

**Minutes of Meeting.**

<b>Meeting title</b>	Community Liaison Group – Landfall
<b>Location</b>	Hogsthorpe Community Hall
<b>Date/ time</b>	Thursday 19 October 2023
<b>Originator</b>	ODOW
<b>Attendees</b>	<p>Jennifer Marsden – ODOW - JM  Hugh Morris – ODOW - HM  Dan Clark – ODOW - DC</p> <p>Graham Fisher – Anderby Parish Council - GF  Annie Maynard – Chapel Parish Council - AM  Malcolm Poole – Chapel St Leonards Residents Association - MP  Philip Lapczuk – Huttoft Parish Council - PL  Dot Morley – Bilsby Parish Council - DM  Norman Simmonds – Bilsby Parish Council - NS</p>
<b>Apologies</b>	None
<b>Purpose of meeting</b>	<ol style="list-style-type: none"> <li>1. To involve key local stakeholders in the design and development of the Outer Dowsing Offshore Wind project (landfall, onshore cable route and substation) through presentations, discussions and planned workshop activities.</li> <li>2. To act as a two-way communication channel between local communities and the project team.</li> <li>3. To help foster local involvement and ownership of the project.</li> </ol>
	<p><b>1. Chair’s welcome and introductions</b></p> <p>JM opened the meeting and attendees introduced themselves.</p> <p>The minutes of the last meeting were approved.</p>

2.

## Project Update

### Communications and Autumn Consultation overview

Communications to date;

- Mailer advertising the public information day has been sent to 11,000 households,
- Section 48 public notices have been printed in national and local papers
- Section 42 notices have been sent to statutory consultees
- Adverts for the public information days have appeared in local papers
- The events have been posted on Facebook and social media,
- Almost 200 HOT sent to landowners,

Communications to follow;

- Site notices have been placed on posts in fields
- A press release will be issued Oct 20th,
- Consultation events will take place – both in person and online
- Consultation launch – libraries, online etc,
- Interactive map with measuring tool will be available online
- An online interactive 3D model will be available at the events

Leaflets sent out ahead of consultation. Malcolm Poole confirmed they had not received this.

**ACTION:** Check list against PE24 5UU.

MP asked if the Project was using Next Door for social media posting. JM said it wasn't at the moment. MP added that it was good for the local community and very targeted to people living in that area.

AM said that they could put any flyers relevant to Chapel St Leonards on it.

MP added that some people don't use Facebook, but they use Next Door. He could put things on it. Police, Councils and local organisations can join and add things to it.

JM said the project had published the relevant information required in the local paper.

MP felt people would receive more on social media as he hadn't bought a local paper in more than two years.

### **Autumn Consultation**

This is final phase of our Statutory Consultation in preparation for the DCO application in Feb 2024.

The consultation will cover the Environmental Update Report, Onshore Substation Visualisations and associated plans, and will run between 20 October and 24 November.

HM and JM ran through the locations for all of the live events plus the locations where consultation documents could be accessed.

HM said that with any changes, the Project has to consult with stakeholders. The Project was now consulting on the fact that the substation will now be at Surfleet Marsh, looking at how it can use the major A-roads for traffic routes, and the refinement of the pipeline corridor.

Consultations events will be the same format as last time.

### **Survey update**

The geotechnical surveys finished in August and the results fed into the refinement of the proposals.

HM said that ground investigation work is critical and the Project is focusing on areas of interest from an archaeological point of view to understand where it may need to drill.

GF asked if they had found anything interesting within this area. HM said there is a site of an old village that was abandoned after the plague, and the Project has committed to drilling underneath that site so that it is not disturbed.

3.

### **Briefing on PID content**

#### **Cable Route, including compounds & accesses.**

HM outlined what was new for the consultation:

- Temporary compound refinement
- Highway improvement areas
- Passing bays
- Construction traffic routes
- Reduced footprint at landfall
- Substation location
- Substation height and footprint – based on conversations with National Grid

HM said that there were certain areas where the Project was able to refine further. For offshore works, changed the minimum air height of the blade above the sea has been increased to 14m for bird protection purposes and 50% of the foundations would use gravity bases which reduces the impact on the seabed. The DRCP is now also twice as far out to sea which reduces the visual impact from land. MP asked how far offshore the collector station was at Skegness. PL said he believed it was about 8km.

#### **Onshore Substation**

Following a decision from the National Grid that the connection point would be in the vicinity of Weston Marsh, Lincs Node was removed from the Project Scope.

The Project has subsequently selected Surfleet Marsh as the optimum site for the substation taking into account multiple factors including engineering and environmental considerations.

There will also be a need for a National Grid substation and associated enabling works within the vicinity of the project's onshore substation which the Project will connect to using 400kV underground cables running between the project substation and that which will be developed by National Grid Electricity Transmission.

JM explained how offsite planting along existing field boundaries would provide additional screening for the substation.

### **Onshore Substation Design Process**

A Local Design Panel would be formed to include:

- Expert topic groups
- ODOW staff
- Landscape architects
- Council members
- LPAs
- Council landscape architects
- Local Flood Authority
- Appointed consultants

The visualisations were based on the “worst case scenario” based on two potential technologies still under consideration that will impact the footprint:

- Air Insulated Switchgear (AIS)
- Gas Insulated Switchgear (GIS)

The group was shown map plans for the cable route corridor – the same plans to be shown at the Autumn Consultation events.

GF requested to see the area around Wolla Bank and the impact on the coastal route.

PL said he would like to share a few concerns around the traffic caused by these works and particularly heavy construction using minor roads and A-roads. He said previous projects caused quite a lot of damage and mud on the roads. He felt there needed to be a mitigation plan for the disruption. Even where there are 40mph speed limit changes, people would still overtake and it will cause dangerous situations. In Huttoft, they experience traffic going to either Skegness or Boston, and there are a lot of crossing points – which increases in danger when there is more traffic. He felt that the Project needed to keep disruption to a minimum as there are a lot of older people in this region and they don't mix well with lorries.

HM said that work during the project can be intermittent, but he understood the concerns and

there will be a traffic management plan, with speed limits in place.

DM said that the traffic situation could be very frustrating, especially with mud on the road which can be dangerous. HM said that any contractors should be going through a wheel wash and making sure roads are swept. JM added that they would also need to manage dust and dry particles. PL agreed that would be the case if they are using chalk, which they usually do as it is cheaper, but with vehicles in and out quickly, and not adhering to the speed limit there would be disruption. This area is now more populated than it was during Viking Link, with crossings close to Skegness for these works too he felt there would be issues.

JM showed the map to the attendees.

HM said that there is a 'finger' of land at landfall where the Project will drill under the marsh, dunes and beach and can push ducts out to sea they don't disrupt the environment. PL said that this made sense, especially if cutting into resorts which bring enough congestion as there is, without there being more.

MP said that it might be worth considering resurfacing the roads beforehand, as there are potholes everywhere. HM said that the Project will look at that, but would undertake a survey before starting works anyway.

GF asked when the enabling works would take place. HM said that it was defined by the birds, between breeding season and wintering season – so August/September would be likely. The temporary road would be spring due to the proximity to the reserve and they wouldn't want to do it in July due to it being a busier time. Other enabling access for vegetation clearance usually is completed with tractors.

PL said that they are used to the process because it will be the third time they have been through this – which he felt was annoying. His point of view was that

it was all designed with good intentions, but traffic does not work in that way. JM said that was why the Project plans to have a Liaison Officer, who would pull anything up if it was not compliant and keep contractors in check. The Project would obviously have a zero-tolerance policy to speeding as well.

PL said that speaking from experience, he knew what they are like. He felt a good model is the HS2 approach where they are insistent on traffic taking those roads offsite, otherwise they do not work on the programme anymore. The concern was also mixing with tourists, especially when crossing the A18 into Skegness. There is no alternative route, but it is one to be mindful of. HM said there are a number of areas of concern, but it is about minimising impact.

PL said he also wanted to ask about footpaths. There are few alternatives so asked for them to be kept in good condition. HM said that the Project would have to put in place management plans if they did cut off any footpaths.

JM asked if all the footpaths are officially marked. PL said that there are both official and unofficial footpaths in place. HM asked if other projects close them. PL said they had to divert some paths.

AM asked if they were able to have a copy of the slides. JM confirmed that they would be sent along with the minutes.

**ACTION:** Send slides to CLG members

PL said that previously they had lots of comments about it potentially being in the Lincs Node, but as it is now going to be at Weston marsh, it is more about the traffic disruption now. He said that they would have had 50 years of disruption by the time this project finishes, so there must be as much as possible done to minimise the impact.

HM said that the contractor would have to work within the traffic management plan. AM said that if the Project had a liaison officer then that will support that.

PL said that the mud on the road is equally as dangerous.

NS said that with Viking Link, it was Welton Aggregates, who could be involved with this one. They always travel down a set route and that route is mad for traffic. They never go by the limit, and they should go at either 30/40mph but they don't have speedometers and don't use them.

GF said that he had seen an 18t lorry going down Cumberworth Road. He said he warned about contractors going off route, but some will try to be clever and go through Chapel St Leonards and that will cause problems.

HM said he completely accepted and agreed that contractors need to use the designated routes.

PL said that other contractors, if local, will try and come through Chapel St Leonards if they can. If the Project set telematics as a requirement, then they could monitor this.

MP said that although Anderby roads are national speed limit but with how small and winding they are it is dangerous to go more than 30. He said that they lots of experience on this because of the previous projects, so it would be interesting to see how the plan factors this in.

GF said that he was involved with the liaison for Triton Knoll and they had someone who worked for Murphys who was on the ball and that's what the Project needed.



<p><b>4.</b></p>	<p><b>Timeline and Next Steps.</b></p> <p>JM said that the Project was aiming to submit the DCO application in Q1 next year, which would then be followed by an 18-month examination period including six months of hearings where everyone can get involved. The hearings are recorded and transcripts of all the meetings will be available on the Planning Inspectorate's website. The Inspector would then write a report with recommendations which would be sent to the Secretary of State for a decision. The process is designed to test the project against national planning policy.</p>
<p><b>5.</b></p>	<p><b>AOB</b></p> <p>PL asked a question on community funding – whether it would be directly on the route or the surrounding areas.</p> <p>JM said that would be determined when consent is in place – which if all goes well would be 2025. Eligibility for this is based on a geographical boundary which is not defined yet but which would be bound by the areas which are affected. The project would also apply common sense, so if the organisation is based outside the region, but projects are local then they would consider that. There is also weighting for those around the substation. The fund wouldn't look at religious projects, unless it was something similar to Salvation Army, which is religious but isn't working to spread religion, etc. There are other themes possible, such as nature-positive schemes, or STEM initiatives, as well as Sustainability and Enterprise. It will be part of the DCO, and there is a high-level structure in place, but it is at a very early stage.</p>

		<p>GF asked if health and wellbeing come under this. JM said it may do if the initiative is linked to emerging themes, but it was still early days.</p> <p>PL asked if geographically, areas in Anderby could be cut off due to a geographical radius near to the corridor? JM said they would look at population centres and apply common sense. They would also look to fill the gaps where they can, especially with youth initiatives.</p>
6.		<p><b>Chair's closing remarks and next steps / next meeting</b></p> <p>The next CLG is expected to be in January/February prior to the DCO submission but AA will be in touch with details nearer the date.</p>

<b>Meeting Protocol</b>	
Distribute agenda before meeting	Fix responsibilities for each item
Start on time	Finish on time
Set out your ground rules	Publish minutes / actions
Stick to the agenda	Continuous improvement