above refinements highlighted in Figure 2.1 represent not just one change, but a number of targeted refinements as the result of decisions made following the Project's Phase 2 consultation. For example, the refinement of the onshore cable route within the 300m PEIR Boundary (search area) from an indicative typical[1] 80m corridor anywhere within the 300m PEIR boundary as shown at Phase 2 Consultation, down to a proposed 80m (typical[1]) cable route.. The majority of the refinements made to the onshore cable route were refined within the PEIR Boundary, however a discrete number of refinements made following the feedback from the Phase 2 Consultation; the addition of new traffic & transport survey data; and, following the outcome of other key refinements made (such as the grid connection location and the location of the onshore substation) have resulted in minor changes outside the PEIR Boundary. All of these instances are highlighted in Appendix 1.
5. A number of environmental surveys (both onshore and offshore) have been ongoing since the publication of the Project's PEIR. Therefore, the introduction of new survey information could result in a change from PEIR either to receptors or the relevant assessment presented, these will be reported in the ES.

[1] Whilst the width of the cable corridor may fluctuate along the route to account for specific environmental or engineering constraints, the Project will ultimately require a typical working width of 80m during cable construction, reducing to a typical 60m wide corridor (reinstated) post construction.

3. Environmental Assessment of refinements by EIA Topic

3.1 Assessment Approach

6. The assessment summary tables included in Sections 3.2 and 3.3 outline, for each technical topic, whether the project refinement made is anticipated to introduce any new receptors into the assessment or have any significant changes to the conclusions of those as assessed in the Project's PEIR (as published in June 2023 and available online on our Project website: www.outerdowsing.com/consultation).
7. Table 3.1 outlines the criteria used for the assessment.

Table 3.1 Key for Environmental Assessment

Key	
	No change anticipated from PEIR either to receptors or the relevant assessment presented. Supportive text has been included where this is relevant/ is deemed useful.
	Potential for new receptor and/or a change in the impact as assessed at PEIR
	No Pathway for Effect.

3.2 Offshore Assessment

8. The below table (Table 3.2) outlines the reasons for each of the offshore Project refinements

Table 3.2 Key Offshore design refinements

Design Refinement	Reason for refinement
Up to 100 Wind Turbines **Up from 93**	Following a review of the supply chain and WTG types expected to be available on the market for the Project, it has determined that it is necessary to update the Project's design parameters to include a 15MW WTG. As such, the maximum number of turbines has been increased from 93 to 100 to accommodate this.
Commitment of Max 50% inclusion of Gravity Base Systems Foundations (for turbines & platforms – not ANS) **Down from 100% inclusion**	In response to feedback received from stakeholders the Project undertook a review of the design parameters for Gravity Base System (GBS) foundations, including a review of available geophysical and geotechnical data. The Project has therefore been able to reduce the number of GBS foundations from 100% of all foundations to a maximum of 50% of foundations for WTGs and offshore platforms (excluded Artificial Nesting Structures).
Minimum Wind Turbine Generator (WTG) tip height increased to 40m **Up from 30m**	To minimise the impacts of the Project on bird species the project has committed to a minimum blade tip height of 40m above Mean Sea Level (MSL). Revised collision risk modelling (CRM) will be undertaken based on this refinement.
12km ORCP closest distance to shore **Up from 6km**	In response to feedback received from stakeholders and to reduce the impact of the Project in relation to seascape, landscape and visual impact the Project has committed to Offshore Reactive Compensation Platforms (ORCPs) being located at least 12km from the shore.

9. Table 3.5 outlines the assessment of each of these refinements against each of the offshore technical topics against that which was concluded at PEIR utilising the approach as set out in Section 3.1.

Table 3.3 Environmental Assessment of Offshore Project Refinements

EIA Topic	Design Refinement **Up to 100** Wind Turbines Up from **93**	Commitment of Max 50% inclusion of Gravity Base Systems Foundations (for turbines & platforms – not ANS) Down from 100% inclusion	Minimum WTG tip height increased to 40m Up from 30m	12km ORCP closest distance to shore Up from 6km
Marine Processes	Whilst the increased number of turbines alone would be expected to increase wave blockage effects, when considering the reduction in number of GBS (as the worst-case foundation type for blockage impacts) the changes to the project design are not expected to result in new or materially different impacts than assessed at PEIR. However, updated hydrodynamic modelling will be undertaken to inform the ES.		No pathway for effect.	ORCP locations modelled at 12km during PEIR, therefore no change to conclusions.
Marine Water and Sediment Quality	Whilst the increased number of turbines alone would be expected to increase total sediment displacement and the associated effects to water and sediment quality, when considering the reduction in number of GBS (as the worst-case foundation type for seabed impacts and sediment displacement volumes) the changes to the project design are not expected to result in new or materially different impacts than assessed at PEIR. However, updated hydrodynamic modelling will be undertaken to inform the ES.		No pathway for effect.	ORCP locations modelled at 12km during PEIR, therefore no change to conclusions.
Benthic and Intertidal Ecology	Whilst the increased number of turbines alone would be expected to increase impacts to benthic ecology, when considering the reduction in number of GBS (as the worst-case foundation type for temporary/permanent habitat loss, changes to suspended sediment concentrations and sediment deposition), the changes to the changes to the project design are not expected to result in new or materially different impacts than assessed at PEIR.		No pathway for effect.	ORCP locations modelled at 12km during PEIR, therefore no change to conclusions.
Fish and Shellfish Ecology	Whilst the increased number of turbines alone would be expected to increase impacts to fish and shellfish ecology, when considering the reduction in number of GBS (as the worst-case foundation type for temporary/permanent habitat loss, changes to suspended sediment		No pathway for effect.	ORCP locations modelled at 12km during PEIR, therefore no change to conclusions.

EIA Topic	Design Refinement			
	Up to 100 Wind Turbines Up from **93**	Commitment of Max 50% inclusion of Gravity Base Systems Foundations (for turbines & platforms – not ANS) Down from 100% inclusion	Minimum WTG tip height increased to 40m Up from 30m	12km ORCP closest distance to shore Up from 6km
	concentrations and sediment deposition), the changes to the project design are not expected to result in new or materially different impacts than assessed at PEIR. For underwater noise effects, whilst the increased number of turbines could lead to a slight increase in the duration of underwater noise impacts overall from piling, the Project's commitment to reduce the array area before DCO submission will reduce the spatial impact from piling noise. Therefore, when considering the balance between the spatial and temporal impacts from underwater noise associated with piling, the changes to the project design are not expected to result in new or materially different impacts than assessed at PEIR. However, updated noise modelling will be undertaken to inform the ES.			
Shipping and Navigation	NRA modelling will assess 100 WTGs, with findings informing the final Formal Safety Assessment rankings. Qualitative rankings are not expected to rise based on the increase in WTGs due to existing mitigation measures for turbine layouts remaining as per PEIR. Therefore, the changes to the project design are not expected to result in new or materially different impacts than assessed at PEIR.	As there is no increase to the surface dimensions of the structures, the changes to the project design are not expected to result in new or materially different impacts than assessed at PEIR.	An increase in air draft reduces the risk of blade contact with vessels, and therefore the overall risk will reduce from that of PEIR.	ORCP locations modelled at 12km during PEIR, therefore no change to conclusions.
Aviation, Radar and Communications	The maximum design scenario for Aviation, Radar and Communications was based on the maximum tip height above MSL spread over the full extent of the array area. Therefore, as the maximum tip height has not been altered, the changes to the project design are not expected to result in new or materially different impacts than assessed at PEIR.			ORCP locations modelled at 12km during PEIR, therefore no change to conclusions.

EIA Topic	Design Refinement			
	Up to 100 Wind Turbines Up from **93**	Commitment of Max 50% inclusion of Gravity Base Systems Foundations (for turbines & platforms – not ANS) Down from 100% inclusion	Minimum WTG tip height increased to 40m Up from 30m	12km ORCP closest distance to shore Up from 6km
Seascape, Landscape and Visual Impacts Assessment	The assessment at PEIR comprised the maximum possible number of largest size turbines closest to shore, with the increase in maximum number of turbines not increasing the worst-case scenario for the largest turbine type (which remains at 50). As the minimum tip height increase has not resulted in an overall turbine height increase, and no greater number of turbines (which remains at 50 turbines for the maximum turbine height) will be visible, the changes to the project design are not expected to result in new or materially different impacts than assessed at PEIR.			The ORCP search areas have been reduced, with the search area now being 12km offshore. Therefore, the ORCPs will be less visible to onshore receptors and as such it is expected that impacts will reduce. A full assessment of the revised location will be presented in the ES. the revised location will be presented in the ES.
Infrastructure and Other Marine Users	The maximum design scenario for Infrastructure and Other Users was based on the potential for interaction with other receptors; therefore, as the identified design changes are not expected to result in any greater potential for interaction due to the existing mitigation measures the changes to the project design are not expected to result in new or materially different impacts than assessed at PEIR.			ORCP locations modelled at 12km during PEIR, therefore no change to conclusions.
Marine Mammals	The maximum design scenario for sedimentary effects for Marine Mammals was based on 100% GBS, therefore despite the increase in the number of turbines, when considering the reduction in number of GBS the changes to the project design are not expected to result in new or materially different impacts than assessed at PEIR. For underwater noise effects, whilst the increased number of turbines could lead to a slight increase in the duration of impacts overall from piling, the Project's commitment to reduce the array area before DCO submission will reduce the spatial impact from piling noise. Therefore, the changes to the project design are not expected to result in new or materially different impacts than assessed at PEIR. However, updated noise modelling will be undertaken to inform the ES.	No pathway for effect.		ORCP locations modelled at 12km during PEIR, therefore no change to conclusions.

EIA Topic	Design Refinement			
	Up to 100 Wind Turbines Up from **93**	Commitment of Max 50% inclusion of Gravity Base Systems Foundations (for turbines & platforms – not ANS) Down from 100% inclusion	Minimum WTG tip height increased to 40m Up from 30m	12km ORCP closest distance to shore Up from 6km
Offshore and Intertidal Ornithology	Whilst the increase in the number of turbines could theoretically increase the impacts from collision risk, the increase in the minimum tip height from 30m to 40m about Mean Sea Level is expected to lead to an overall reduction in collisions based on the known flight heights of the species present in the array area. Therefore, the changes to the project design are not expected to result in new or materially different impacts than assessed at PEIR. The reduction in the number of GBS will result in no greater impacts to prey species of seabirds.			ORCP locations modelled at 12km during PEIR, therefore no change to conclusions.
Commercial Fisheries	Overall impacts to fisheries resources are not expected to increase (as described above).		No pathway for effect.	ORCP locations modelled at 12km during PEIR, therefore no change to conclusions.
Marine and Intertidal Archaeology	The maximum design scenario for Marine and Intertidal Archaeology was based on 100% GBS, therefore despite the increase in the number of turbines, when considering the reduction in number of GBS the changes to the project design are not expected to result in new or materially different impacts than assessed at PEIR.		No pathway for effect.	ORCP locations modelled at 12km during PEIR, therefore no change to conclusions.

3.3 Onshore Assessment

10. The below table (
11. Table 3.4) outlines the reasons for each of the onshore Project refinements

Table 3.4 Key Onshore design refinements

Design Refinement	Reason for refinement
13m Onshore AIS & GIS Max. Equipment Height **Up from 12m**	Following further design refinements and the confirmation of the onshore substation location, the Project increased the height of the equipment height to ensure enough flexibility in the design envelope to account for the finished floor level (this is the height above the finished platform level that the equipment will sit on) which is determined by flood risk and is yet to be defined, preliminary modelling identified that 13m above platform level will be sufficient.
16.5m Onshore GIS Substation Max. Building Height **Down from 19m**	Following further design refinements and the confirmation of the onshore substation location, the Project was able to reduce the maximum height of the onshore GIS buildings to help reduce visual impacts.
14.5 hectares Onshore AIS Substation Footprint **Up from 9.5 hectares**	A substation is typically made up of a number of 'substation bays' which connect together circuits, generators and demand. Substations are designed and operated in different configurations, to provide high levels of supply reliability and security. As part of the Project's grid connection confirmation; the number of 'substation bays' that will be available to the Project was refined from that which was previously anticipated; this is a key element that affects the design (and size) of the Project's AIS substation. To reduce the number of feeding circuits, the Project needs to increase the number of connection bays at the ODOW substation. Additional equipment required will expand the footprint of the ODOW substation.
Confirmed Onshore Substation (OnSS) & Grid connection location & Inclusion of 400Kv cables from our substation to the National Grid substation	Following a decision from the National Grid that the Project's connection point would be in the vicinity of Weston Marsh the Project were able to refine their substation site within the search areas defined for this connection option. The project have subsequently selected Surfleet Marsh as the optimum site for our substation taking into account multiple factors including engineering and environmental considerations. To enable the project's connection, the Project will require the use of 400kV underground cables which will run between the Project's OnSS which will run between our project substation and the substation which will be developed by National Grid Electricity Transmission, at this time shown as the "connection area" (See Appendix 1).

Design Refinement	Reason for refinement
Landscaping Proposals Including "Core" and "Offsite" Mitigation Planting	Following the above confirmed siting of the OnSS, which took consideration of Landscape and Visual Impacts. The Project were able to develop mitigation planting proposals for core areas of planting within the PEIR boundary, but also for new areas "offsite" which could result in more effective mitigation for visual receptors. The landscape mitigation planting proposals have also taken into consideration the Grade 1 land of the area and have taken the approach of following existing lines of trees and hedgerows to reduce severance of the agricultural land as much as possible.
Refinement of the Project's Onshore Export Cable Corridor (ECC) Red Line Boundary (See Appendix 1)	The refinement of the onshore cable route (or, ECC) within the 300m PEIR Boundary (search area) from an indicative 80m (typical[Error! Bookmark not defined.]) corridor as presented at Phase 2 Consultation, down to a refined 80m (typical[Error! Bookmark not defined.]) cable route was made following the feedback from the Phase 2 Consultation; the addition of new traffic & transport survey data; and, following the outcome of other key refinements made (such as the grid connection location and the location of the onshore substation).
Additional Traffic Survey Data & Reassessment of Traffic flows based on refined ECC & Onshore substation Location	The additional traffic survey data has influenced the refinement of the onshore cable route including the refinements around the onshore substation. The Project was able to use this information (the re-evaluation of traffic flow data and mitigation requirements such as passing bays) to help inform the location of highway alteration works, accesses and the optimum traffic routes for the Project to assess.
Location of construction infrastructure at landfall	Following design refinements at the landfall, additional noise modelling based upon a number of possible construction techniques was undertaken. The results of these assessments have helped inform the design and layout of the landfall compound as well as commitments to specific techniques to reduce impacts of noise on ornithological receptors at the landfall.
Location of construction infrastructure along the onshore ECC	Following the refinement of the onshore ECC, the Project was able to refine the locations of construction infrastructure (e.g., construction compounds).

12. Table 3.5 outlines the assessment of each of these refinements against each of the onshore technical topics against that which was concluded at PEIR utilising the approach as set out in Section 3.1.

Table 3.5 Environmental Assessment of Onshore Project Refinements

EIA Topic	Design Refinement								
	Updated Landscaping Proposals Including "Core" and "Offsite" Mitigation Planting	**14.5 hectares** Onshore AIS Substation Footprint Up from **9.5 hectares**	**13m** Onshore AIS & GIS Max. Equipment Height Up from **12m**	**16.5m** Onshore GIS Substation Max. Building Height Down from **19m**	Confirmed Substation location & Inclusion of **400kV cables**	Additional Traffic Survey Data & Reassessment of Traffic flows	Refinement of onshore cable route (See Appendix 1)	Location of construction infrastructure at landfall	Location of construction infrastructure along the onshore ECC
Onshore Air Quality	No pathway for effect.				The Construction Dust Assessment & Non-Road Mobile Machinery Emissions Assessments will be refined, however, as the study area has largely reduced, with the exception of a number of highway alterations, minor compound and access routes, consideration of the outcomes of the PEIR and those amends that have resulted in a change outside of the PEIR boundary are not anticipated to be significant. Where new receptors might be introduced as a result of the change, the impact on those receptors is also not anticipated to be significant. Construction Road Traffic Emissions Assessment will be revised due to updated construction road traffic flows. In relation to this, the modelled domain and affected receptors of the dispersion modelling assessment will be updated (as/ where relevant). The predicted impacts of the PEIR assessment are therefore potentially subject to change in the ES assessment, it is however anticipated that the changes will not lead to any greater impacts than assessed at PEIR. Vessel Emissions Assessment – A revised assessment with refinements to the study area and affected receptors near the landfall. The assessment will consider updated construction vessel movements – as the movements have not significantly altered from those applied in the PEIR assessment, changes to the assessment outcomes are not anticipated for ES.			
Onshore Archaeology and Cultural Heritage	Following the refinements of the onshore ECC and inclusion of trenchless methods to avoid a key area of non-scheduled archaeology identified during the PEIR Stage, refinements proposed are not expected to result in new or materially different impacts than assessed at PEIR. The differences will contain additional baseline data: geophysical survey; updated deposit model; historic cartographic baseline, HLC data; and								

EIA Topic	Design Refinement								
	Updated Landscaping Proposals Including "Core" and "Offsite" Mitigation Planting	**14.5 hectares** Onshore AIS Substation Footprint Up from **9.5 hectares**	**13m** Onshore AIS & GIS Max. Equipment Height Up from **12m**	**16.5m** Onshore GIS Substation Max. Building Height Down from **19m**	Confirmed Substation location & Inclusion of **400kV cables**	Additional Traffic Survey Data & Reassessment of Traffic flows	Refinement of onshore cable route (See Appendix 1)	Location of construction infrastructure at landfall	Location of construction infrastructure along the onshore ECC
	targeted aerial photographic assessment. The change in parameters (both height and footprint) of the onshore substation options is not anticipated to introduce any new significant effects due to the limited visual impact of these changes on nearby archaeological receptors.								
Onshore Ecology	The introduction of new planting is anticipated to improve connectivity or introduce new foraging habitats, which will be a benefit to many species.	The increased footprint of the AIS substation on agricultural land is not anticipated to result in new or materially different impacts than assessed at PEIR. due to the relatively low ecological potential of this type of land. The change in maximum height of the onshore substation infrastructure is not anticipated to introduce any new significant effects. The 400kV cables do cross land that was not previously considered in the assessment, however given the homogeneous monoculture of the agricultural land at Weston Marsh, it is anticipated that the changes are not expected to result in new or materially different impacts than assessed at PEIR.				No pathway for effect.	As with the Onshore substation assessment, the updates to the ECC and landfall infrastructure has not changed the corridor in which the works are to be undertaken. As such, no new receptors are expected to be identified or effected as a result of this change, as such the assessment is not expected to result in new or materially different impacts than assessed at PEIR		
Onshore Ornithology	The introduction of new planting is anticipated to improve connectivity or introduce new foraging habitats, which will be a benefit to	The increase in footprint on agricultural land is unlikely to result in any new significant effects due to the relatively low ornithological potential of this type of land. The change in heights of Onshore substation infrastructure are not expected to result in new or materially different impacts than assessed at PEIR			The 400kV cables do cross land that was not previously considered in the assessment, however given the homogeneous monoculture of the agricultural	No pathway for effect.	The ES will cover additional mitigation, including earth screening bund at landfall and seasonal restriction at The Haven and Frampton Marsh, the updated assessment is therefore not expected to result in new or materially different impacts than assessed at PEIR		

EIA Topic	Design Refinement								
	Updated Landscaping Proposals Including "Core" and "Offsite" Mitigation Planting	**14.5 hectares** Onshore AIS Substation Footprint Up from **9.5 hectares**	**13m** Onshore AIS & GIS Max. Equipment Height Up from **12m**	**16.5m** Onshore GIS Substation Max. Building Height Down from **19m**	Confirmed Substation location & Inclusion of **400kV cables**	Additional Traffic Survey Data & Reassessment of Traffic flows	Refinement of onshore cable route (See Appendix 1)	Location of construction infrastructure at landfall	Location of construction infrastructure along the onshore ECC
	many species.				land at Weston Marsh, these changes not expected to result in new or materially different impacts than assessed at PEIR.				
Geology	No pathway for effect	Although the footprint of the project has slightly increased as a result of the increase in the size of the AIS substation and the introduction of 400kV cables; due to the largely homogenous nature of geology in the area, there is not expected to be any change to the overall assessment. The change in heights of Onshore substation infrastructure is not anticipated to result in new or materially different impacts than assessed at PEIR.				No pathway for effect.	Although the specific location of the infrastructure has been refined, the land take (footprint), relative to the scheme, has not significantly changed (only slightly increased) (i.e., is largely the same in terms of a typical 80m wide construction corridor). Given the largely homogenous nature of geology in the area, it is expected that the design changes identified above will not lead to changes in the overall assessment.		
Hydrology, Hydrogeology and Flood Risk	No pathway for effect	While the increase in the footprint of the AIS OnSS could lead to an increase in the total quantity of runoff from the	No pathway for effect.		The siting of the OnSS took into consideration impacts on flood risk. The PEIR assessed a "worst case"	No pathway for effect.	Although the specific location of the infrastructure has been refined, the land take (footprint) at the landfall and onshore ECC has largely remained the same (e.g., typical 80m wide construction corridor), as such is not anticipated to result in new or materially different impacts than assessed at PEIR.		

EIA Topic	Design Refinement: Updated Landscaping Proposals Including "Core" and "Offsite" Mitigation Planting	**14.5 hectares** Onshore AIS Substation Footprint Up from **9.5 hectares**	**13m** Onshore AIS & GIS Max. Equipment Height Up from **12m**	**16.5m** Onshore GIS Substation Max. Building Height Down from **19m**	Confirmed Substation location & Inclusion of **400kV cables**	Additional Traffic Survey Data & Reassessment of Traffic flows	Refinement of onshore cable route (See Appendix 1)	Location of construction infrastructure at landfall	Location of construction infrastructure along the onshore ECC
		site; the drainage strategy being developed will sufficiently manage that runoff. and therefore, is not anticipated to result in new or materially different impacts than assessed at PEIR.			assumption of the location of OnSS in relation to flood risk. Since PEIR, flood risk modelling at the OnSS has been undertaken which demonstrates that the site could be designed to operate during a 0.01% annual exceedance probability event + climate change. This is in line with the national planning policy framework and is not anticipated to result in new or				

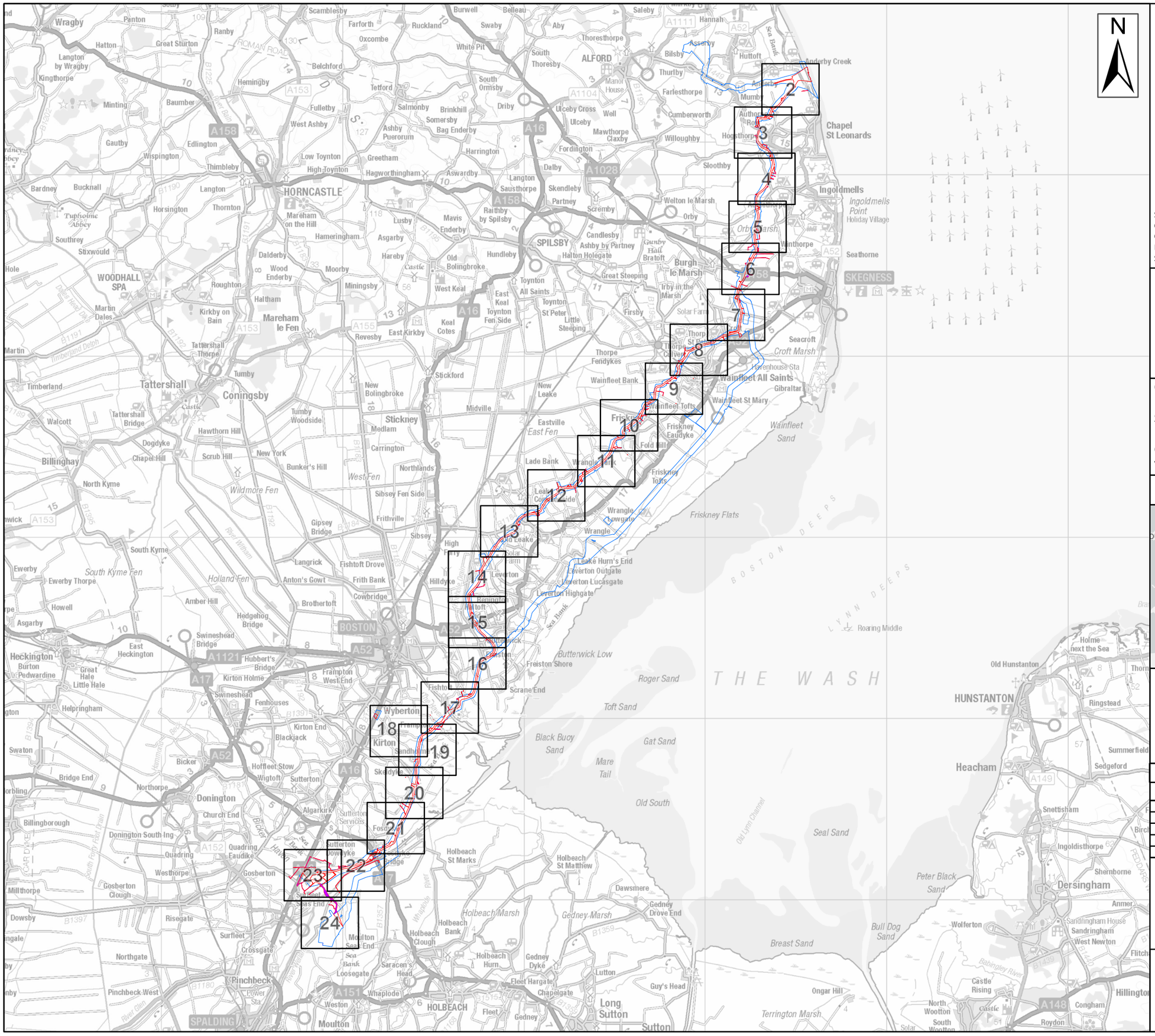
EIA Topic	Design Refinement								
	Updated Landscaping Proposals Including "Core" and "Offsite" Mitigation Planting	**14.5 hectares** Onshore AIS Substation Footprint Up from **9.5 hectares**	**13m** Onshore AIS & GIS Max. Equipment Height Up from **12m**	**16.5m** Onshore GIS Substation Max. Building Height Down from **19m**	Confirmed Substation location & Inclusion of **400kV cables**	Additional Traffic Survey Data & Reassessment of Traffic flows	Refinement of onshore cable route (See Appendix 1)	Location of construction infrastructure at landfall	Location of construction infrastructure along the onshore ECC
					materially different impacts than assessed at PEIR.				
Land Use	Although the footprint of the project has slightly increased as a result of the increase in the size of the AIS substation, introduction of the 400kV cables and offsite planting proposals, the overall loss of agricultural land associated with the Project is not anticipated to result in new or materially different impacts than assessed at PEIR. This is because land use is considered in terms of UK availability of land, and the area effected are minor in terms of the whole country.					No pathway for effect.	The refinement of the red line boundary has not changed the anticipated temporary land take. Therefore, no new impacts or effects are anticipated.		
Noise and Vibration	No pathway for effect	The PEIR assessment assumed a worst case layout (assuming the equipment was located at the closest point to Noise Sensitive Receptors (NSRs) within the PEIR boundary. Although the footprint has increased, the	No pathway for effect		Study area refinement has reduced the number of impacted receptors. Cumulative construction noise assessment to be undertaken with the proposed National Grid Substation.	The assessment of updated traffic flows will allow the ES to present a more detailed assessment of potential construction traffic noise. It is therefore anticipated that the changes will not lead to	Study area refinement has reduced the number of impacted receptors. It is therefore anticipated that the changes will not lead to any greater impacts than	The ES will contain detailed modelling of the construction noise levels from landfall operations and HDD compounds, including refined plant list and mitigation measures such as the construction of earth bunds and the use of 'silent' piling methods at the landfall site. As such, it is anticipated that the changes will not lead to any greater impacts than assessed at PEIR.	

EIA Topic	Design Refinement								
	Updated Landscaping Proposals Including "Core" and "Offsite" Mitigation Planting	**14.5 hectares** Onshore AIS Substation Footprint Up from **9.5 hectares**	**13m** Onshore AIS & GIS Max. Equipment Height Up from **12m**	**16.5m** Onshore GIS Substation Max. Building Height Down from **19m**	Confirmed Substation location & Inclusion of **400kV cables**	Additional Traffic Survey Data & Reassessment of Traffic flows	Refinement of onshore cable route (See Appendix 1)	Location of construction infrastructure at landfall	Location of construction infrastructure along the onshore ECC
		proposed location of the Onshore substation has moved further away from the closest noise sensitive receptors. It is therefore anticipated that the changes are not anticipated to result in new or materially different impacts than assessed at PEIR.				any greater impacts than assessed at PEIR.	assessed at PEIR.		
Traffic and Transport	The onshore design refinements made have been utilised to inform the traffic and transport plans as presented in the Autumn consultation A1 Plans available on our website (www.outerdowsing.com/consultation) and the updated traffic flows as presented in Appendix 2. Changes to the footprint and Equipment heights of the OnSS have the potential to change the number of vehicle movements required to and from the site, however these are anticipated to be minor. The refined Project Boundary (Appendix 1) incorporates the refined location of the infrastructure at the landfall, onshore substation area as well as the refined locations of the construction infrastructure along the ECC which now include some or all of the following elements: construction compounds, access tracks / bell mouths, passing places, and visibility splays. The location of these key elements is outlined in the Project's updated Plans included in Appendix 1. The PEIR assessment assumed a worst case arrangement and location of construction infrastructure; while the refined locations of these transport elements are such that they have been micro sited and/ or								

EIA Topic	Design Refinement								
	Updated Landscaping Proposals Including "Core" and "Offsite" Mitigation Planting	**14.5 hectares** Onshore AIS Substation Footprint Up from **9.5 hectares**	**13m** Onshore AIS & GIS Max. Equipment Height Up from **12m**	**16.5m** Onshore GIS Substation Max. Building Height Down from **19m**	Confirmed Substation location & Inclusion of **400kV cables**	Additional Traffic Survey Data & Reassessment of Traffic flows	Refinement of onshore cable route (See Appendix 1)	Location of construction infrastructure at landfall	Location of construction infrastructure along the onshore ECC
	incorporated into the Project's design to help mitigate or offset impacts on traffic and transport however the inclusion of certain elements outside of the PEIR boundary could result in a change from PEIR to the assessment presented, these will be reported in the ES.								
LVIA	The siting of the onshore substation location considered a number of environmental considerations including LVIA. This document is supplemented by visualisations (available at www.outerdowsing.com/consultation) showing indicative models of the refined parameters of both the AIS and GIS onshore substations, to allow the different effects of these technologies on landscape and visual receptors to be understood and to demonstrate how the Project have sited the location sympathetically to the surrounding visual receptors. The Project have also taken the view to adopt "offsite" planting as part of their proposals, allowing for more targeted screening, the project have also looked to design their landscaping scheme holistically with the agricultural field boundaries to reduce, as much as possible, severance of the Grade 1 Best and Most Versatile (BMV) Agricultural Land in the area. The Project have also provided an Indicative Landscaping Plan & Species Types document available on the Project's website (www.outerdowsing.com/consultation) to demonstrate how the landscaping and planting schemes proposed will aid in the screening of the OnSS. At PEIR, the siting of the OnSS was based on a worst case assumption within each of the search zones, the refinement of this location took LVIA into consideration and the project have included offsite mitigation planting to help reduce impacts, and while no new receptors are anticipated (noting the assessment methodology was based on a worst case assumption for each receptor within the search zone); the introduction of this increase in footprint could result in a change from PEIR to the assessment presented, this will be reported in the ES.					No pathway for effect.	The ES will present a more detailed assessment with consideration of the reduced width of the onshore ECC route, which shows a more clearly defined route, as well as locations for trenchless works and associated compounds, with only minor elements outside of the PEIR boundary. There is potential that the landfall Transition Joint Bays (TJBs) will require raising above ground level following installation. The requirement for this is not yet known and is subject to ongoing discussion with stakeholders regarding flood risk, however, should this be required, this could result in a change from PEIR to the LVIA assessment presented, this will be reported in the ES.		
Socio-Economic Characteristics	No pathway for effect.				The refinements made have not resulted in changes to the level of expenditure or economic activity as a result of the assessment, because expected costs cannot be accurately anticipated and therefore a generic industry estimate has				

EIA Topic	Design Refinement								
	Updated Landscaping Proposals Including "Core" and "Offsite" Mitigation Planting	**14.5 hectares** Onshore AIS Substation Footprint Up from **9.5 hectares**	**13m** Onshore AIS & GIS Max. Equipment Height Up from **12m**	**16.5m** Onshore GIS Substation Max. Building Height Down from **19m**	Confirmed Substation location & Inclusion of **400kV cables**	Additional Traffic Survey Data & Reassessment of Traffic flows	Refinement of onshore cable route (See Appendix 1)	Location of construction infrastructure at landfall	Location of construction infrastructure along the onshore ECC
					been applied, therefore it is anticipated that the changes will not lead to new or materially different impacts than assessed at PEIR.				
Human Health	No pathway for effect.				The ES assessment will review community and health services against the latest Project boundary. As the scale of the Project has not changed it is anticipated that the changes will not lead to new or materially different impacts than assessed at PEIR.				
Climate Change	The climate change assessment considers the high-level inputs to the project, regardless of locality. It is therefore anticipated that the changes will not lead to new or materially different impacts than assessed at PEIR.								

Appendix 1 Refinement of the Onshore Project Boundary from PEIR



Legend

- PEIR Boundary
- Refined Cable Corridor
- Land Outside PEIR Boundary

Source:
Contains Esri UK, Esri, HERE, Garmin, FAO, NOAA, USGS.

Notes:

Onshore Coordinate System
Datum: OSGB 1936
Spheroid: Airy 1830
Projection: British National Grid
Central Meridian: 2 W
Vertical Reference: Newlyn

0 2 4 6 8 10 km

Scale: 1:200,000

Outer Dowsing Offshore Wind
PEIR Comparison Plan

Drawing 1 of 24 | Page Size: A3

Drawing No: 20231017_22000087_PLN_PEIR_10936.1

Rev No:	Date	Description	Drawn	Checked	Approved
V1	19.10.2023	First Issue	RT	SR	PW

OUTER DOWSING OFFSHORE WIND

N

Legend

- PEIR Boundary
- Refined Cable Corridor
- Land Outside PEIR Boundary

Source:
Contains Esri UK, Esri, HERE, Garmin, Foursquare, FAO, METI/NASA, USGS.

Notes:

Onshore Coordinate System
Datum: OSGB 1936
Spheroid: Airy 1830
Projection: British National Grid
Central Meridian: 2 W
Vertical Reference: Newlyn

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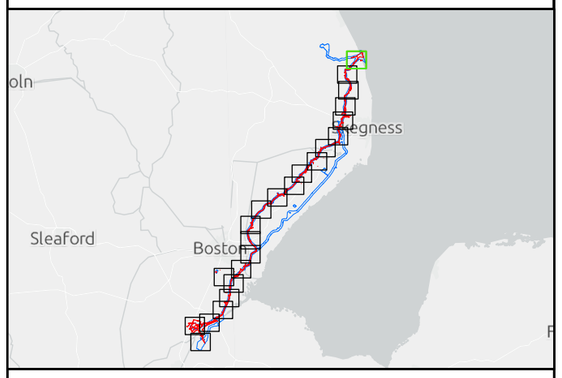
Scale: 1:10,000



Outer Dowsing Offshore Wind
PEIR Comparison Plan

Drawing 2 of 24	Page Size: A3

Drawing No: 20231017_22000087_PLN_PEIR_10936.2

Rev No:	Date	Description	Drawn	Checked	Approved
V1	19.10.2023	First Issue	RT	SR	PW

OUTER DOWSING OFFSHORE WIND

Hogsthorpe

N

Legend

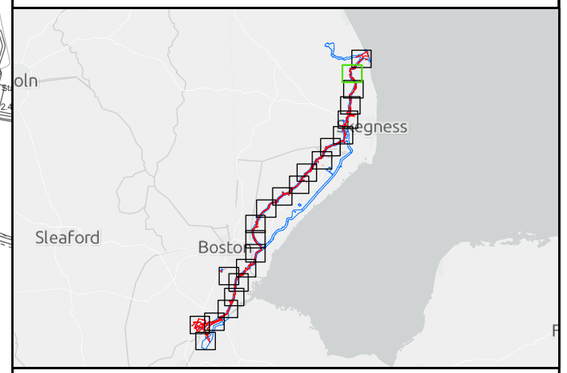
- PEIR Boundary
- Refined Cable Corridor
- Land Outside PEIR Boundary

Notes:

Onshore Coordinate System
Datum: OSGB 1936
Spheroid: Airy 1830
Projection: British National Grid
Central Meridian: 2 W
Vertical Reference: Newlyn

0 0.1 0.2 0.3 0.4 0.5 km

Scale: 1:10,000



Outer Dowsing Offshore Wind
PEIR Comparison Plan

Drawing 3 of 24	Page Size: A3

Drawing No: 20231017_22000087_PLN_PEIR_10936.3

Rev No:	Date	Description	Drawn	Checked	Approved
V1	19.10.2023	First Issue	RT	SR	PW

OUTER DOWSING OFFSHORE WIND

N

Legend

- PEIR Boundary
- Refined Cable Corridor
- Land Outside PEIR Boundary

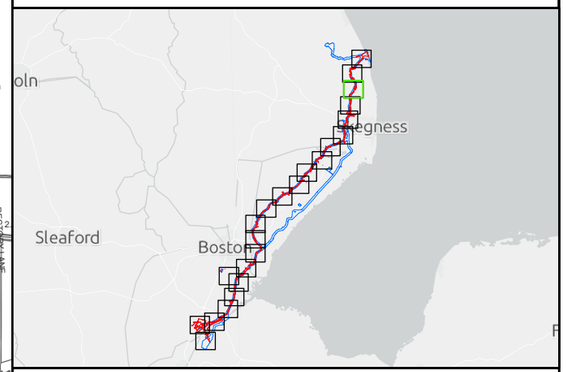
Source:
Contains Esri UK, Esri, HERE, Garmin, Foursquare, FAO, METI/NASA, USGS.

Notes:

Onshore Coordinate System
Datum: OSGB 1936
Spheroid: Airy 1830
Projection: British National Grid
Central Meridian: 2 W
Vertical Reference: Newlyn

0 0.1 0.2 0.3 0.4 0.5 km

Scale: 1:10,000



Outer Dowsing Offshore Wind
PEIR Comparison Plan

Drawing 4 of 24			Page Size: A3		
Drawing No: 20231017_22000087_PLN_PEIR_10936.4					
Rev No:	Date	Description	Drawn	Checked	Approved
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OUTER DOWSING OFFSHORE WIND

Skegness Raceway

Ashington End

Legend

- PEIR Boundary
- Refined Cable Corridor
- Land Outside PEIR Boundary

Source:
Contains Esri UK, Esri, HERE, Garmin, Foursquare, FAO, METI/NASA, USGS.

Notes:

Onshore Coordinate System
Datum: OSGB 1936
Spheroid: Airy 1830
Projection: British National Grid
Central Meridian: 2 W
Vertical Reference: Newlyn

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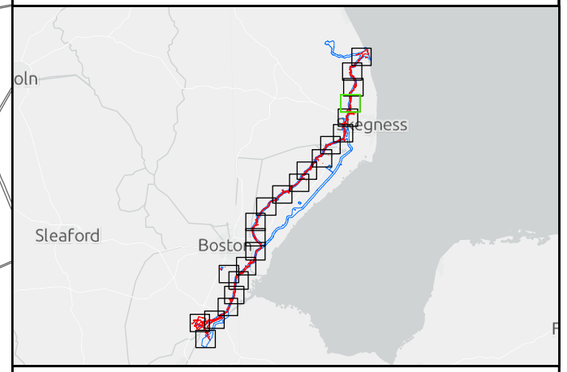
Scale: 1:10,000



Outer Dowsing Offshore Wind
PEIR Comparison Plan

Drawing 5 of 24	Page Size: A3

Drawing No: 20231017_22000087_PLN_PEIR_10936.5

Rev No:	Date	Description	Drawn	Checked	Approved
V1	19.10.2023	First Issue	RT	SR	PW

OUTER DOWSING OFFSHORE WIND

N

Legend

- PEIR Boundary
- Refined Cable Corridor
- Land Outside PEIR Boundary

Source:
Contains Esri UK, Esri, HERE, Garmin, Foursquare, FAO, METI/NASA, USGS.

Notes:

Onshore Coordinate System
Datum: OSGB 1936
Spheroid: Airy 1830
Projection: British National Grid
Central Meridian: 2 W
Vertical Reference: Newlyn

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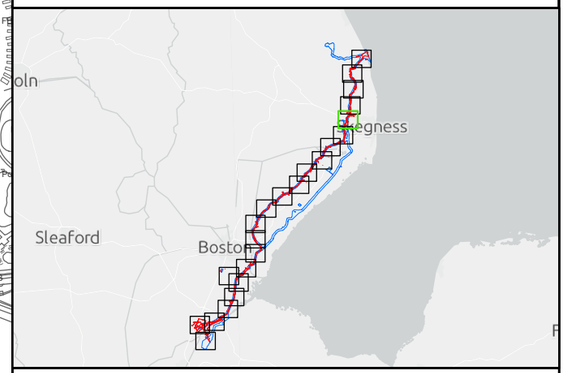
Scale: 1:10,000



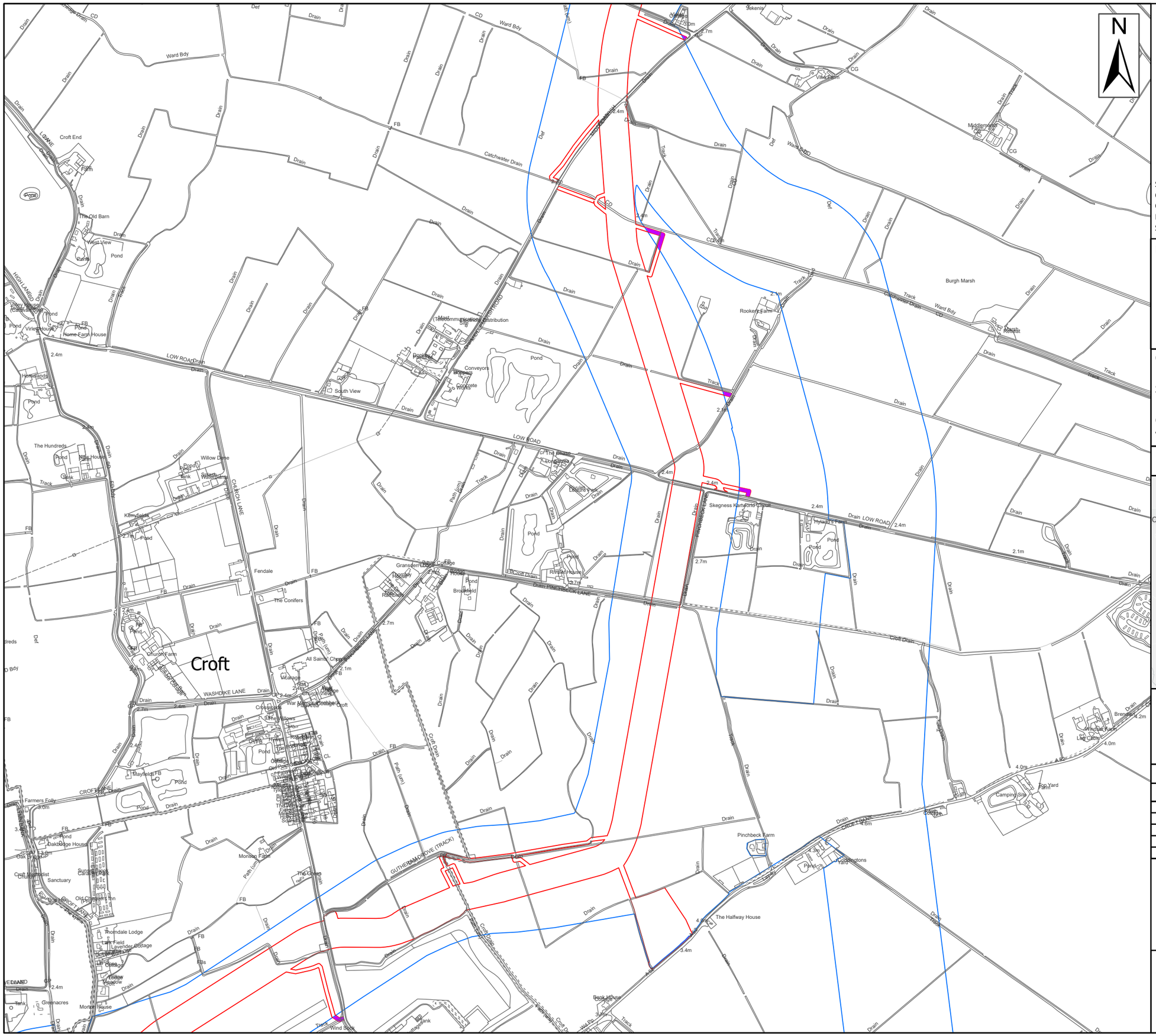
Outer Dowsing Offshore Wind
PEIR Comparison Plan

Drawing 6 of 24	Page Size: A3

Drawing No: 20231017_22000087_PLN_PEIR_10936.6

Rev No:	Date	Description	Drawn	Checked	Approved
V1	19.10.2023	First Issue	RT	SR	PW

OUTER DOWSING OFFSHORE WIND



Legend

- PEIR Boundary
- Refined Cable Corridor
- Land Outside PEIR Boundary

Source:
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Notes:

Onshore Coordinate System
Datum: OSGB 1936
Spheroid: Airy 1830
Projection: British National Grid
Central Meridian: 2 W
Vertical Reference: Newlyn

0 0.1 0.2 0.3 0.4 0.5 km

Scale: 1:10,000

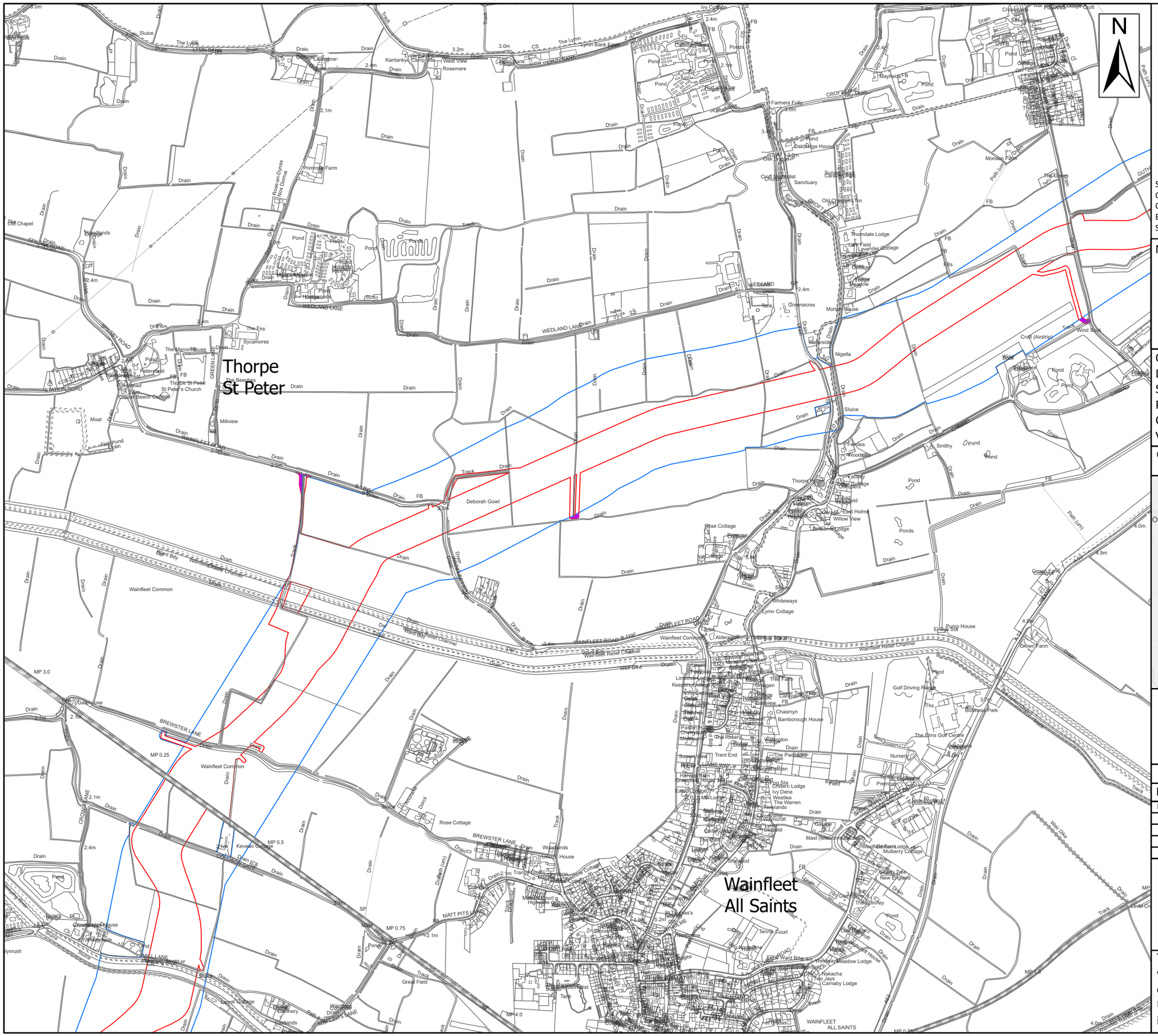
Outer Dowsing Offshore Wind
PEIR Comparison Plan

Drawing 7 of 24	Page Size: A3

Drawing No: 20231017_22000087_PLN_PEIR_10936.7

Rev No:	Date	Description	Drawn	Checked	Approved
V1	19.10.2023	First Issue	RT	SR	PW

OUTER DOWSING OFFSHORE WIND



Legend

- PEIR Boundary
- Refined Cable Corridor
- Land Outside PEIR Boundary

Source:
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Datum: OSGB 1936
Spheroid: Airy 1830
Projection: British National Grid
Central Meridian: 2 W
Vertical Reference: Newlyn

0 0.1 0.2 0.3 0.4 0.5 km

Scale: 1:10,000

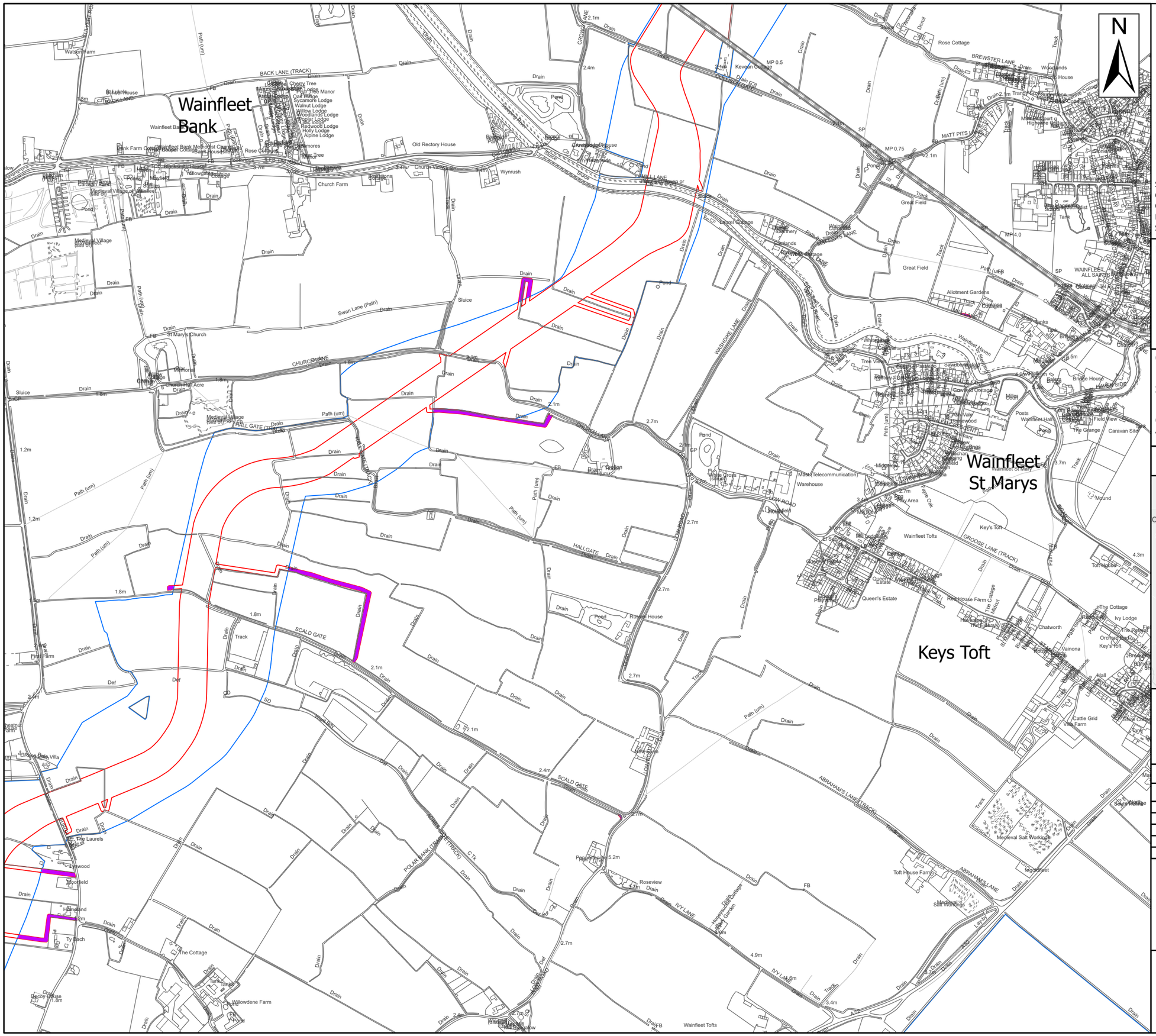
Outer Dowsing Offshore Wind
PEIR Comparison Plan

Drawing 8 of 24	Page Size: A3

Drawing No: 20231017_22000087_PLN_PEIR_10936.8

Rev No:	Date	Description	Drawn	Checked	Approved
V1	19.10.2023	First Issue	RT	SR	PW

OUTER DOWSING OFFSHORE WIND



Legend

- PEIR Boundary
- Refined Cable Corridor
- Land Outside PEIR Boundary

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Notes:

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Datum: OSGB 1936
Spheroid: Airy 1830
Projection: British National Grid
Central Meridian: 2 W
Vertical Reference: Newlyn

0 0.1 0.2 0.3 0.4 0.5 km

Scale: 1:10,000

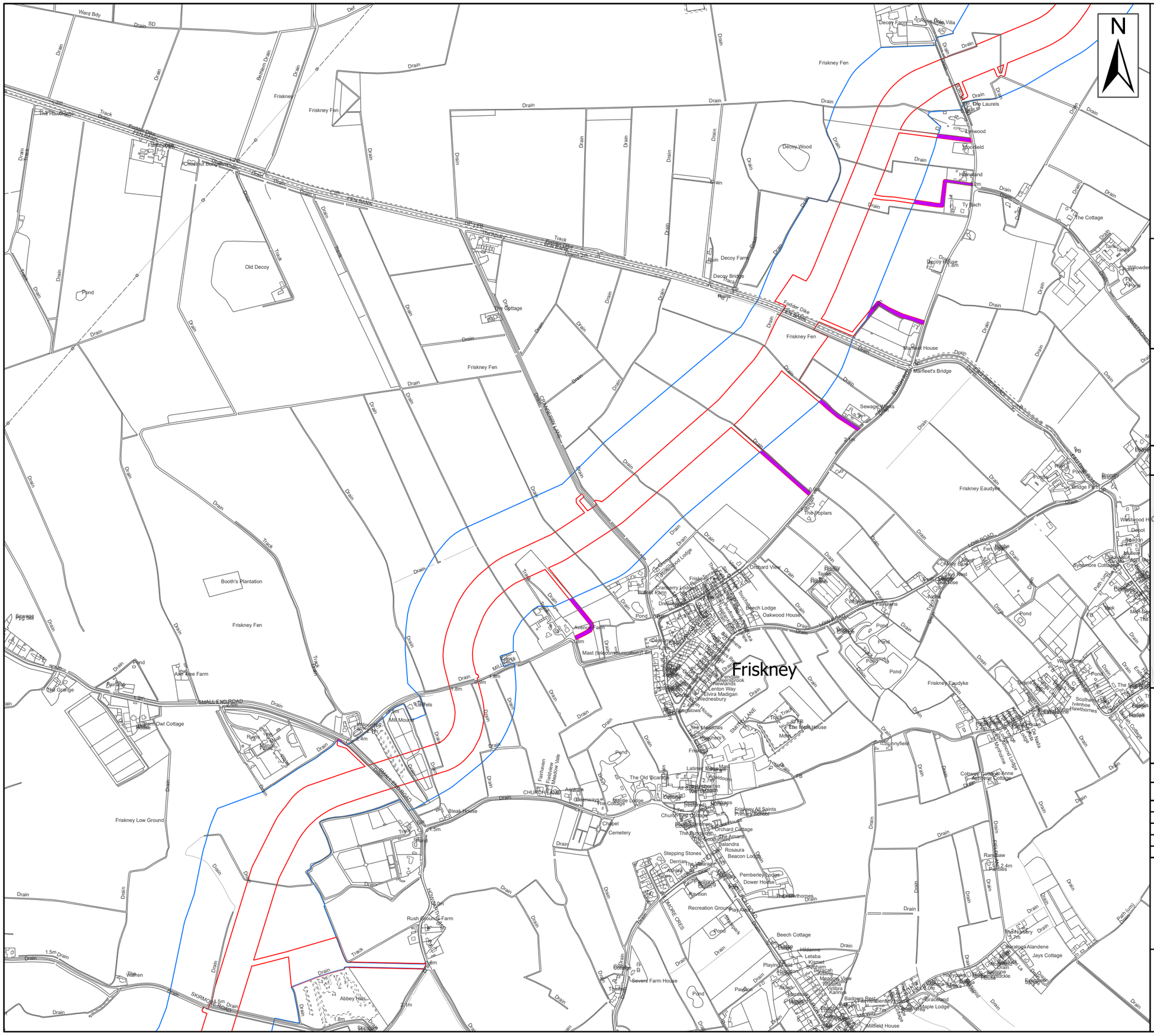
Outer Dowsing Offshore Wind
PEIR Comparison Plan

Drawing 9 of 24	Page Size: A3

Drawing No: 20231017_22000087_PLN_PEIR_10936.9

Rev No:	Date	Description	Drawn	Checked	Approved
V1	19.10.2023	First Issue	RT	SR	PW

OUTER DOWSING OFFSHORE WIND



Legend

- PEIR Boundary
- Refined Cable Corridor
- Land Outside PEIR Boundary

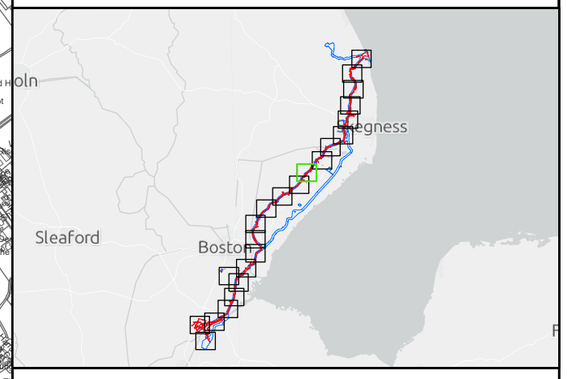
Source:
Contains Esri UK, Esri, HERE, Garmin, Foursquare, FAO, METI/NASA, USGS.

Notes:

Onshore Coordinate System
Datum: OSGB 1936
Spheroid: Airy 1830
Projection: British National Grid
Central Meridian: 2 W
Vertical Reference: Newlyn

0 0.1 0.2 0.3 0.4 0.5 km

Scale: 1:10,000



Outer Dowsing Offshore Wind
PEIR Comparison Plan

Drawing 10 of 24 | Page Size: A3

Drawing No: 20231017_22000087_PLN_PEIR_10936.10

Rev No:	Date	Description	Drawn	Checked	Approved
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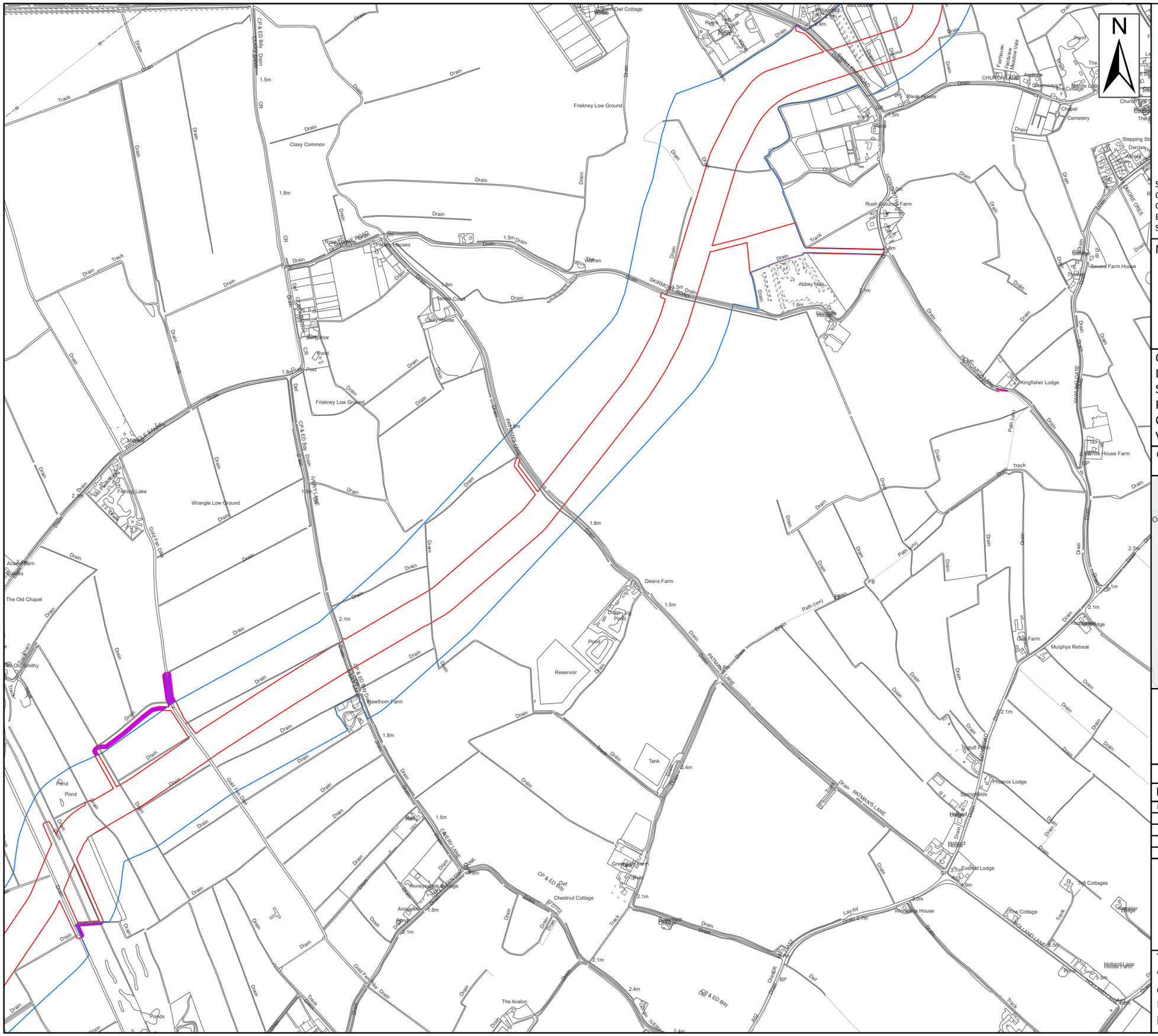
OUTER DOWSING OFFSHORE WIND



Source:
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Notes:

Onshore Coordinate System
Datum: OSGB 1936
Spheroid: Airy 1830
Projection: British National Grid
Central Meridian: 2 W
Vertical Reference: Newlyn

0 0.1 0.2 0.3 0.4 0.5 km

Scale: 1:10,000

Outer Dowsing Offshore Wind
PEIR Comparison Plan

Drawing 11 of 24	Page Size: A3

Drawing No: 20231017_22000087_PLN_PEIR_10936.11

Rev No:	Date	Description	Drawn	Checked	Approved
V1	19.10.2023	First Issue	RT	SR	PW

OUTER DOWSING OFFSHORE WIND

N

Legend

- PEIR Boundary
- Refined Cable Corridor
- Land Outside PEIR Boundary

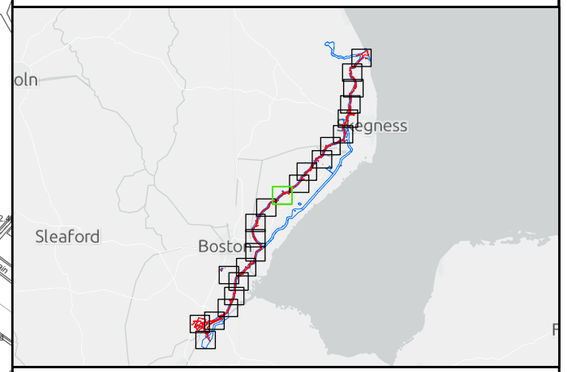
Source:
Contains Esri UK, Esri, HERE, Garmin, Foursquare, FAO, METI/NASA, USGS.

Notes:

Onshore Coordinate System
Datum: OSGB 1936
Spheroid: Airy 1830
Projection: British National Grid
Central Meridian: 2 W
Vertical Reference: Newlyn

0 0.1 0.2 0.3 0.4 0.5 km

Scale: 1:10,000



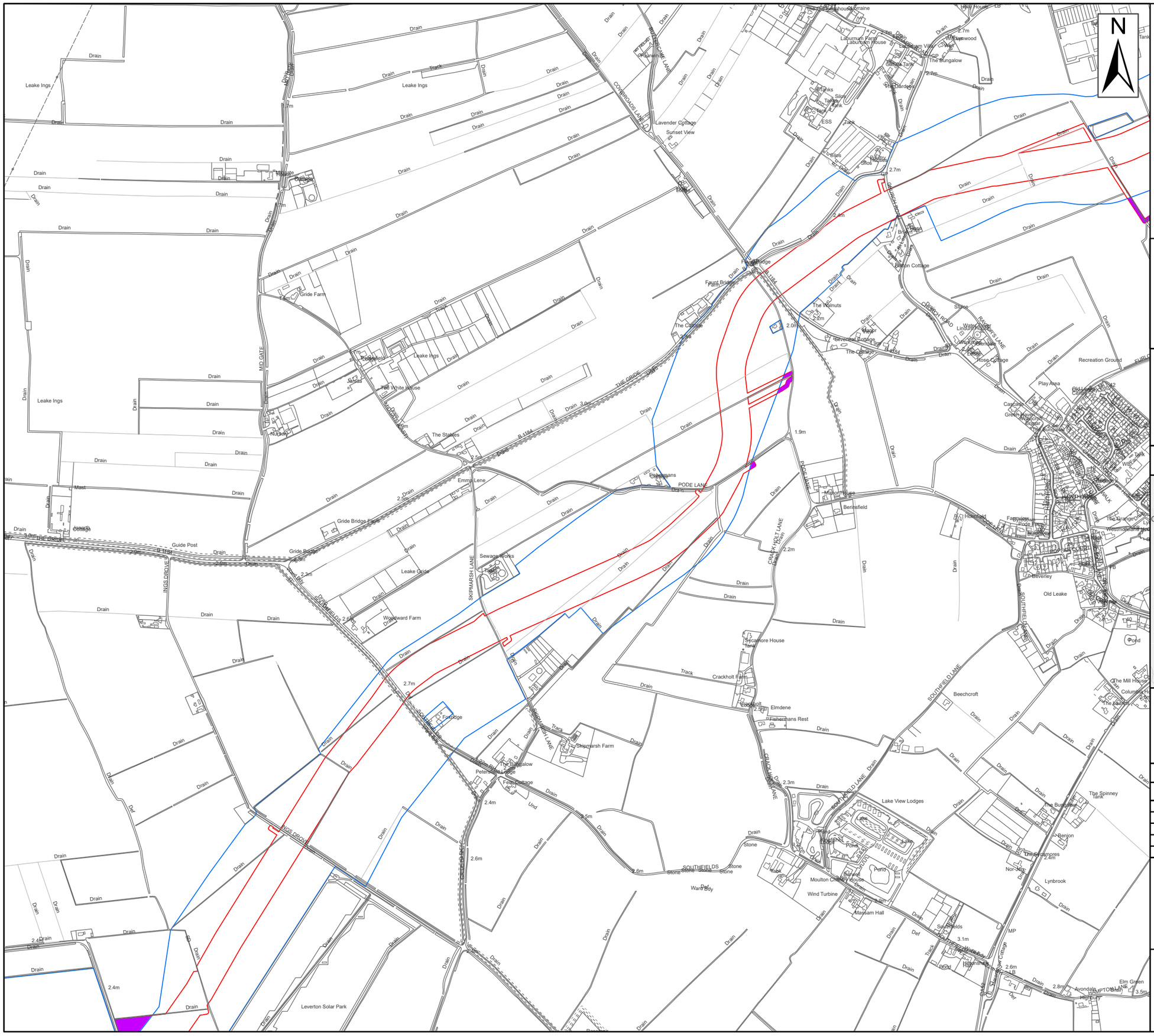
Outer Dowsing Offshore Wind
PEIR Comparison Plan

Drawing 12 of 24	Page Size: A3

Drawing No: 20231017_22000087_PLN_PEIR_10936.12

Rev No:	Date	Description	Drawn	Checked	Approved
V1	19.10.2023	First Issue	RT	SR	PW

OUTER DOWSING OFFSHORE WIND



Legend

- PEIR Boundary
- Refined Cable Corridor
- Land Outside PEIR Boundary

Source:
Contains Esri UK, Esri, HERE, Garmin, Foursquare, FAO, METI/NASA, USGS.

Notes:

Onshore Coordinate System
Datum: OSGB 1936
Spheroid: Airy 1830
Projection: British National Grid
Central Meridian: 2 W
Vertical Reference: Newlyn

0 0.1 0.2 0.3 0.4 0.5 km

Scale: 1:10,000

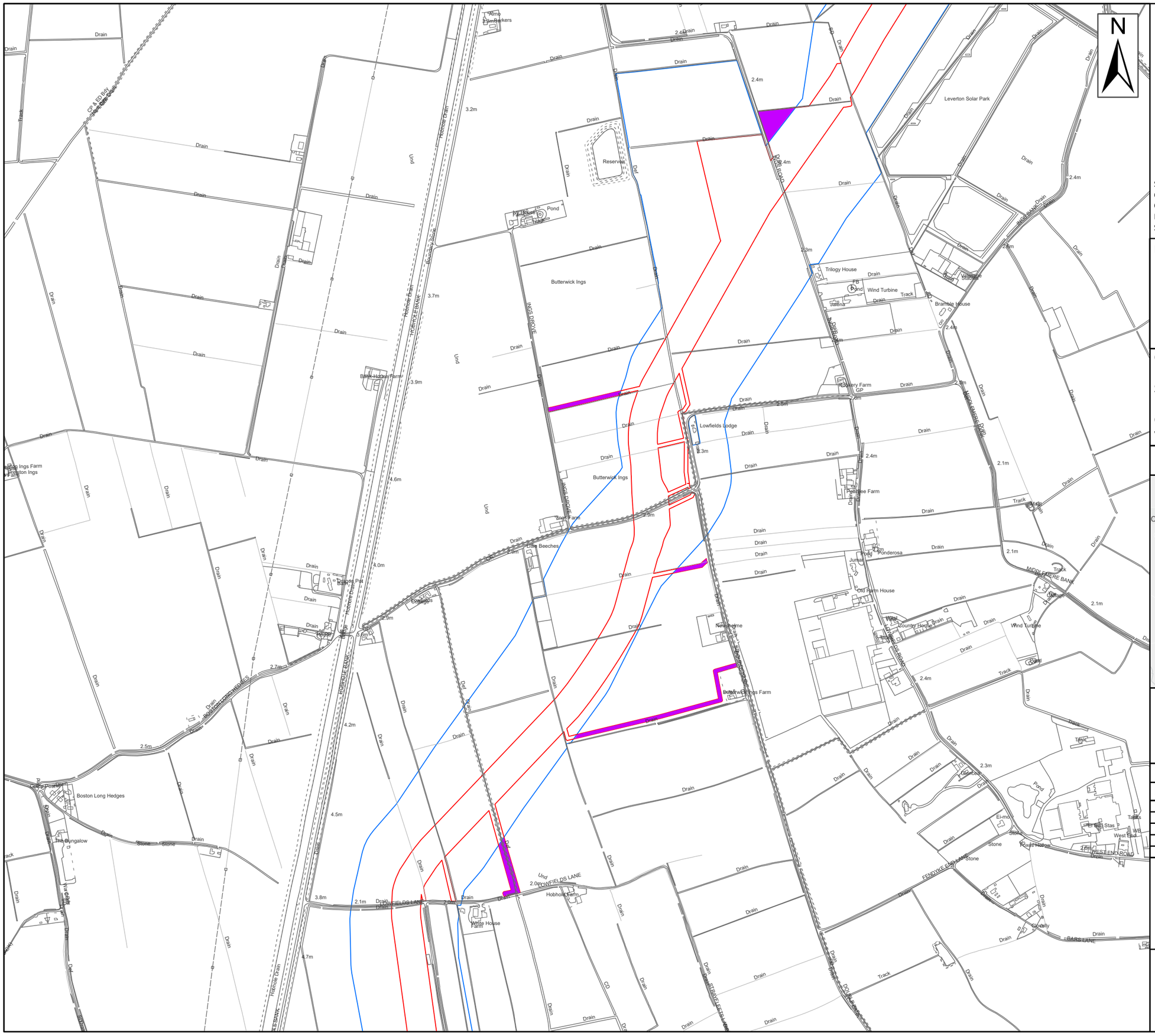
Outer Dowsing Offshore Wind
PEIR Comparison Plan

Drawing 13 of 24	Page Size: A3

Drawing No: 20231017_22000087_PLN_PEIR_10936.13

Rev No:	Date	Description	Drawn	Checked	Approved
V1	19.10.2023	First Issue	RT	SR	PW

OUTER DOWSING OFFSHORE WIND



Legend

- PEIR Boundary
- Refined Cable Corridor
- Land Outside PEIR Boundary

Source:
Contains Esri UK, Esri, HERE, Garmin, Foursquare, FAO, METI/NASA, USGS.

Notes:

Onshore Coordinate System
Datum: OSGB 1936
Spheroid: Airy 1830
Projection: British National Grid
Central Meridian: 2 W
Vertical Reference: Newlyn

0 0.1 0.2 0.3 0.4 0.5 km

Scale: 1:10,000

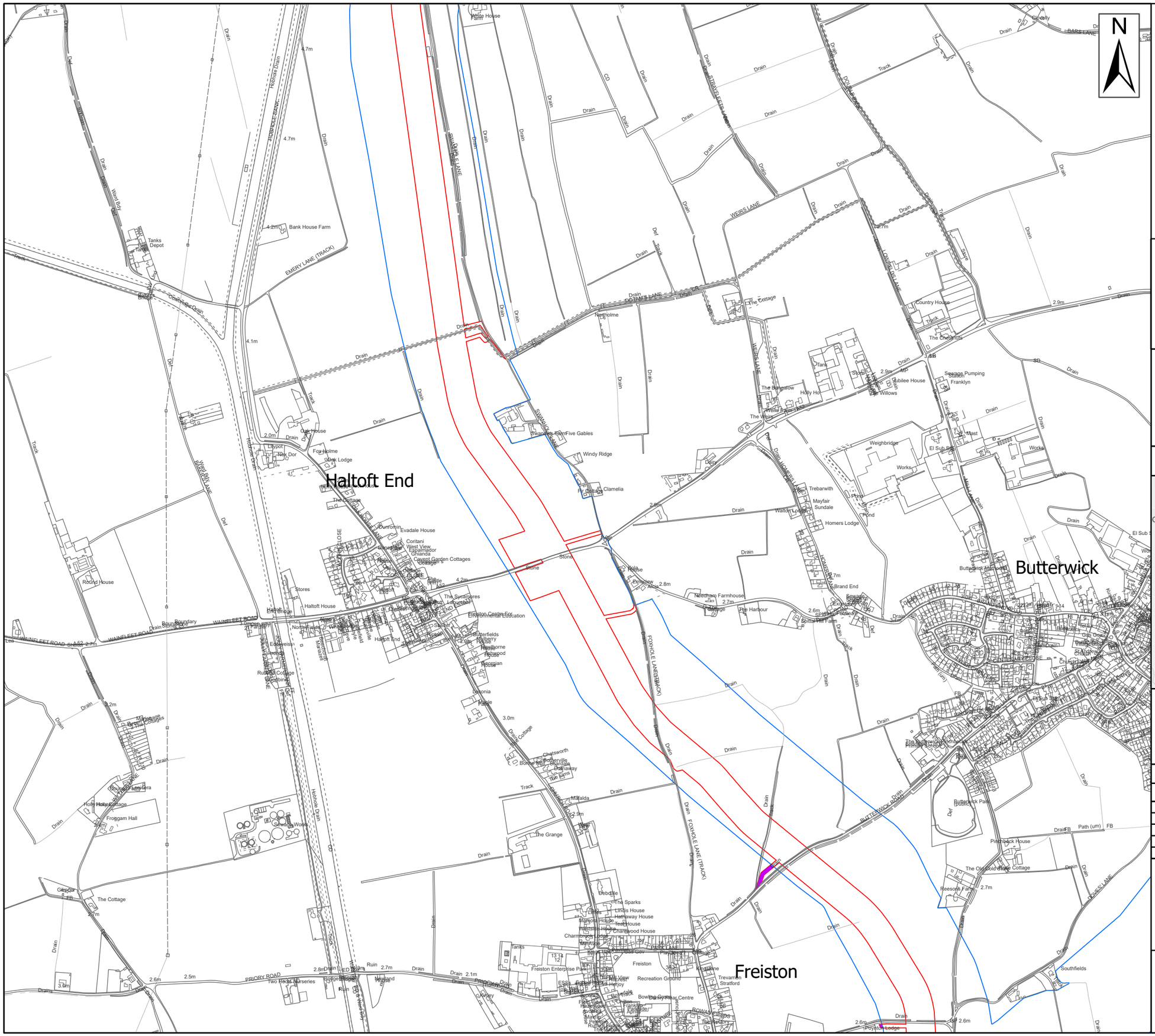
Outer Dowsing Offshore Wind
PEIR Comparison Plan

Drawing 14 of 24	Page Size: A3

Drawing No: 20231017_22000087_PLN_PEIR_10936.14

Rev No:	Date	Description	Drawn	Checked	Approved
V1	19.10.2023	First Issue	RT	SR	PW

OUTER DOWSING OFFSHORE WIND



Legend

- PEIR Boundary
- Refined Cable Corridor
- Land Outside PEIR Boundary

Source:
Contains Esri UK, Esri, HERE, Garmin, Foursquare, FAO, METI/NASA, USGS.

Notes:

Onshore Coordinate System
Datum: OSGB 1936
Spheroid: Airy 1830
Projection: British National Grid
Central Meridian: 2 W
Vertical Reference: Newlyn

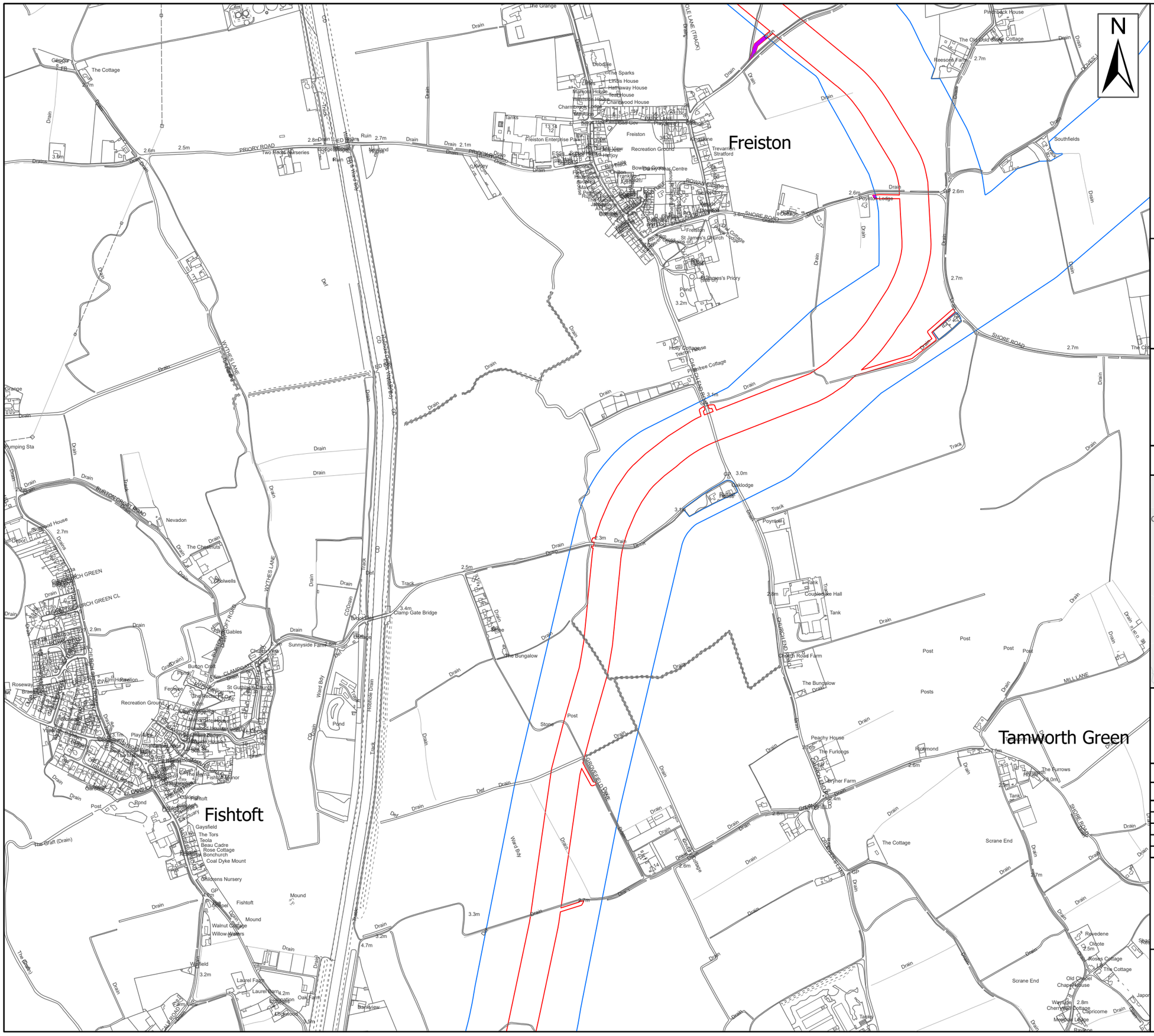
0 0.1 0.2 0.3 0.4 0.5 km

Scale: 1:10,000

Outer Dowsing Offshore Wind
PEIR Comparison Plan

Drawing 15 of 24			Page Size: A3		
Drawing No: 20231017_22000087_PLN_PEIR_10936.15					
Rev No:	Date	Description	Drawn	Checked	Approved
V1	19.10.2023	First Issue	RT	SR	PW

OUTER DOWSING OFFSHORE WIND



Legend

- PEIR Boundary
- Refined Cable Corridor
- Land Outside PEIR Boundary

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Notes:

Onshore Coordinate System
Datum: OSGB 1936
Spheroid: Airy 1830
Projection: British National Grid
Central Meridian: 2 W
Vertical Reference: Newlyn

0 0.1 0.2 0.3 0.4 0.5 km

Scale: 1:10,000

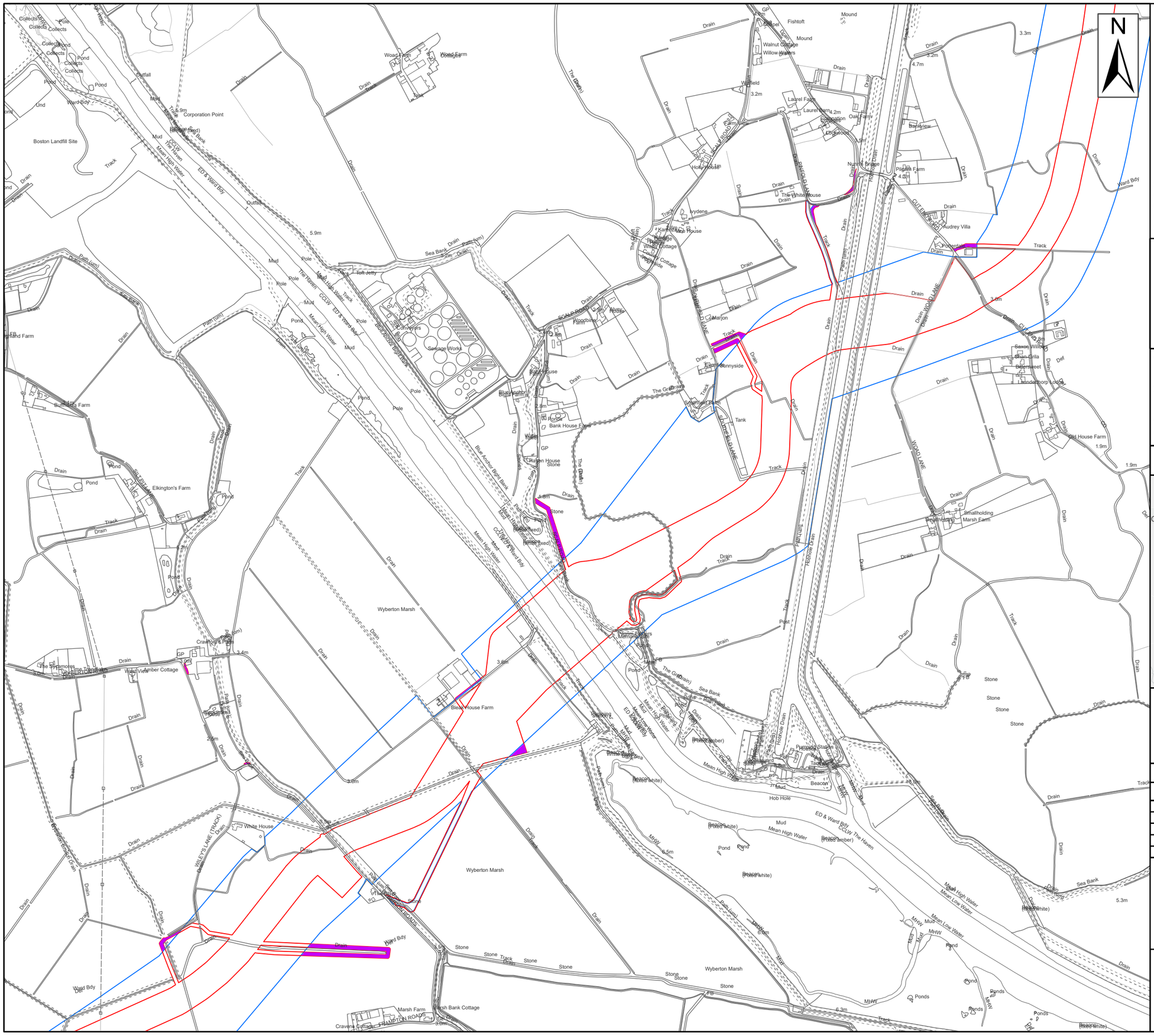
Outer Dowsing Offshore Wind
PEIR Comparison Plan

Drawing 16 of 24	Page Size: A3

Drawing No: 20231017_22000087_PLN_PEIR_10936.16

Rev No:	Date	Description	Drawn	Checked	Approved
V1	19.10.2023	First Issue	RT	SR	PW

OUTER DOWSING OFFSHORE WIND



Legend

- PEIR Boundary
- Refined Cable Corridor
- Land Outside PEIR Boundary

Source:
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Notes:

Onshore Coordinate System
Datum: OSGB 1936
Spheroid: Airy 1830
Projection: British National Grid
Central Meridian: 2 W
Vertical Reference: Newlyn

0 0.1 0.2 0.3 0.4 0.5 km

Scale: 1:10,000

Outer Dowsing Offshore Wind
PEIR Comparison Plan

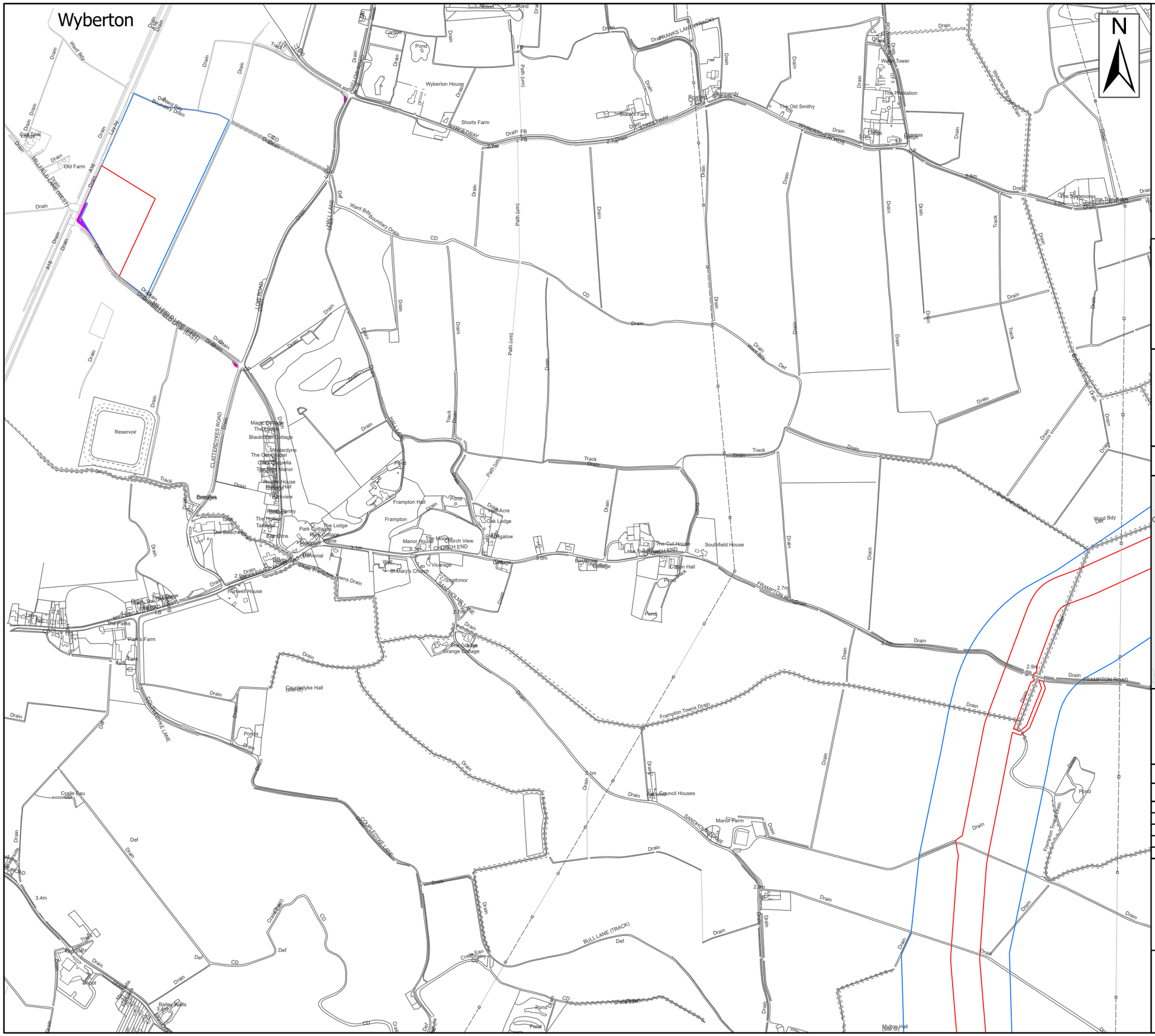
Drawing 17 of 24 | Page Size: A3

Drawing No: 20231017_22000087_PLN_PEIR_10936.17

Rev No:	Date	Description	Drawn	Checked	Approved
V1	19.10.2023	First Issue	RT	SR	PW

OUTER DOWSING OFFSHORE WIND

Wyberton



Legend

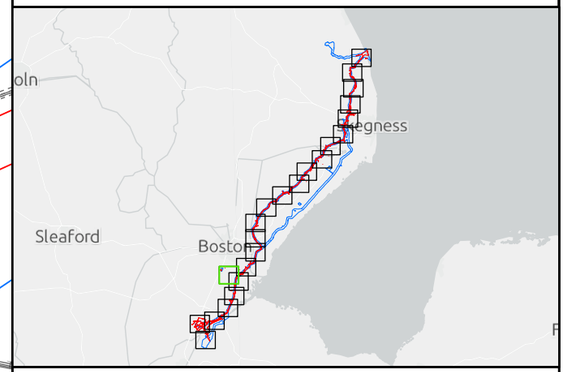
- PEIR Boundary
- Refined Cable Corridor
- Land Outside PEIR Boundary

Notes:

Onshore Coordinate System
Datum: OSGB 1936
Spheroid: Airy 1830
Projection: British National Grid
Central Meridian: 2 W
Vertical Reference: Newlyn

0 0.1 0.2 0.3 0.4 0.5 km

Scale: 1:10,000



Outer Dowsing Offshore Wind
PEIR Comparison Plan

Drawing 18 of 24			Page Size: A3		
Drawing No: 20231017_22000087_PLN_PEIR_10936.18					
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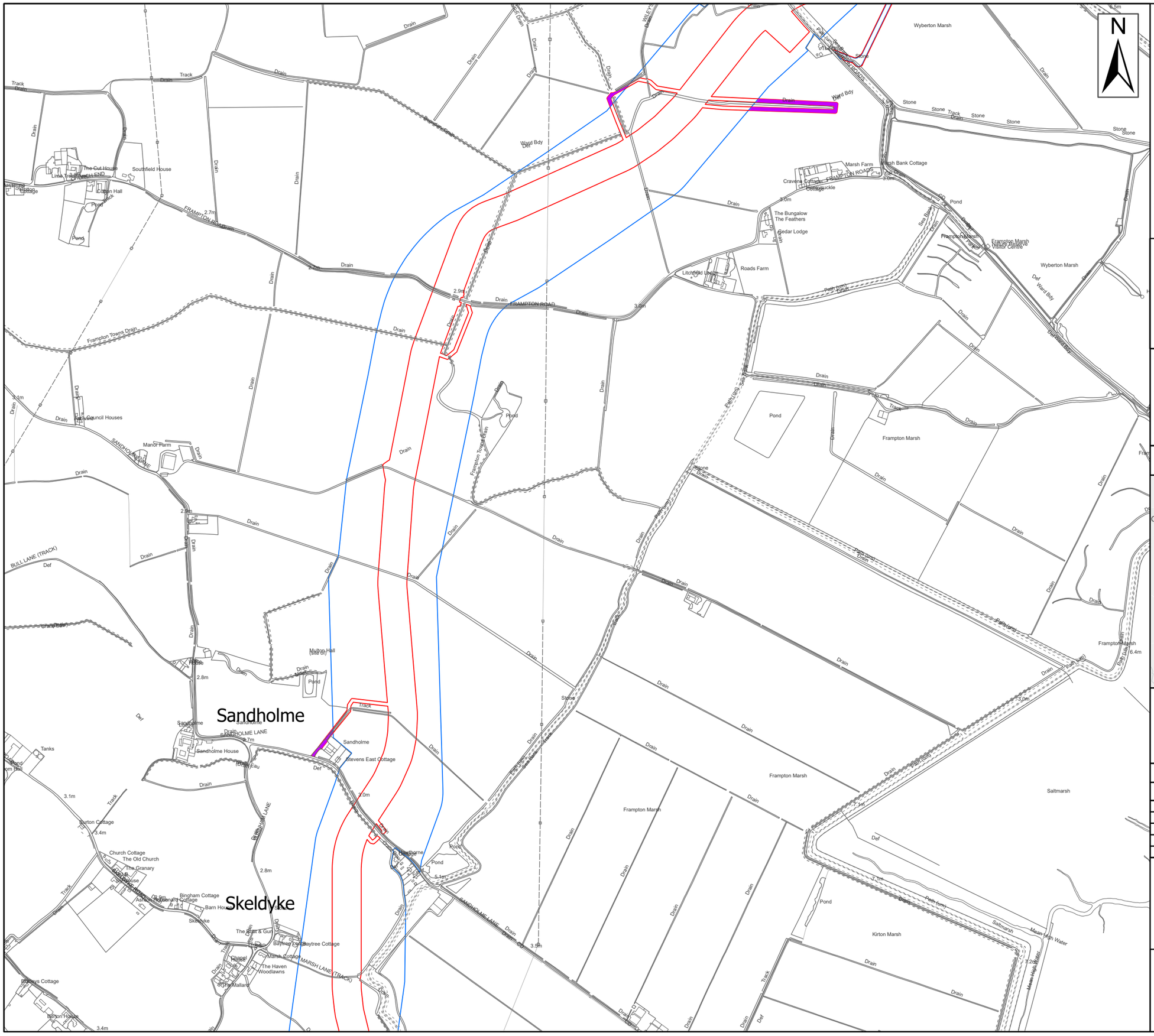

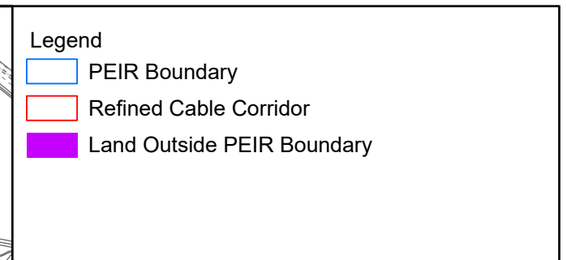

Source:
Contains Esri UK, Esri, HERE, Garmin, Foursquare, FAO, METI/NASA, USGS.

Notes:

Onshore Coordinate System
Datum: OSGB 1936
Spheroid: Airy 1830
Projection: British National Grid
Central Meridian: 2 W
Vertical Reference: Newlyn

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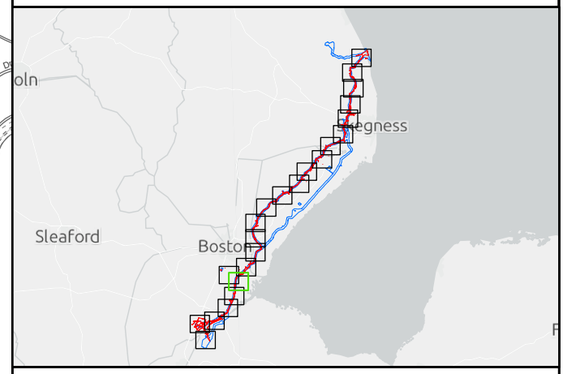
Scale: 1:10,000



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PEIR Comparison Plan

Drawing 19 of 24			Page Size: A3		
Drawing No: 20231017_22000087_PLN_PEIR_10936.19					
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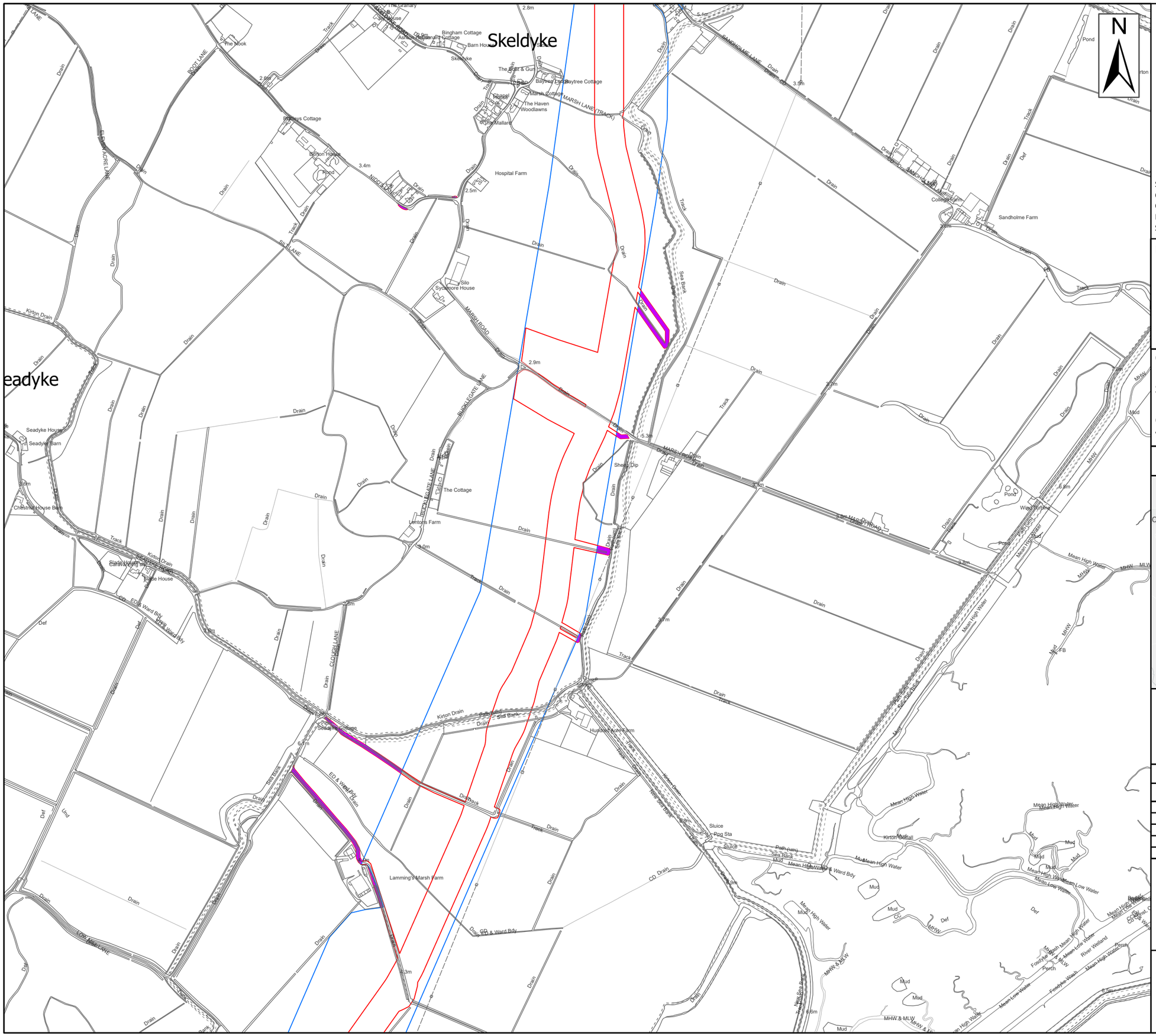
OUTER DOWSING OFFSHORE WIND



Notes:

Onshore Coordinate System
Datum: OSGB 1936
Spheroid: Airy 1830
Projection: British National Grid
Central Meridian: 2 W
Vertical Reference: Newlyn

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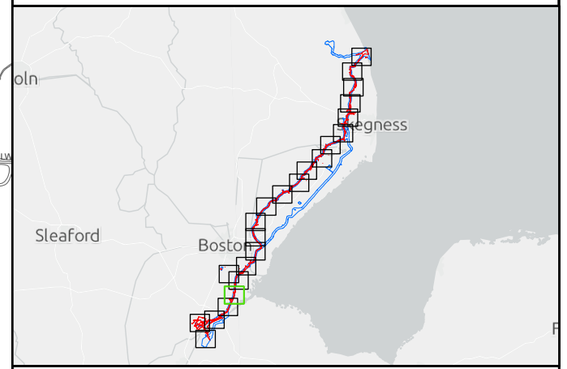
Scale: 1:10,000



Outer Dowsing Offshore Wind
PEIR Comparison Plan

Drawing 20 of 24	Page Size: A3

Drawing No: 20231017_22000087_PLN_PEIR_10936.20

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OUTER DOWSING OFFSHORE WIND

N

Legend

- PEIR Boundary
- Refined Cable Corridor
- Land Outside PEIR Boundary

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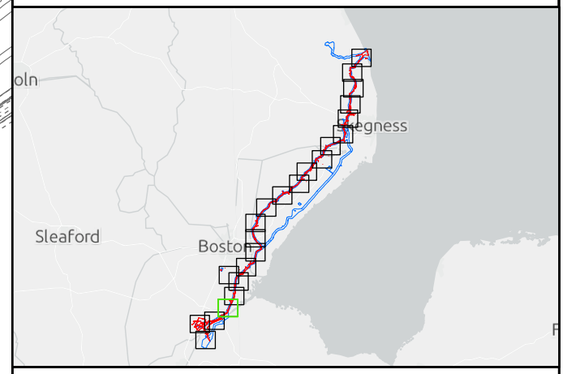
Onshore Coordinate System
Datum: OSGB 1936
Spheroid: Airy 1830
Projection: British National Grid
Central Meridian: 2 W
Vertical Reference: Newlyn

0 0.1 0.2 0.3 0.4 0.5 km

Scale: 1:10,000



Outer Dowsing Offshore Wind
PEIR Comparison Plan

Drawing 21 of 24	Page Size: A3

Drawing No: 20231017_22000087_PLN_PEIR_10936.21

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OUTER DOWSING OFFSHORE WIND

Fosdyke

Fosdyke Bridge

N

Legend

- PEIR Boundary
- Refined Cable Corridor
- Land Outside PEIR Boundary

Source:
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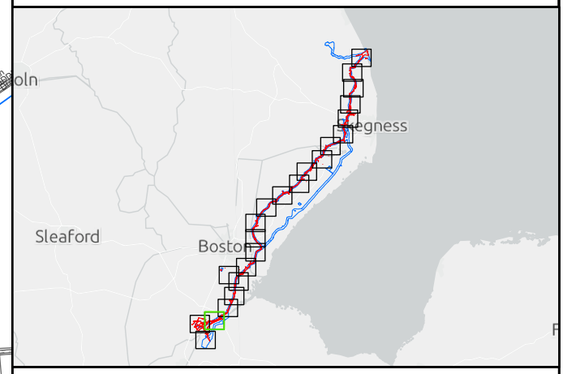
Notes:

Onshore Coordinate System
Datum: OSGB 1936
Spheroid: Airy 1830
Projection: British National Grid
Central Meridian: 2 W
Vertical Reference: Newlyn

0 0.1 0.2 0.3 0.4 0.5 km

Scale: 1:10,000



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PEIR Comparison Plan

Drawing 22 of 24	Page Size: A3

Drawing No: 20231017_22000087_PLN_PEIR_10936.22

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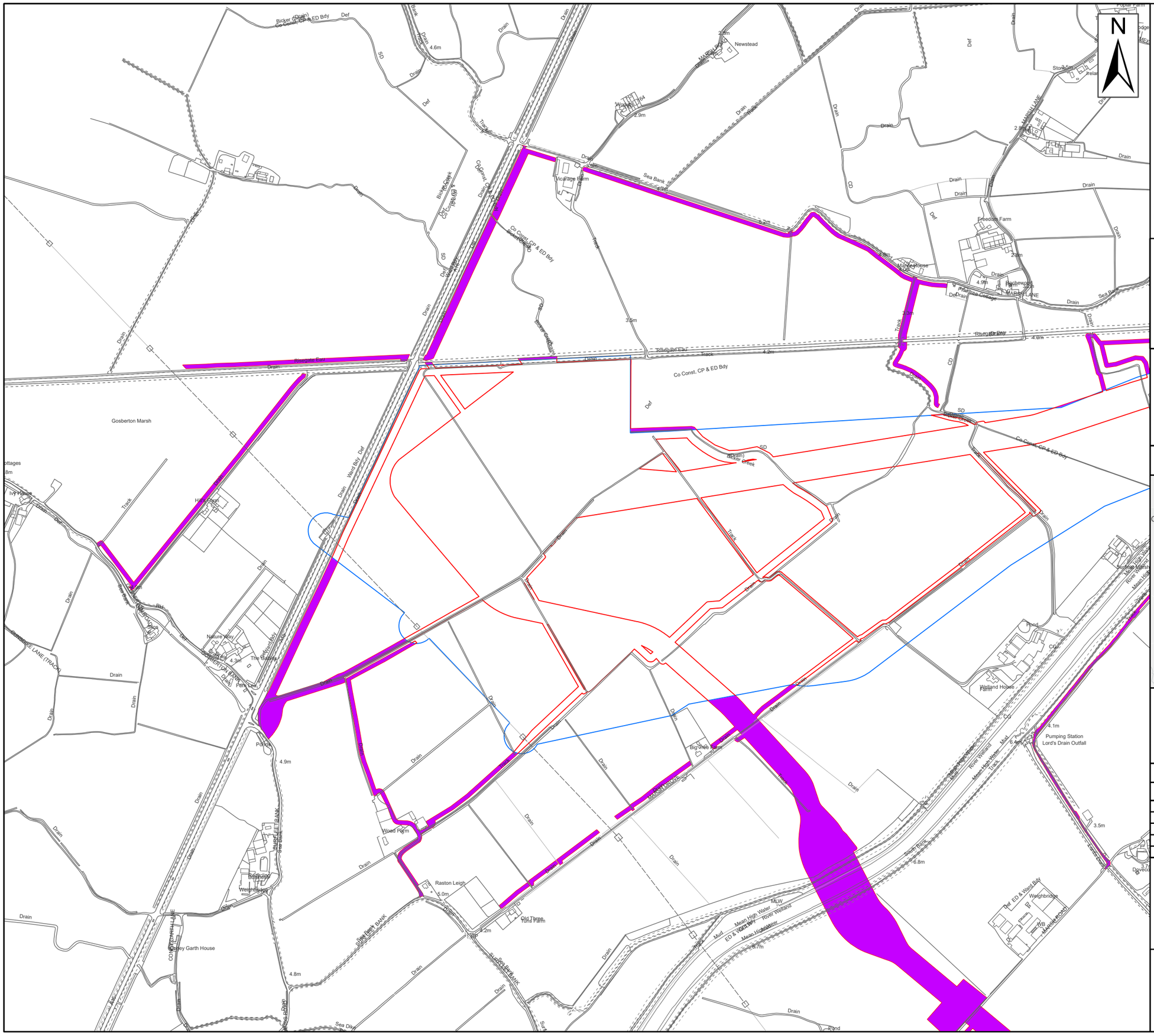
Legend
PEIR Boundary
Refined Cable Corridor
Land Outside PEIR Boundary
N
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Notes:
Onshore Coordinate System
Datum: OSGB 1936
Spheroid: Airy 1830
Projection: British National Grid
Central Meridian: 2 W
Vertical Reference: Newlyn
0 0.1 0.2 0.3 0.4 0.5 km
Scale: 1:10,000
Sleaford
Boston
Skegness
Outer Dowsing Offshore Wind
PEIR Comparison Plan
Drawing 23 of 24
Page Size: A3
Drawing No: 20231017_22000087_PLN_PEIR_10936.23
Rev No: | Date | Description | Drawn | Checked | Approved
V1 | 19.10.2023 | First Issue | RT | SR | PW
OUTER DOWSING OFFSHORE WIND
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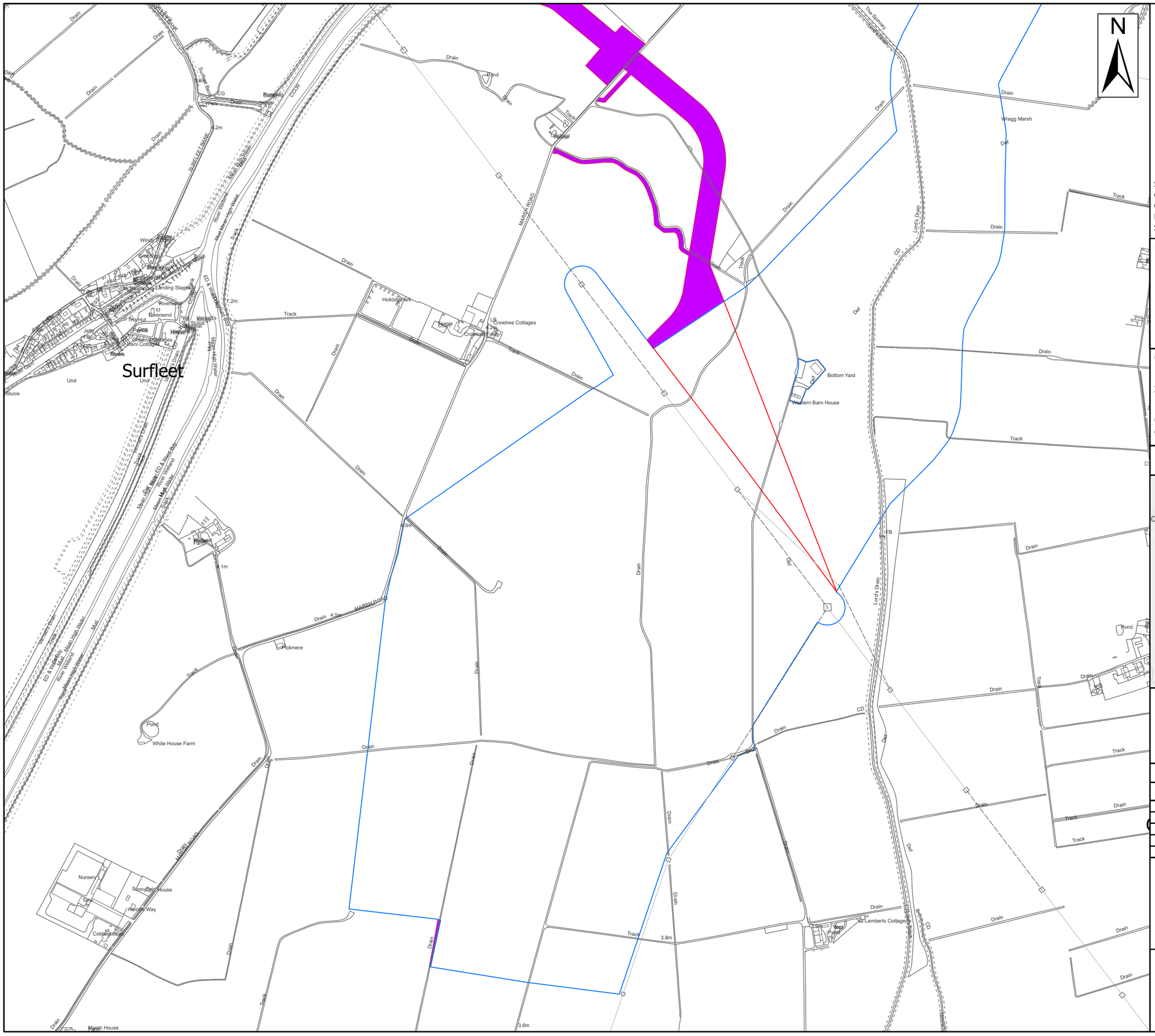

Legend

- PEIR Boundary
- Refined Cable Corridor
- Land Outside PEIR Boundary

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Notes:

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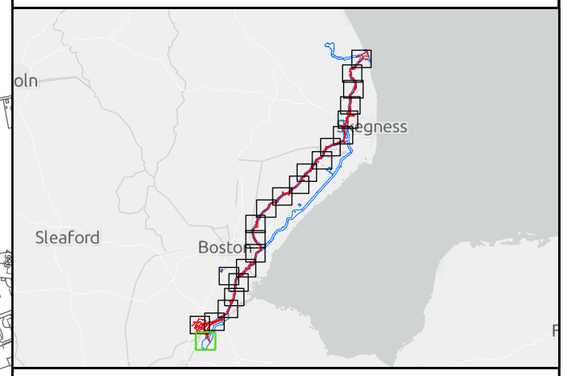
Spheroid: Airy 1830
Projection: British National Grid
Central Meridian: 2 W
Vertical Reference: Newlyn

0 0.1 0.2 0.3 0.4 0.5 km

Scale: 1:10,000



Outer Dowsing Offshore Wind
PEIR Comparison Plan

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Drawing No: 20231017_22000087_PLN_PEIR_10936.24

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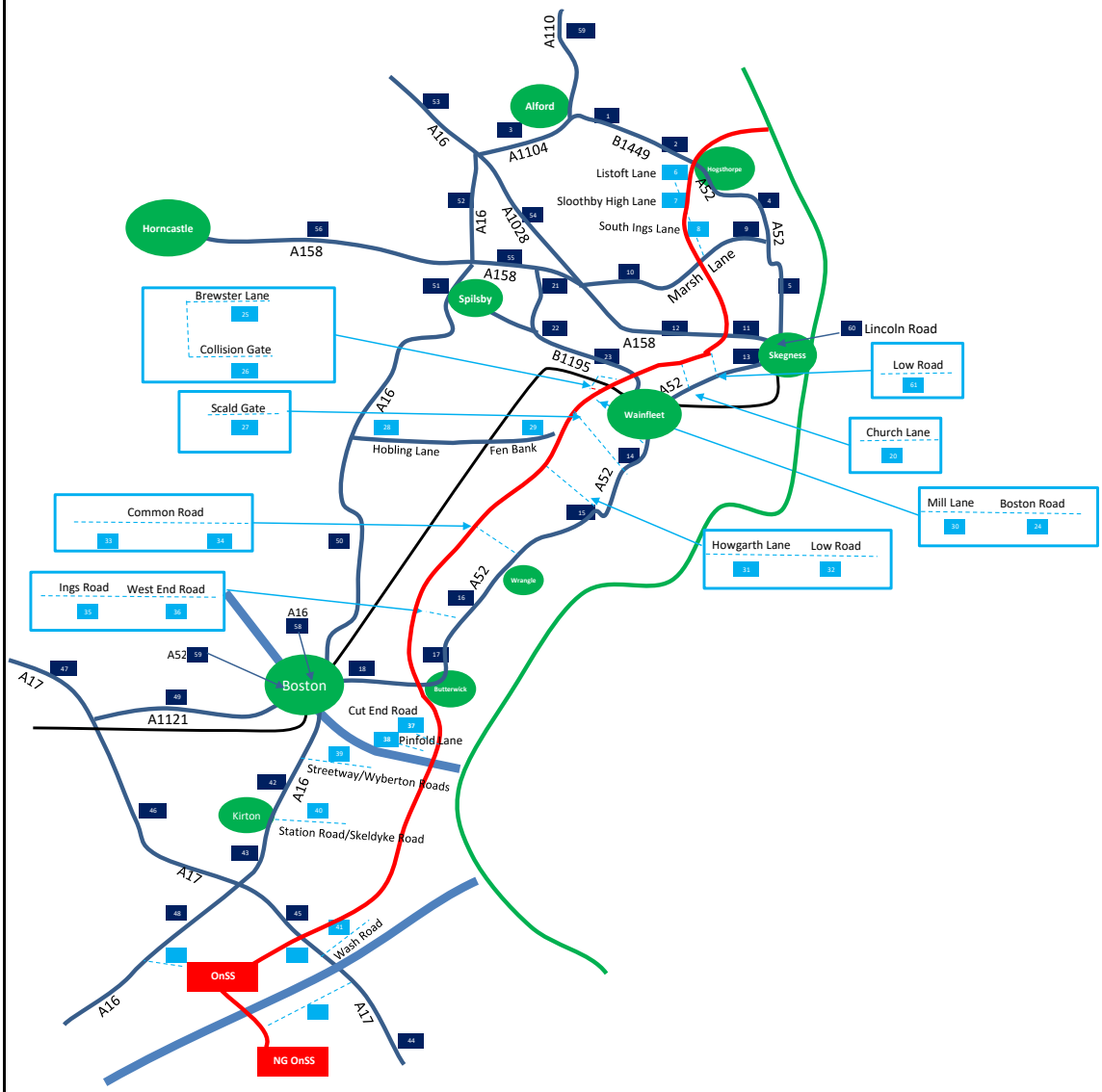
OUTER DOWSING OFFSHORE WIND

Appendix 2 Updated Traffic Flow data

This appendix contains the following figures:

- Figure 3.1 Graphic representation of the traffic routes and road “links” denoted by an identifying number which are referred to in the charts in Figure 3.2 to Figure 3.4.
- Figure 3.2 Chart showing the projected increase in Daily HGVs (2-Way) during the ODOW Construction Period (Core Construction Vehicle Access Routes). The numbered road links can be referenced against the image at the start of this appendix.
- Figure 3.2 Chart showing the projected increase in Daily HGVs (2-Way) during the ODOW Construction Period (Local Construction Vehicle Access Routes). The numbered road links can be referenced against the image at the start of this appendix.
- Figure 3.3 Chart showing the projected Maximum Forecast Increase in Total Daily Traffic (2-Way) during the ODOW Construction Period (Core Construction Vehicle Access Routes).
- Figure 3.4 Chart showing the projected Maximum Forecast Increase in Total Daily Traffic (2-Way) during the ODOW Construction Period (Local Construction Vehicle Access Routes).


A110
Alford
A16
A1104
B1449
Hogsthorpe
Listoft Lane
Sloothby High Lane
South Ings Lane
A52
A1028
Horncastle
A158
Marsh Lane
Spilsby
Brewster Lane
Collision Gate
Lincoln Road
Skegness
Low Road
B1195
Scald Gate
Wainfleet
Church Lane
Hobling Lane
Fen Bank
Common Road
Mill Lane
Boston Road
Howgarth Lane
Low Road
Wrangle
Ings Road
West End Road
Boston
Butterwick
A17
A1121
Cut End Road
Pinfold Lane
Streetway/Wyberton Roads
Kirton
Station Road/Skeldyke Road
Wash Road
OnSS
NG OnSS
Core Construction Vehicle Access Route
Local Construction Vehicle Access Route

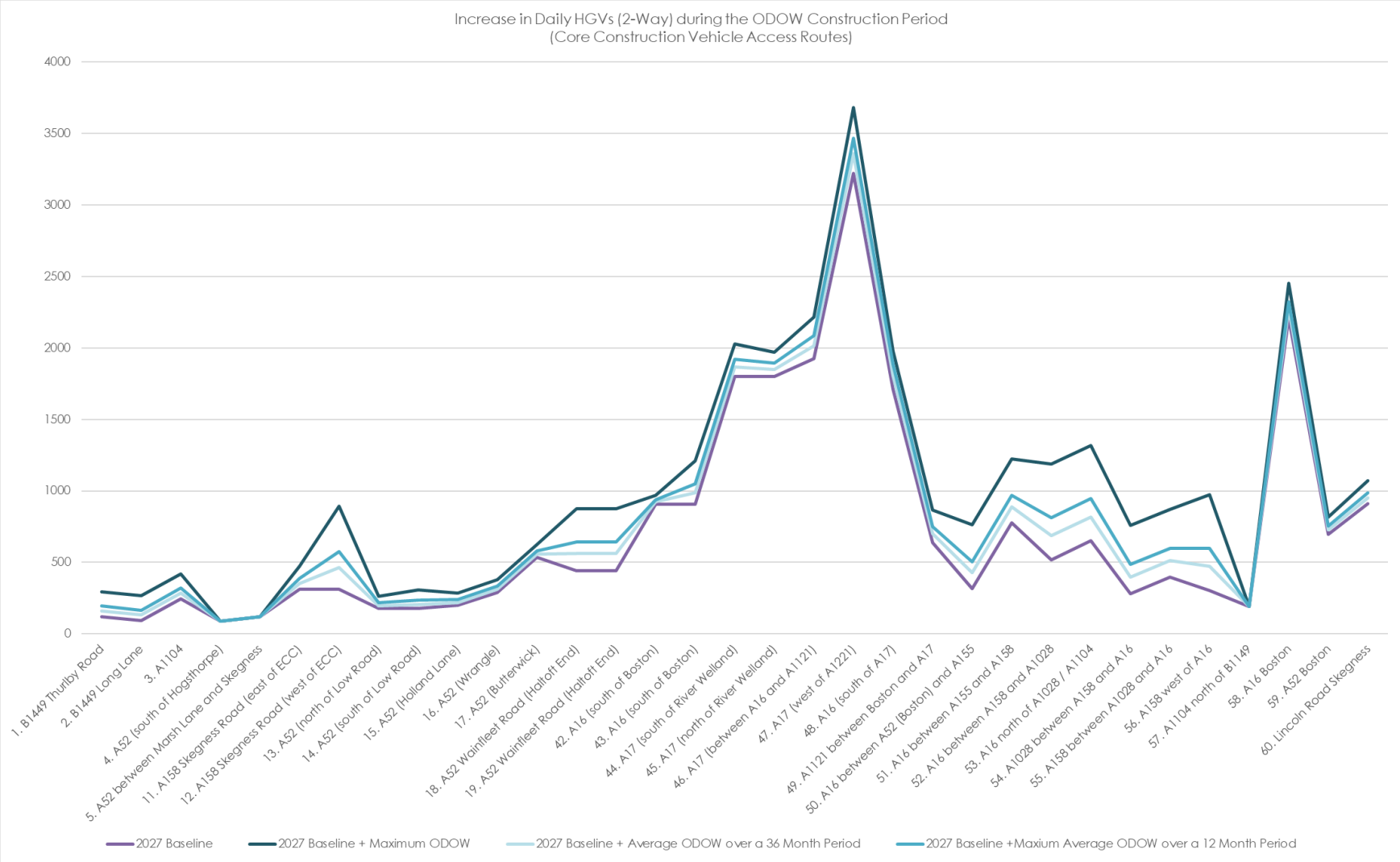


Figure 0.2 Chart showing the projected increase in Daily HGVs (2-Way) during the ODOW Construction Period **(Core Construction Vehicle Access Routes).** The numbered road links can be referenced against the image at the start of this appendix.

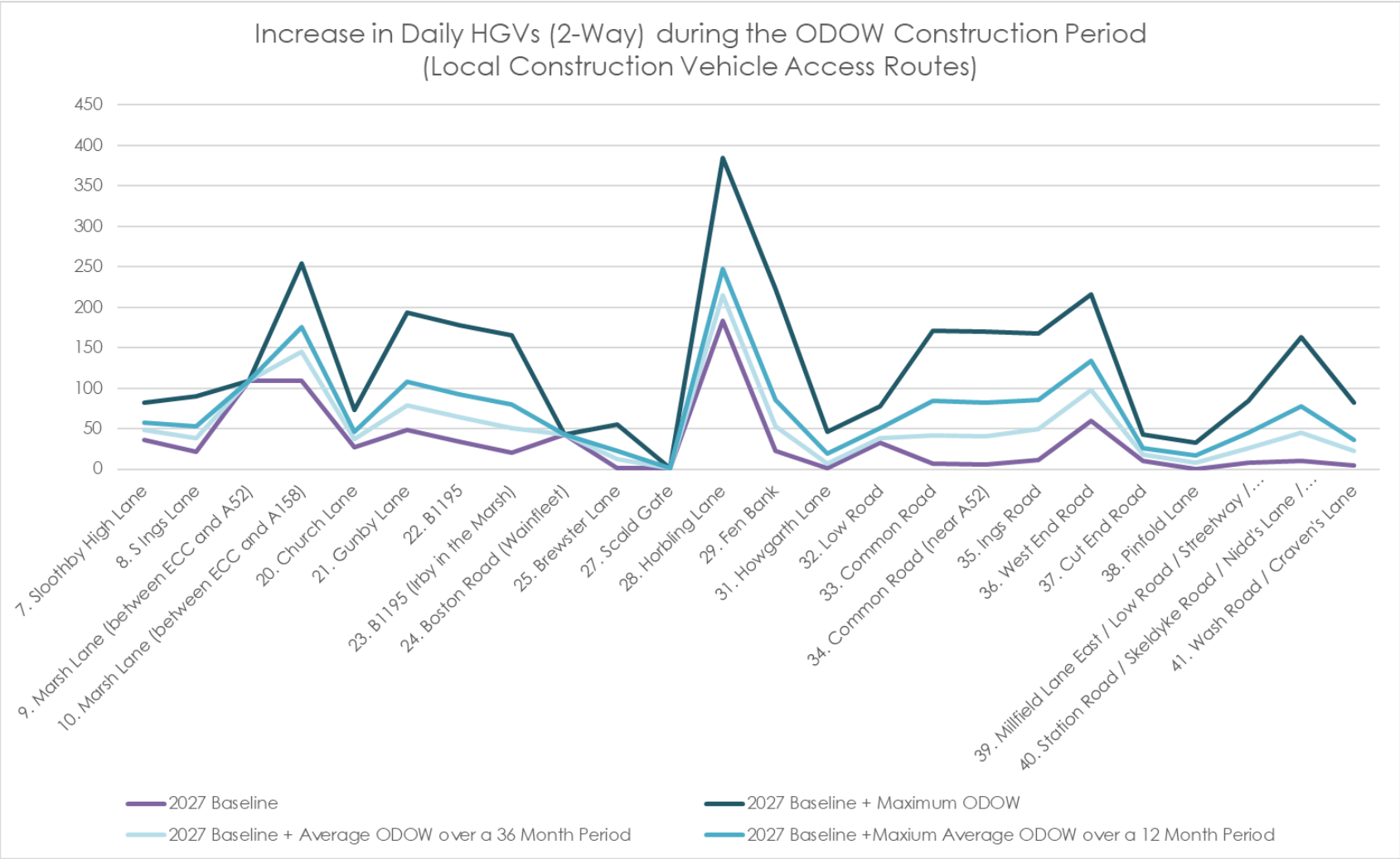


Figure 0.3 Chart showing the projected increase in Daily HGVs (2-Way) during the ODOW Construction Period **(Local Construction Vehicle Access Routes).** The numbered road links can be referenced against the image at the start of this appendix.

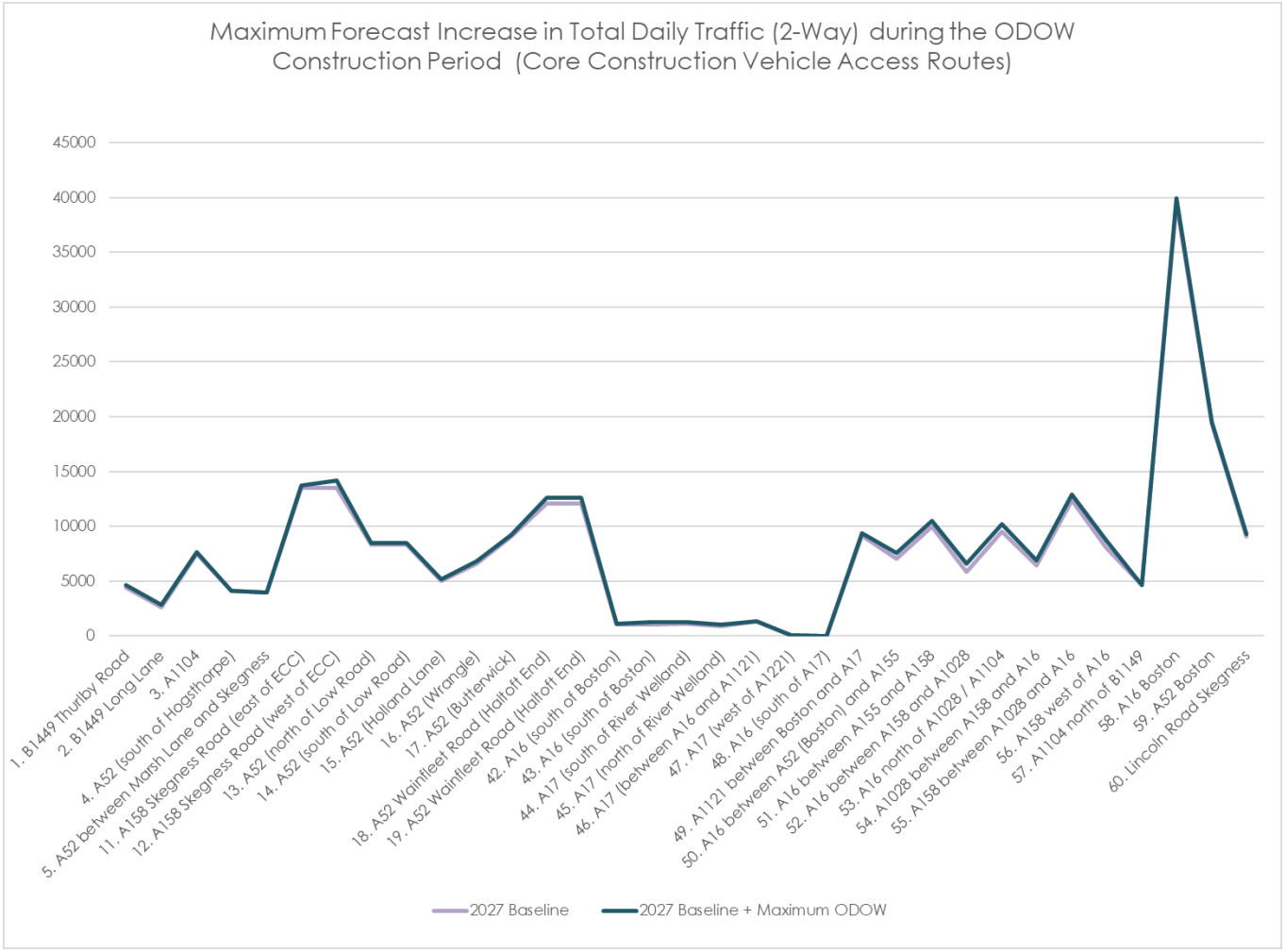


Figure 0.4 Chart showing the projected Maximum Forecast Increase in Total Daily Traffic (2-Way) during the ODOW Construction Period **(Core Construction Vehicle Access Routes).**

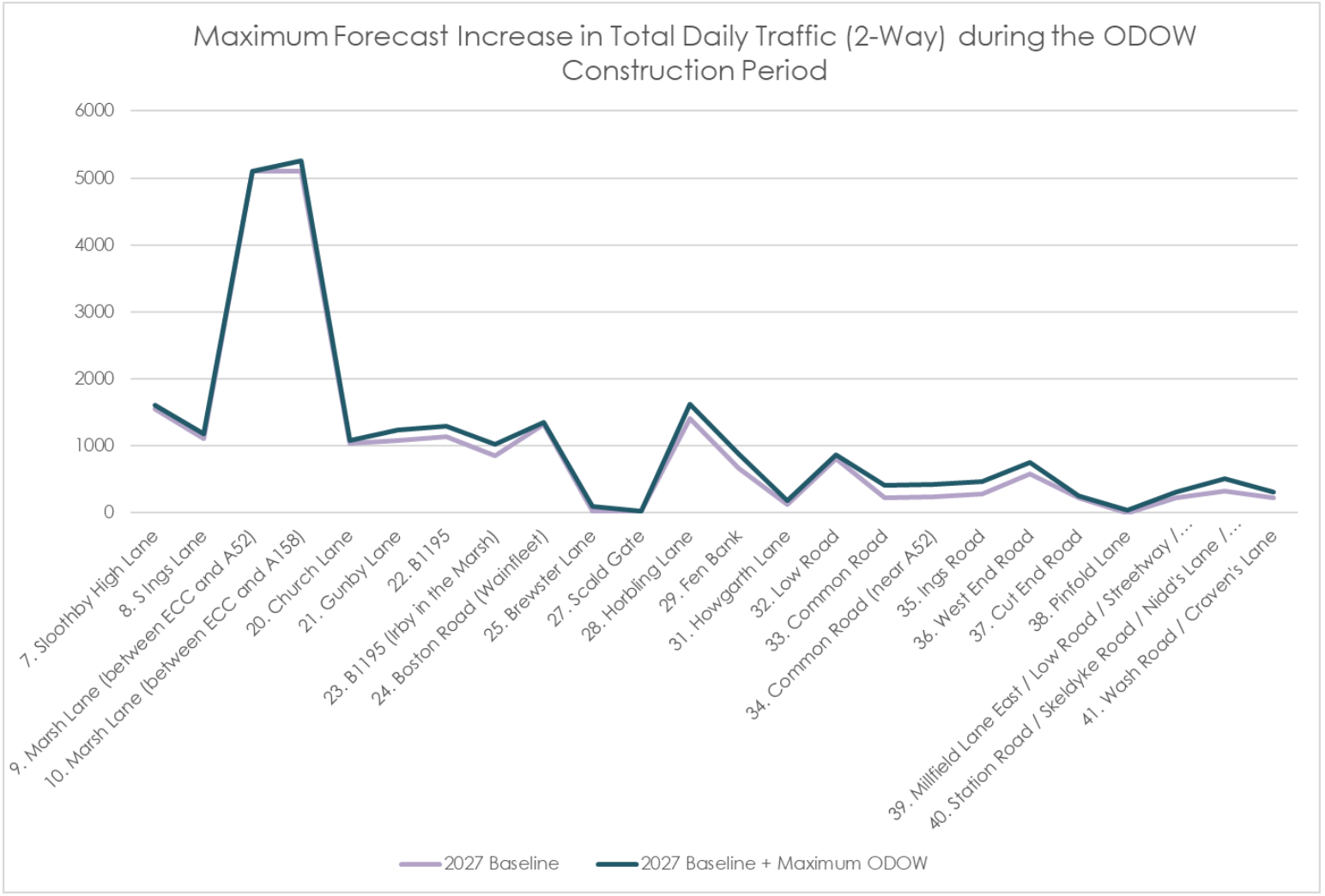


Figure 0.5 Chart showing the projected Maximum Forecast Increase in Total Daily Traffic (2-Way) during the ODOW Construction Period **(Local Construction Vehicle Access Routes).**