



Fosse Green Energy

Preliminary Environmental Information Report

VOLUME

3

**Appendix 13-B: Transport Scoping
Presentation and Meeting Minutes**

October 2024

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Fosse Green Energy

Transport Scoping Meeting
Wednesday 13th December 2023

Agenda

- 01 Meeting Purpose
- 02 Scoping Opinion Feedback
- 03 Project Update
- 04 Proposed Development Parameters
- 05 Proposed Study Area and Scope of Assessment
- 06 Deliverables
- 07 Preliminary Environmental Information Report (PEIR)
- 08 Transport Assessment
- 09 Outline Construction Traffic Management Plan
- 10 Programme
- 11 AOB/Questions

Meeting Purpose

- To provide a project update since the EIA Scoping Report was issued and non-statutory consultation closed
- To agree the scope of the Preliminary Environmental Information Report (PEIR) Traffic & Transport chapter and the approach for the supporting deliverables

Scoping Opinion Feedback

Planning Inspectorate (Traffic and Transport)

- **Hazardous and dangerous loads (3.7.1)** – to be scoped in, the ES should provide the number and composition of any hazardous loads, review the risk of accidents and describe any safety measures
- **Operational traffic (3.7.2)** – to be scoped out, subject to the provision of information regarding maintenance visits, consideration of the IEMA thresholds and any cumulative traffic effects
- **Standalone Travel Plan (3.7.3)** – to be scoped out, mitigation and management of construction staff will be detailed within the Outline CTMP. The ES should identify the necessary (traffic and transport) mitigation measures and how these will be secured (through the DCO or other legal mechanism)
- **Decommissioning traffic (3.7.4)** – to be scoped in, with an outline decommissioning travel plan [details relating to decommissioning] to be included within the ES
- **Assessment guidelines (3.7.5)** – to be based on the new IEMA guidance on the Environmental Assessment of Traffic and Movement (July 2023).

Lincolnshire County Council

Transport and Traffic (Chapter 14)

- *“A Transport Statement, Outline CTMP and Travel Plan will be produced. Standard methodology is proposed for these documents, the operation and de-commissioning phases are to be scoped out (since the impacts will be less than construction). This is an acceptable approach for operation but not for de-commissioning which is the reverse of the construction phase and so impacts could be significant.”*
- **Decommissioning** – to be scoped in (PINS 3.7.4), to be incorporated as part of the assessment of the peak construction phase (worst-case)
- **Travel Plan** – to be scoped out (PINS 3.7.3), as set out within the Scoping Report (Chapter 14) mitigation and management of construction staff will be detailed within the Outline CTMP.

North Kesteven District Council

Traffic and Transport

- **Cumulative** – the ES should include cumulative impacts of:
 - The Heckington, Springwell and Beacon Fen solar NSIPs (component delivery, particularly for the A17 and A15 if Felixstowe port is to be used)
 - The new National Grid substation and Springwell solar farm (grid connection route)
 - The Witham St Hughs Development (any unimplemented areas of Phase 3)
 - The North Hykeham Relief Road
 - The A46 Newark Bypass improvement scheme (subject to scoping with National Highways)
- **Public Rights of Way (PRoW)** – the Viking Way long distance trail should also be acknowledged, given this would be crossed by the grid connection route.

Additional Stakeholders

- **West Lindsey District Council** – it would be welcomed if the ES could provide detail on any use and impact on the highway network in West Lindsey
- **Aubourn with Haddington Parish Council** – the ES should include mitigation to retain access to PRow within the proposed area of the Solar Farm
- **Coleby Parish Council** – closing narrow rural roads even for short periods has a knock-on effect on the surrounding area. A small increase [in traffic] has a more profound effect on rural roads
- **Thorpe on the Hill Parish Council** – the ES should recognise the need for protecting public footpaths and bridleways within the boundary of the development.

National Highways (email subsequently received on 14th November 2023)

- The site's proximity to the **A46 trunk road (SRN)** could result in glint & glare and traffic impacts (construction phase)
- **Transport Assessment** – should be carried out with reference to relevant policies and guidance, parameters to be agreed in a staged approach beginning with trip generation and trip distribution (to determine whether any further assessments are required)
- **A46 Newark Bypass scheme** – should be considered
- **Abnormal loads** – National Highways has a procedure for managing abnormal loads on their network
- **Other considerations** – drainage, buildings and structures, boundary treatments and landscaping, geotechnical and lighting.

Project Update Since Scoping

Project Update

General

- EIA Scoping Report was submitted in June 2023
- Scoping Opinion/ non-statutory consultation feedback has been reviewed
- Proposals for Fosse Green Energy are being developed
- PEIR is being progressed based on the latest ‘emerging’ proposals
- Further stakeholder engagement is now taking place
- PEIR to be developed over the next few months, following further consultation
- Statutory consultation planned for March 2024

Proposed Development Parameters

Proposed Development – Key ‘Emerging’ Parameters

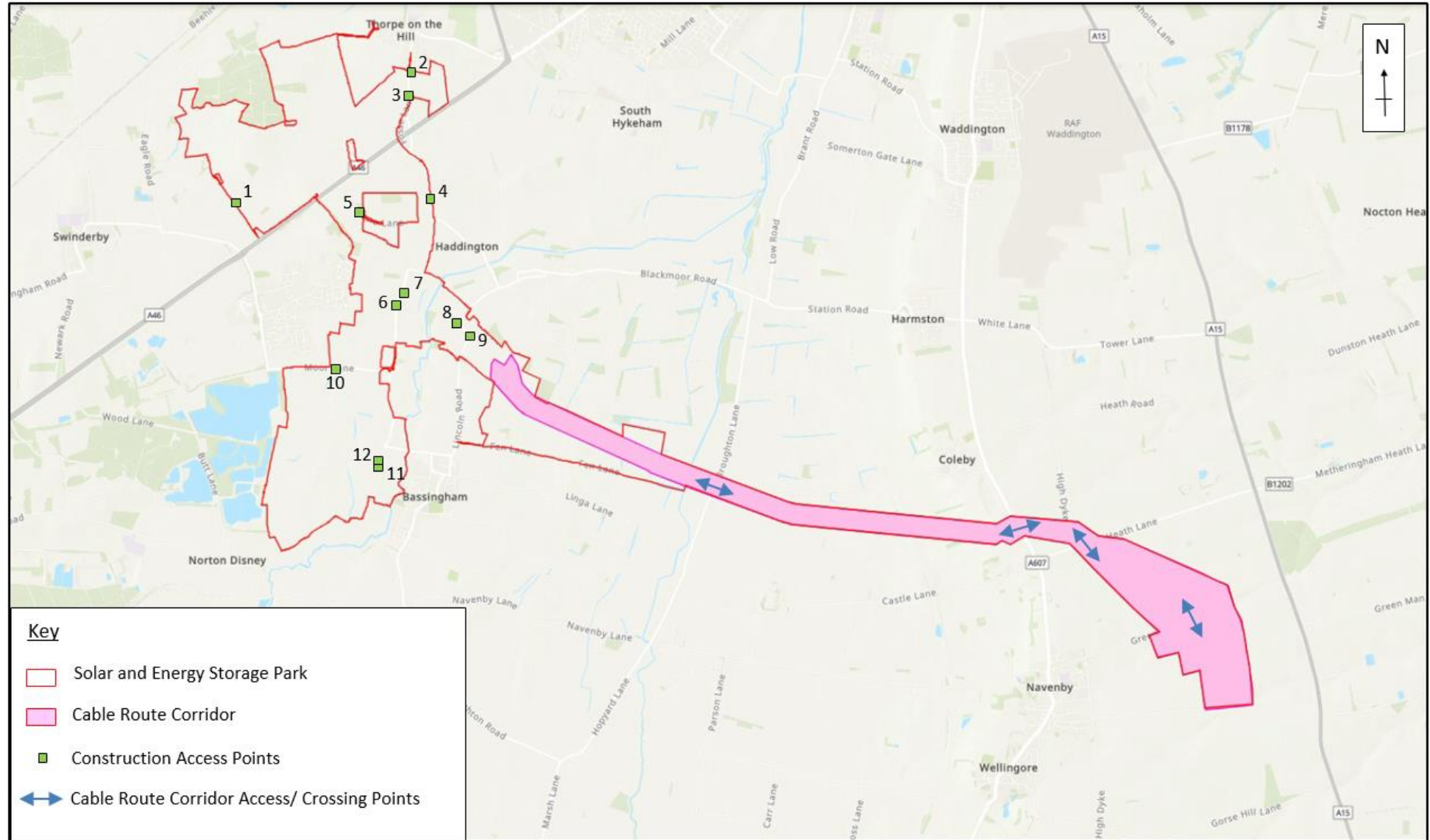
- **Construction programme** – Anticipated to be 24 months or phased over 30 months – start in 2031 and complete by 2033
- **Construction peak** – 2032 (staff, LGVs and HGVs combined)
- **Assessment scenario** – Peak construction phase (2032)
- **Construction staff** – Circa. 600 workers (including 25 workers for the Grid Connection Corridor) at peak (2032), circa. 350 on average
 - **Local staff** – Assume 100% by vehicle, 1.3 occupancy factor (worst-case, Census vehicle mode share circa. 87%)
 - **Non-local staff** – Minibus service to be utilised
- **Energy Park Site** – 25 daily LGVs + 50 daily HGVs at peak (2032)
- **Grid Connection Corridor** – 12 daily LGVs + 16 daily HGVs at peak (2032)
- **Abnormal Indivisible Loads (AILs)** – Transfer of cable drums and transformer units (on-site substation), infrequent and controlled

Proposed Development – Key ‘Emerging’ Parameters

- Working hours:
 - Monday-Friday: 07:00-19:00
 - Saturday: 09:00-13:00
 - Sunday/ Bank Holidays: No Work
 - Other than exceptions e.g. HDD drilling
- Travel patterns:
 - Construction staff, majority to arrive 06:00-07:00 and depart 19:00-20:00
 - HGVs to travel between 08:00-18:00 (A46 HGV profile across 10 hours)
 - LGVs to travel between 07:00-19:00 (flat profile across 12 hours)
 - Development peak hours expected to be based on construction staff
- Accesses: 12 x proposed construction accesses
- Compounds: 6 x construction compounds

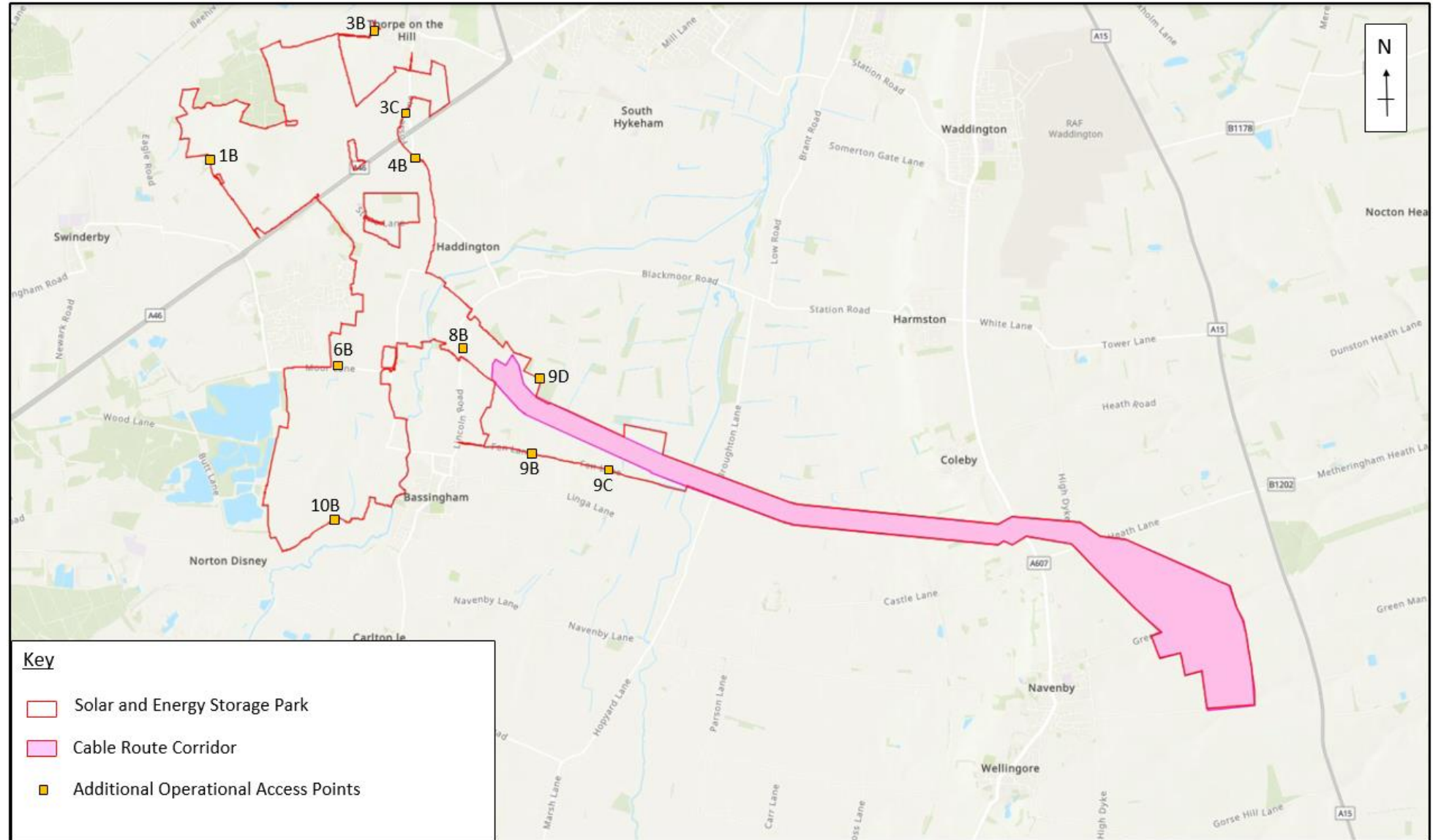
Proposed Construction (+ Operational) Access Points

- The Avenue (1)
- Fosse Lane (2+3)
- Haddington Lane (4)
- Stone Lane crossover (5)
- Haddington Lane (6+7)
- Bassingham Road (8+9)
- Moor Lane (10)
- Clay Lane (11+12)



Proposed Additional Operational Accesses

- Secondary operational accesses for the larger parcels
- The Avenue (1B)
- Fosse Lane (3B + 3C)
- Haddington Lane (4B)
- Moor Lane (6B)
- Basingham Road (8B)
- Fen Lane (9B + 9C)
- Moor Lane (9D)
- Clay Lane (10B)



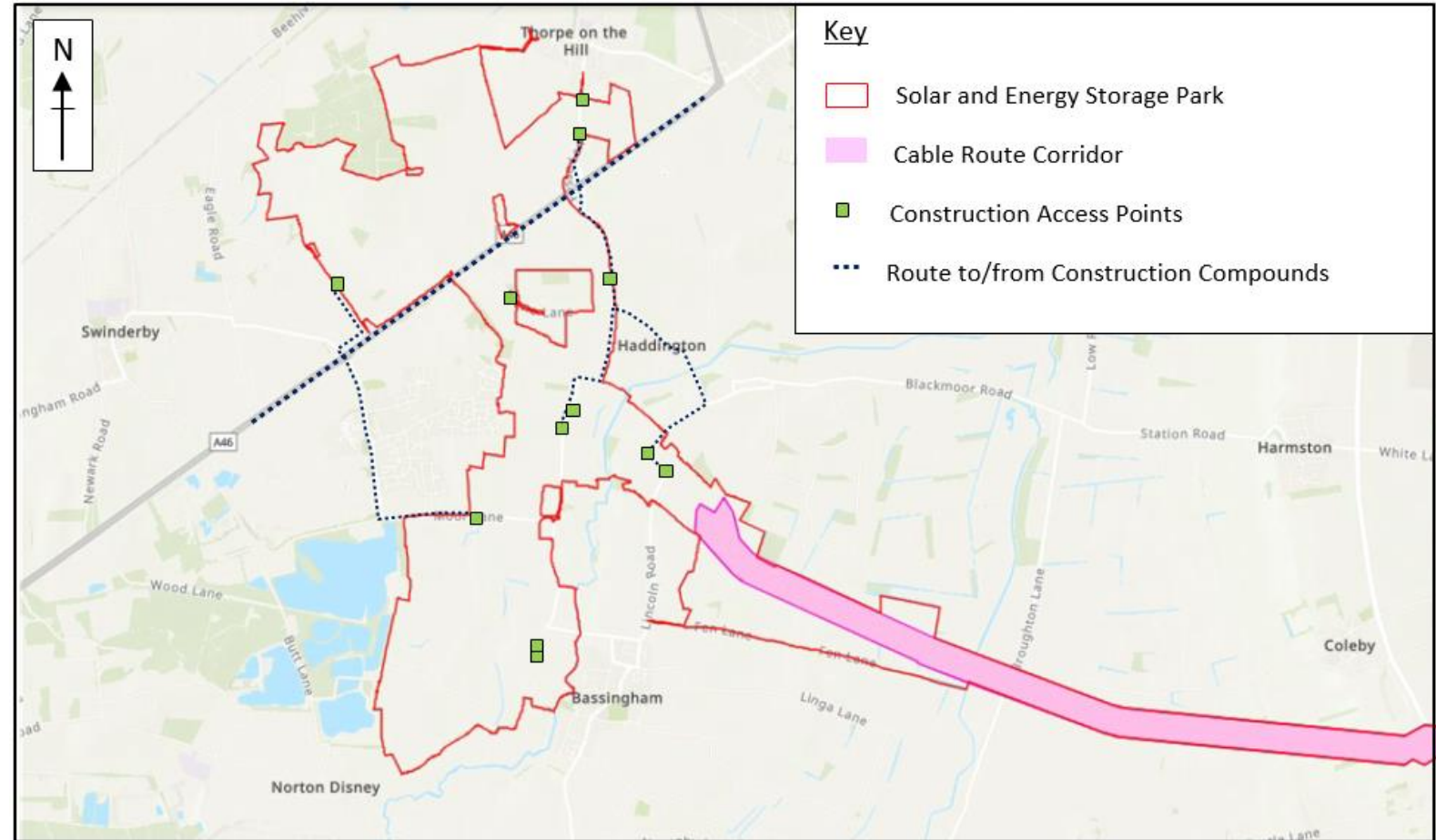
Construction Vehicle Routes

Primary access routes

- A46
- The Avenue
- Unnamed road (west of Witham St Hughs)
- Moor Lane
- Fosse Lane
- Haddington Lane
- Butts Lane/S Hykeham Road/ Bridge Rd
- Bassingham Road

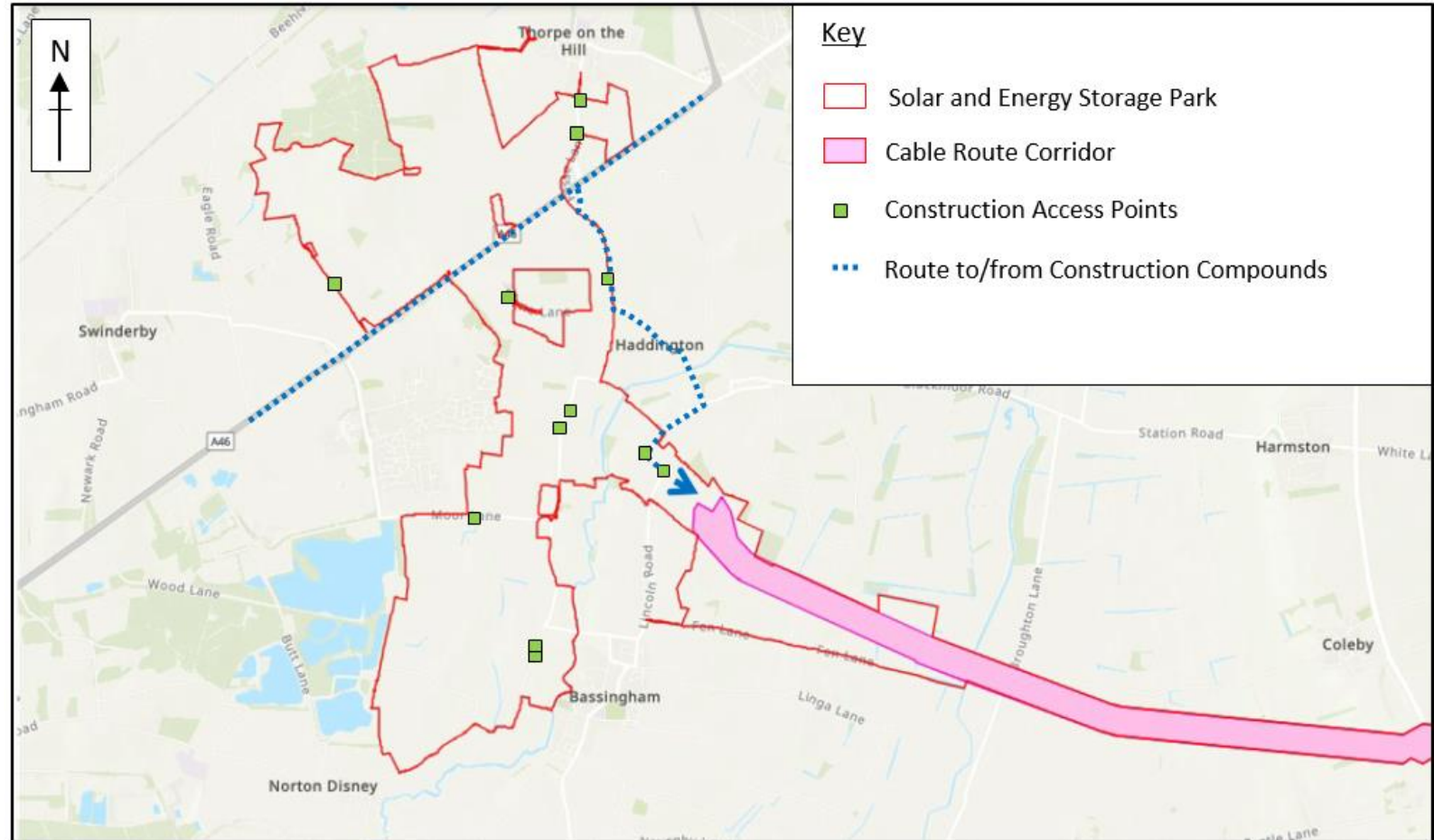
Secondary access routes (lower vehicle numbers, limited to LGVs where possible)

- Clay Lane
- Fosse Green (north)
- Stone Lane (crossover)



AIL Routes

- On-site Substation Transformer AIL access route
 - A46
 - Haddington Lane
 - Butts Lane/ S Hykeham Road/ Bridge Rd
 - Bassingham Road
- Cable drum routing undetermined at this stage
- TTM arrangements to be reviewed and included as part of the ES.



Proposed Construction Vehicle Distribution Methodology

Local Staff

- Origin: 60-minute catchment
- Destination: The main accesses to be used during peak construction (see previous slides)
- Resident-labour rather than incoming labour (local accommodation) at this stage
- 2021 Census data (TS060 – Industry – F: Construction) with ‘Distance decay’
 - Results in circa. 30% east, 60% west, 10% local
- 2011 Census journey to work data (WU03EW), to MSOA North Kesteven 003 (the site)
 - Results in circa. 60% east, 20% west, 20% local
- Routing via A46 to the east (60%) and west (60%) for worst-case (small element of double-counting)

Non-Local Staff (Indicative)

- To reside within hotel accommodation, circa. 30-minute catchment of the site
 - Lincoln (very nearby, majority)
 - Newark-on-Trent (southwest), Grantham and Sleaford (south), Retford and Worksop (northwest)
- 8 minibuses to transfer staff to/ from these areas
- To be reviewed with socio-economic team

Proposed Construction Vehicle Distribution Methodology

HGVs

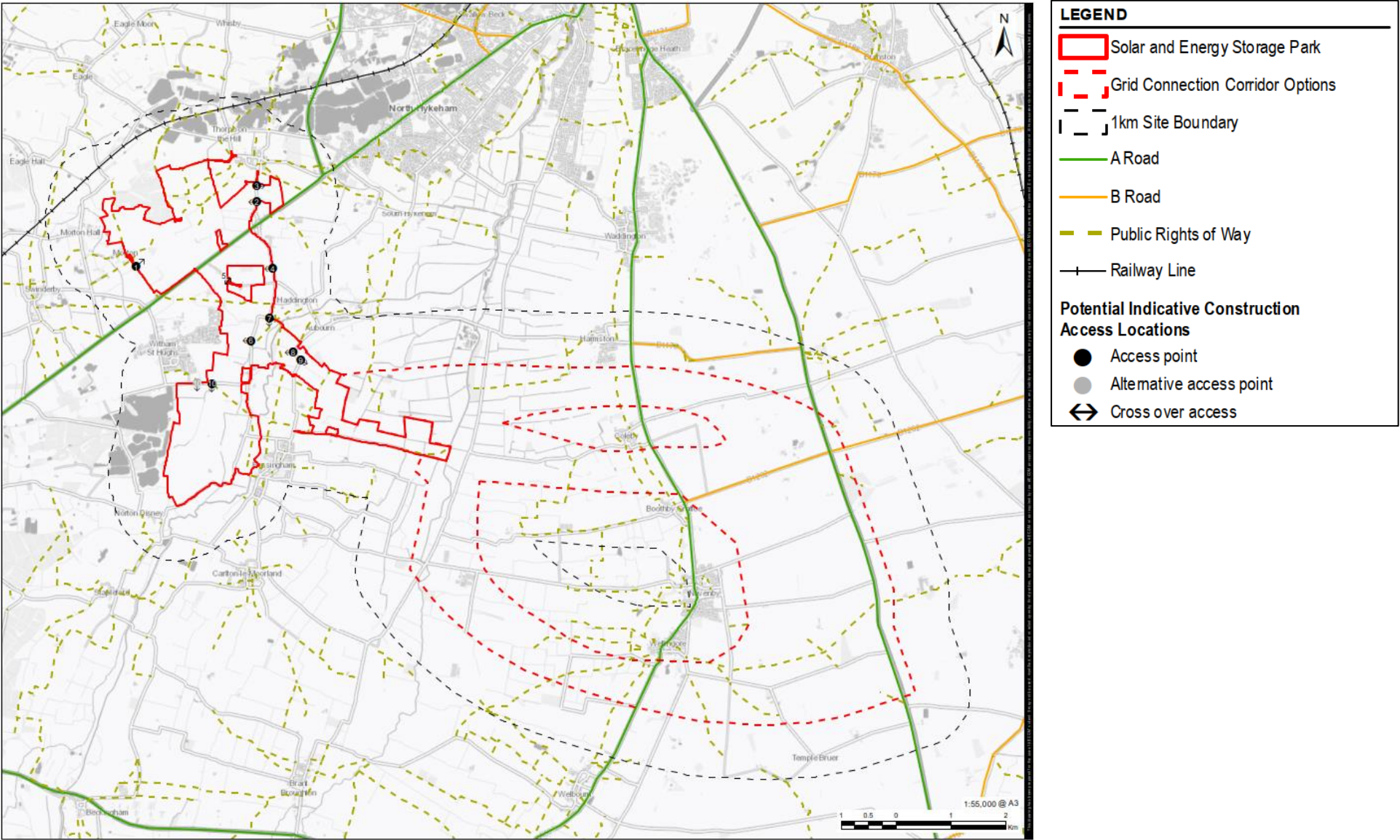
- Energy Park: Routing via the A46 to the east (50%) and west (50%)
- Grid Connection Corridor:
 - Western extent: As above
 - Eastern extent: Routing via the A15 to the north (50%) or the south (50%)

LGVs

- To be based on the HGV distribution

Proposed Study Area and Scope of Assessment

Original Study Area (EIA Scoping Report, June 2023)



Proposed Study Area for PEIR Stage



- Grid Connection Corridor – central option has been adopted
- Proposed study area to be agreed, to determine scope for the PEIR assessment, including the collision review.

Traffic Data Collection (PEIR)

Department for Transport (DfT)
data for the A46 (2022)

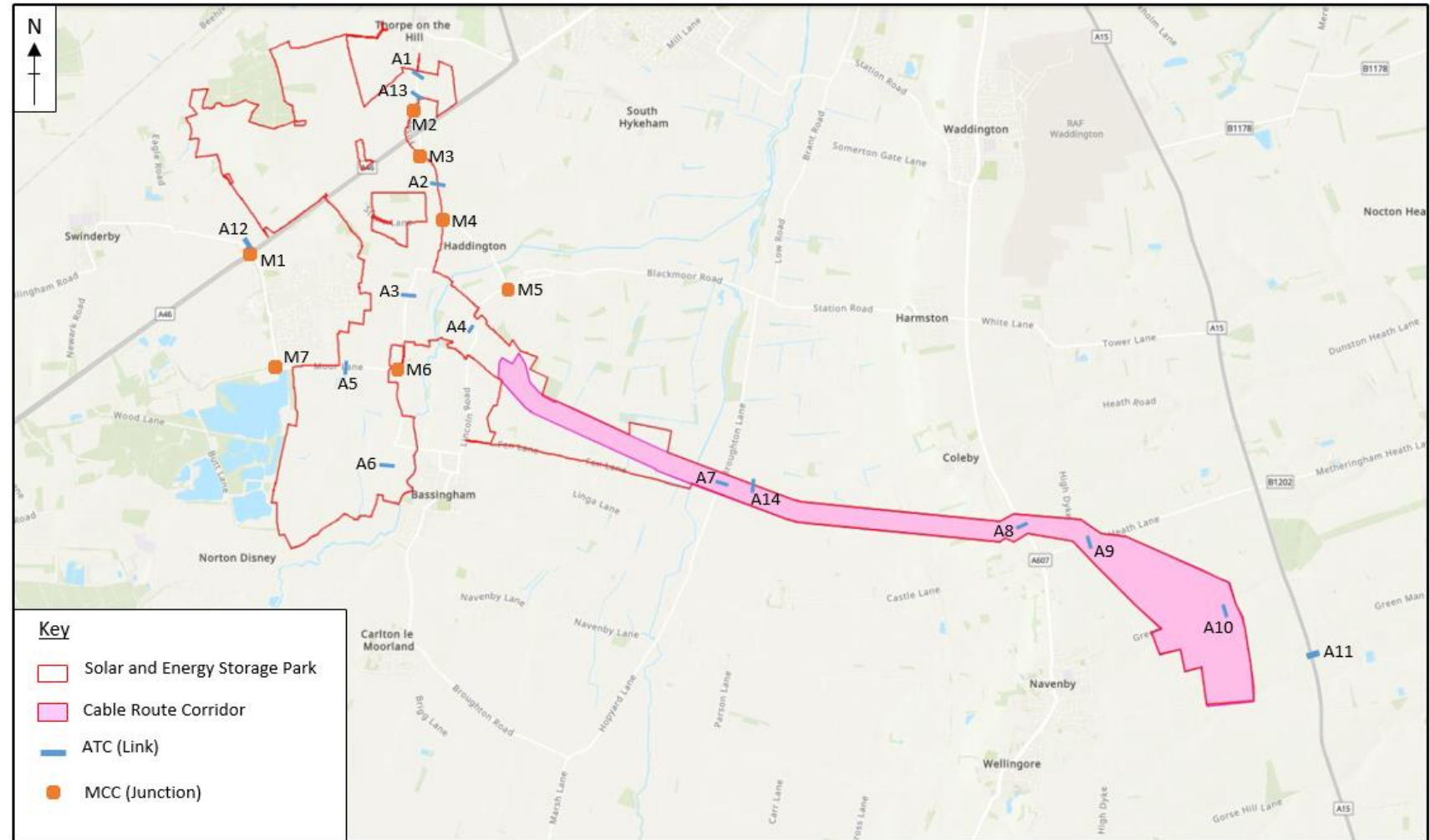
Manual Classified Counts (x7)

- Mid-weekday 06:00-10:00 and 16:00-20:00
- Turning movements at junctions and queue lengths

Automatic Traffic Counts (x14)

- Seven days, 24 hours
- Link flows, classifications and speeds

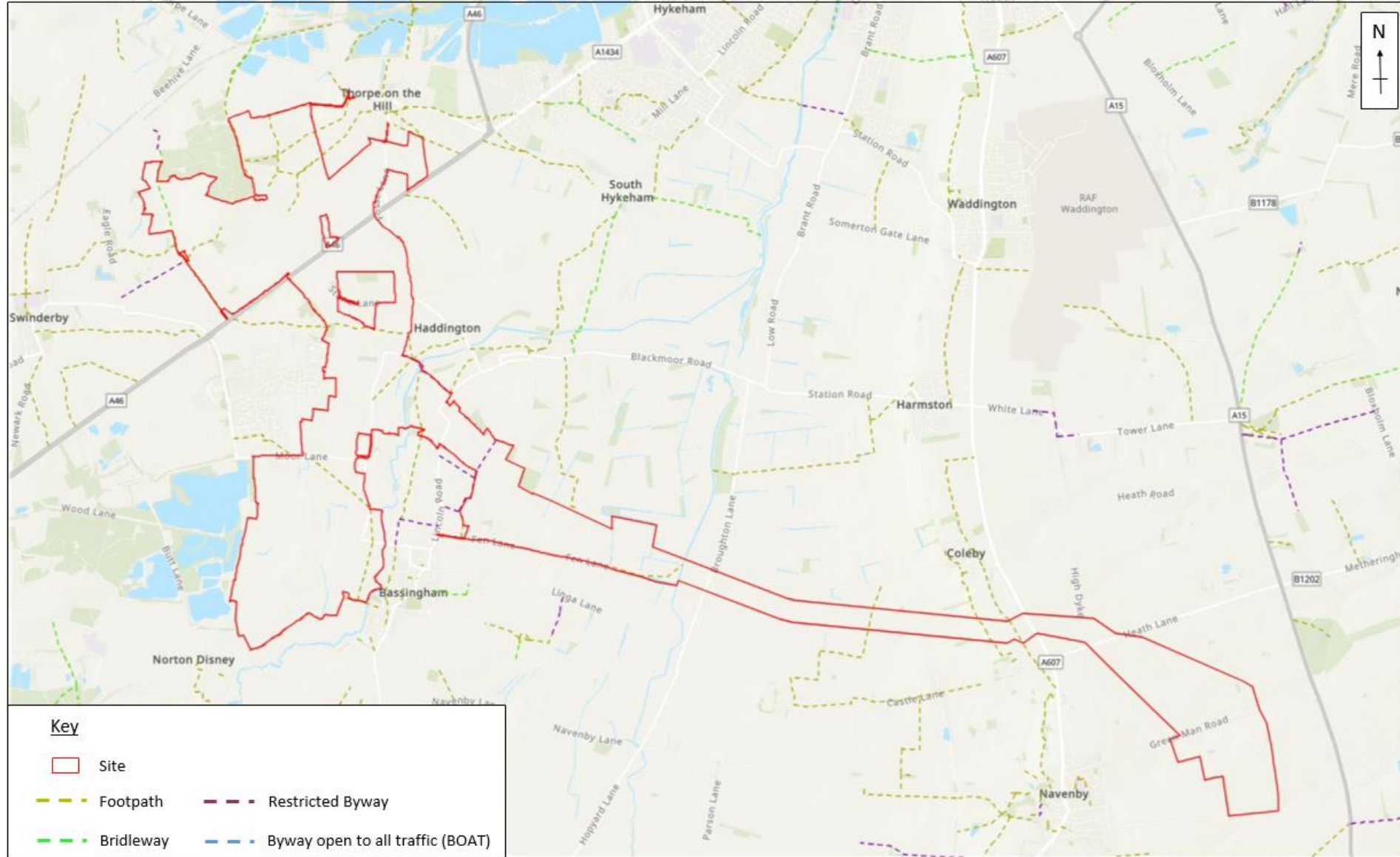
The above MCC and ATCs were carried out between Wednesday 15th November and Tuesday 21st November 2023



Traffic Data Collection (PEIR)

- MCC1: Halfway House Roundabout – A46 (N)/ Unnamed Road/ A46(S)/ Halfway House Lane
 - MCC2: Haddington Lane/ Fosse Lane (north of the A46)
 - MCC3: Haddington Lane/ Old Haddington Lane (south of the A46)
 - MCC4: Haddington Lane (N)/ Butts Lane/ Haddington Lane (S)/ Stone Lane
 - MCC5: Bridge Road/ Church Road/ Bassingham Road
 - MCC6: Haddington Lane/ Bassingham Road/ Moor Lane
 - MCC7: Unnamed Road towards Witham St Hughs/ Moor Lane/ Norton Lane
-
- | | |
|---|----------------------------|
| - ATC1: Fosse Lane | - ATC8: Grantham Road |
| - ATC2: Haddington Lane (south of A46) | - ATC9: B1202 Health Lane |
| - ATC3: Haddington Lane (south of Haddington) | - ATC10: Green Man Road |
| - ATC4: Bassingham Road | - ATC11: A15 Sleaford Road |
| - ATC5: Moor Lane | - ATC12: The Avenue |
| - ATC6: Clay Lane | - ATC13: Fosse Lane |
| - ATC7: Broughton Lane | - ATC14: Hill Rise |

Public Rights of Way (PRoW)



- Majority of PRoW are footpaths, with one bridleway and one restricted byway
- Management will be set out within Outline CTMP, appended to the ES.

Proposed Methodology for Assessment

- The assessment methodology will follow the 2023 IEMA Guidelines for Environmental Assessment of Road Traffic
- Fewer than 30 additional peak hour movements to be classified as ‘very low’ in terms of magnitude of change
- 30+ movements to be reviewed based on % increases in line with the IEMA Guidelines
- Proposed assessment year to be 2032, covering the peak construction period
- Assessment to focus on routes to/from the main construction accesses (compounds) in terms of additional traffic movements
- The remaining accesses are subject to comparatively limited movements and short programme lengths
- Network peak hours and development (shoulder) peak hours to be assessed, as well as daily.

Initial Impact Assessment (A46)

- Two-way vehicle trips during peak construction year of 2032
- Based on DfT count 80797 in 2022, between Halfway House roundabout to the west and junction with Old Haddenham Road and Fosse Lane to the east
- TEMPro* growth applied to derive 2032 flows (10 years' growth)

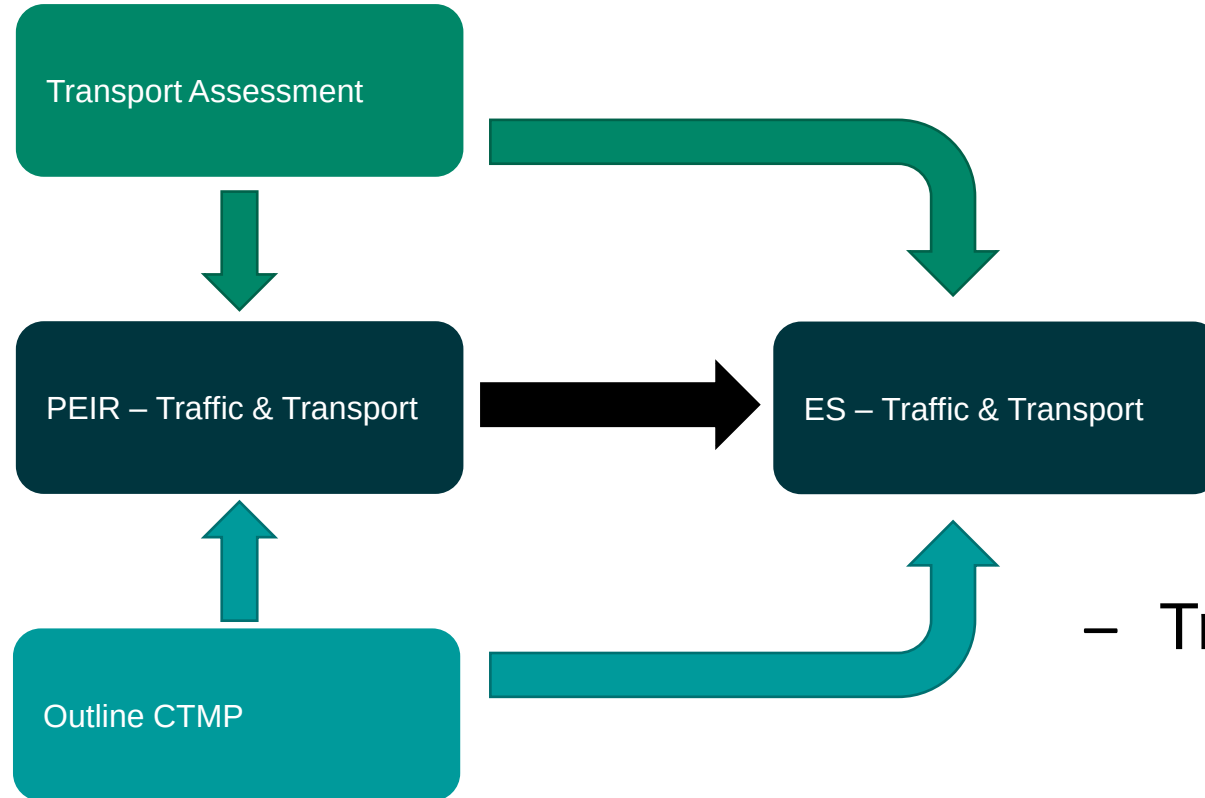
Time	2032 Future Base		Development		2032 Future Base + Dev		% Increase	
	HGVs	Total Vehs	HGVs	Total Vehs	HGVs	Total Vehs	HGVs	Total Vehs
07:00-08:00	295	3,408	0	144	295	3,552	0.0%	4.4%
08:00-09:00	321	2,936	7	12	328	2,947	2.1%	0.4%
09:00-10:00	340	2,434	8	11	347	2,444	2.3%	0.4%
16:00-17:00	297	3,069	7	10	303	3,079	2.2%	0.3%
17:00-18:00	254	3,114	6	11	260	3,125	2.4%	0.4%
18:00-19:00	194	2,482	0	144	194	2,627	0.0%	6.2%
Weekday 12hr	3,621	33,412	66	389	3,687	33,801	1.9%	1.2%
Daily 24hr	3,655	41,116	66	389	3,721	41,505	1.8%	1.0%

- Above equates to circa. 50-60% of development trips, reflecting proposed distribution on the A46 as per previous slides (HGVs, LGVs, staff and minibuses)
- Circa. 4-6% increase during development peak hours, otherwise circa. 1% or less
- Very low magnitude of change

*TEMPro Version 8.1, NTEM Dataset v8.0, Car Driver/Passenger, Origin/Destination, NRTP 2022 Core Scenario, North Kesteven, Trunk Road

Deliverables

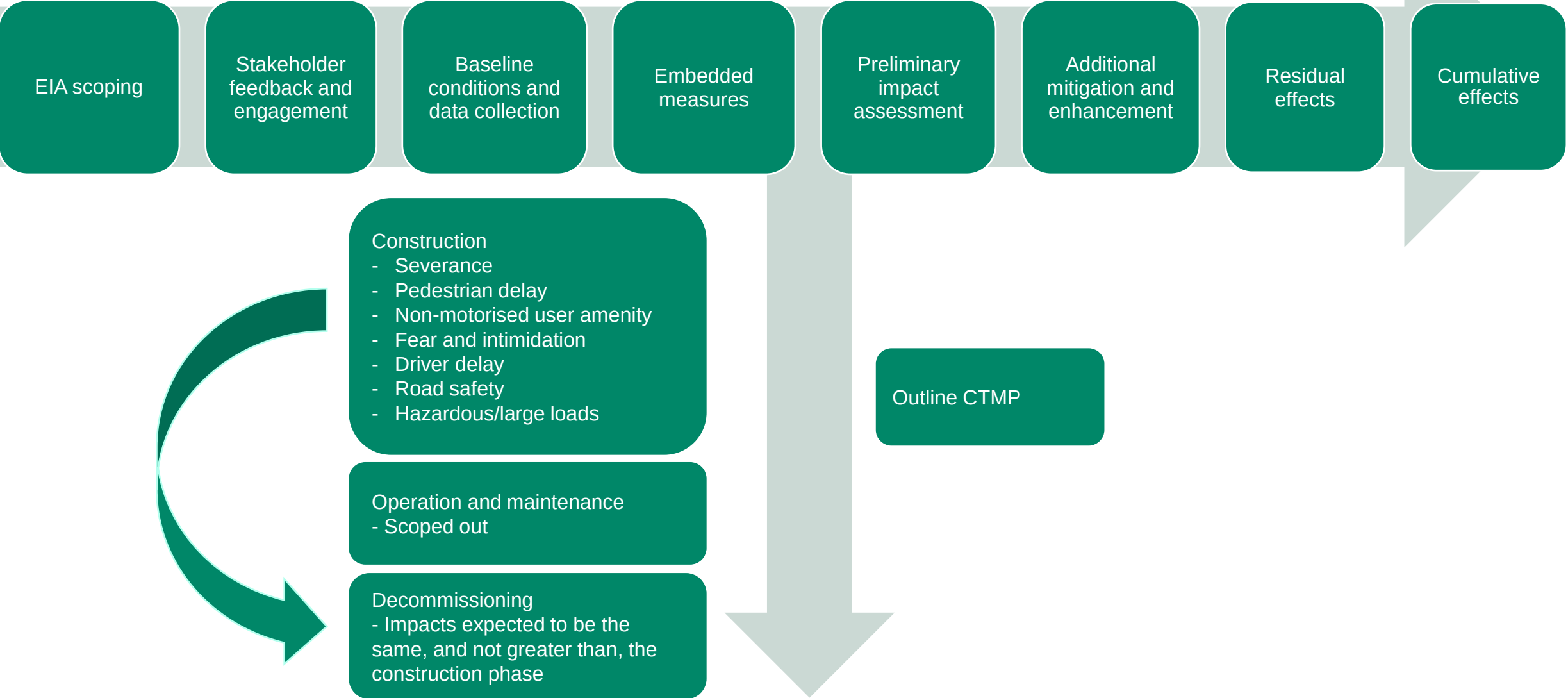
Transport Deliverables



– Transport Assessment

- Proposed to incorporate within the PEIR/ ES, rather than a standalone report.

EIA Methodology



Preliminary Environmental Information Report (PEIR)

What is the PEIR and its approach & methodology

- The PEIR as set out in Regulation 12(2)(b) of the EIA Regulations 2017 provides information that *‘is reasonably required for the consultation bodies to develop an informed view of the likely significant environmental effects of the development’*
- The PEIR will present preliminary findings of the environmental assessments undertaken (the ES will include a final project design and final environmental assessment conclusions)
- The general approach to determining the significance of effect will be set out in PEIR Approach and Methodology (Chapter 5)
- Traffic & transport will form Chapter 13
- As this is a preliminary assessment, the assessment will only state whether effects are likely or unlikely to be significant, rather than assigning significance levels

Chapter Structure

- Introduction
- Legislation and Planning Policy
- Consultation
- Assessment Methodology
- Baseline Conditions
- Embedded Mitigation Measures
- Preliminary Assessment of Effects
- Additional Mitigation and Enhancement
- Residual Effects and Conclusions
- Cumulative Assessment

Key Points

- Baseline conditions – this will also include a section on future baseline
- Study area – as per earlier slides
- Scenarios – peak construction phase (2032)
- The 2023 IEMA guidelines set out two rules in identifying potential links for analysis:
 - **Rule 1:** include highway links where traffic flows will increase by more than 30% (or the number of HGVs will increase by more than 30%); and
 - **Rule 2:** include any other specifically sensitive areas (e.g. accident black spots, conservation areas, hospitals, links with high pedestrian flows etc.) where traffic flows have increased by 10% or more.
- <30 additional movements/hour = very low magnitude

Assessment

- Assessment Criteria:
 - Severance
 - Pedestrian Delay
 - Non-Motorised User Amenity
 - Fear & Intimidation
 - Driver Delay
 - Road Safety
 - Hazardous/Large Loads

Mitigation

- EIA Mitigation – categorised as follows:
 - **Embedded Measures:** These are intrinsic to and built into the design. They include the avoidance of designated sites through sensitive routing, siting and design. In addition, these include good practice measures that are included within the Outline CTMP and other control and management plans.
 - **Additional Mitigation and Enhancement:** These are measures over and above embedded measures, to address an identified likely significant environmental effect.
- Preliminary Impact Assessment with Embedded Measures
- Residual Effects with Additional Mitigation and Enhancement (if required)

Cumulative Assessment

– Inter-Project Cumulative Effect Assessment

- Long list of projects were screened at EIA Scoping to identify whether they would be likely to result in a potential for significant cumulative effects
- Current proposed list of sites shown on the next slide
- The assessment for inter-project cumulative effects (Chapter 15) will be based on the cumulative assessment

Cumulative Schemes – Current Proposed List of Sites (Distance from Site)

Related Schemes:

- Land North of Green Man Road, 400MW Battery Storage Development (0km) – expected to be complete prior to 2032
- Regional substation in Navenby Area (0km) – cumulative impact (construction) to be considered

Other Infrastructure Schemes:

- Elsham to Lincoln Pipeline (0km) – expected to be complete prior to 2032

Residential/Employment Schemes:

- Witham St Hughs Phase III, residential development (0.23km) – operational traffic
- Land at Thorpe Lane, residential development (1km) – operational traffic
- Hykeham Quarry Newark Road, residential development (1.68km) – not approved/ limited info
- Land at St Modwen Park, Lincoln, business park development (0.68km) – not approved/ limited info

Cumulative Schemes – Current Proposed List of Sites (Distance from Site)

Solar Farm Schemes:

- One Earth Solar Farm (8.17km) – construction traffic, if overlap with peak year (2032)
- Great North Road Solar Farm (8.8km) – as above
- Springwell Energy Solar Farm (3.25km) – expected to be complete by 2032
- Solar PV array at Boothby Heath Piggeries (0.94km) – expected to be complete prior to 2032
- Land at Swinderby Quarry, Witham St Hughes (0.5km) – few construction movements

Minor Schemes (expected to be complete prior to 2032):

- Wind turbine at The Rings Stone Lane Haddington (0.04km)
- Land To The Rear Of The Old Rectory, 10 Torgate Lane, Solar PV array (0.36km)

Additional Schemes:

- The North Hykeham Relief Road
- The A46 Newark Bypass Improvement Scheme

Transport Assessment

Transport Assessment

- Focus of the assessment will be the construction phase
- Typical approach/ scope:
 - Site location and existing use
 - Policy context
 - Accessibility appraisal
 - Development proposal
 - Trip attraction and distribution
 - Committed developments
 - Assessment methodology
 - Highway assessment
 - Pedestrians and cyclists

Approach to be agreed:

- 1) Standalone TA; OR
- 2) A short note with any TA-specific content if not covered elsewhere, sign-posting the remaining TA components (ES/ CTMP) to minimise document crossover

Short TA Note (Example)

TA Component Index

- Site location and existing use – ES Chapter X;
- Policy context – ES Chapter X (general), ES Section 13.2 (traffic and transport) and Outline CTMP (Appendix X);
- Consultation – ES Section 13.3 supported by Appendix 13.X: Transport Scoping Presentation and Meeting Minutes;
- Accessibility appraisal – ES Section 13.5;
- Collision review – ES Section 13.5 reviews collisions across the study area compares collision rates with national road safety statistics;
- Development proposals – ES Chapter X (general) and Outline CTMP (Appendix X);
- Future baseline – ES Section 13.5 supported by Appendix 13.X: Baseline Traffic Movements;
- Trip attraction and distribution – ES Section 13.7 supported by Appendix 13.X: Preliminary Highway Impact Assessment;
- Construction vehicle routing – Outline CTMP (Appendix X);
- Committed development – ES Chapter X (general) and ES Section 13.10 supported by Appendix 13.X Cumulative Assessment (traffic and transport);
- Assessment methodology – ES Chapter X (general) and ES Section 13.4 (traffic and transport);
- Pedestrians and cyclists – ES Section 13.5 (baseline), ES Section 13.6 (mitigation) and Outline CTMP (Appendix X);
- Highway assessment – ES Section 13.7;
- Junction modelling – dependent on whether the Scheme is expected to result in any significant effects on driver delay at junctions (see ES Section 13.7);
- Vehicle swept paths – Outline CTMP (Appendix X);
- Mitigation – Section 13.6 of the ES, Outline CTMP (Appendix X);
- Conclusion – Section 13.9 of the ES.

Additional Considerations: Assessment criteria, Operational phase, Mitigation and PEIR/ES Conclusions

Outline Construction Traffic Management Plan

Outline CTMP

Structure:

- Introduction
- Existing Conditions
- Future Baseline
- Policy and Best Practice
- Construction Movements
- Site Access, Layout and Routing
- Management and Mitigation
- Compliance and Enforcement
- Conclusion

Supported By:

- ES/ TA
 - Forecast Trip Distribution
 - Forecast Peak Construction Vehicles

Content:

- Proposed Site Access Layouts
- Visibility Splays
- Swept Paths
- Abnormal Indivisible Loads/
Vehicles - AIL Management Plan

Programme

Current Indicative Programme

- **June 2023** – Scoping submitted
- **July 2023** – Non-statutory consultation
- **Autumn 2023** – Review of feedback and scheme development
- **Late 2023/ Early 2024 – Further consultation and PEIR preparation**
- **March 2024** – Statutory consultation
- **Mid to Late 2024** – Further consultation and ES preparation
- **October 2024** – DCO submission

AOB / Questions

Meeting name Fosse Green Energy - Transport Scoping Meeting	Meeting date 13/12/23
Time 15:00 – 16:15	Location Microsoft Teams
Project name Fosse Green Energy	Prepared by Mark Watson

Ref	Note	Action
01	Introduction All attendees introduced themselves and their roles. All consented to recording the meeting. CB summarised purpose of call, to discuss/ agree scope of work, to run through presentation and to have a working session/ discussion on transport and access. CB took attendees through the presentation slides, inviting attendees to jump in with any queries or comments as he proceeded. The following should be read in conjunction with the 'Fosse Green Energy Scoping Meeting Wednesday 13 December 2023' PowerPoint presentation. The discussion notes below relate to the information presented on these slides (headers in bold).	-
02	Presentation – Scoping Opinion Feedback/ Project Update Since Scoping CB presented the above slides, including list of cumulative schemes being considered in the work. IF – LCC keen to ensure that the following schemes are considered in the cumulative assessment work: ▪ North Hykeham Relief Road (initiating at the A46/ Newark Road/ Middle Lane roundabout) ▪ Witham St Hughs Residential Development (Halfway House and neighbouring roundabout implications). CB/ MW acknowledged these were on the cumulative list and welcomed the additional info provided on these schemes.	-
03	Presentation – Proposed Development Parameters CB presented slide showing high-level/ indicative site access information. NF requested additional detail on the specific locations/ layouts of the access points. CB stated that these were still being finalised. MW suggested that a follow up meeting to discuss these (once developed sufficiently) would be undertaken. JH provided details regarding proposed access design/ HGV/ AIL tracking approach.	-
04	Presentation – Proposed Study Area and Scope of Assessment	

Ref	Note	Action
	CB talked through the slides relating to study area/ survey detail/ assessment methodology proposed.	-
	CT – National Highways would like the North Hykeham roundabout to be included within the study area, especially given the aforementioned role it plays in the North Hykeham Relief Road (tie-in).	AECOM to review the proposed study area
	NF – noted that Springwell DCO Solar Farm is to the southeast of the study area. Asked that the study area be extended south along the A15 to include this.	
	NF – in addition, both Springwell (above) and Fosse Green Energy feed into the same substation. As a result the biggest impact could be in this area. The substation application will be Town and Country Planning Act (TCPA) and will sit outside the DCO, but needs to nonetheless be considered.	
	CB/MW – the above study area comments are welcomed and noted.	
	IF – requested that workers travel outside the network peak/ school drop-off/ pick-up times. Requested that this was dictated in the CTMP as a condition.	AECOM to review the CTMP
	CB – agreed re travel times/ condition.	
05	Presentation – Deliverables/ PEIR/ TA/ CTMP	
	IF/CT – agreed/ welcomed the approach to not produce a separate TA but rather produce a technical note to signpost locations in other reports (CTMP/ES) where TA elements are found.	AECOM to prepare a Technical Note instead of a TA
	MW – welcomed agreement.	
	IF – queried where the cumulative assessment would be within the deliverables.	
	KF – confirmed that a separate ES chapter on cumulative impacts would be produced (across disciplines).	
	IF – cumulative assessment needs to include Witham St Hughs Phase 3 development (including improvements to the A46 Halfway House roundabout and the new roundabout to the south which will serve the development).	
	NF – Thorpe Lane residential development (130 dwellings) needs to be considered.	
	NF – noted there is a live planning application for 120 dwellings (Heron Walk, North Hykeham) which should be considered.	AECOM to review schemes as part of the cumulative assessment
	NF – also may need to consider the Elsham to Lincoln Pipeline (Anglian Water) which is currently under construction, depending on timeframes for completion.	
	CB – above cumulative comments noted. These will all be considered/ included in cumulative assessments as appropriate.	
06	Presentation – DCO Programme	
	CB – set out the proposed programme to DCO submission.	-
	KF – confirmed that stat con date of March 2024 is now targeted.	
07	AOB/ Next Steps	

Ref	Note	Action
	MW – proposed that an access location/ layout and tracking meeting is held in near future once JH team has done initial work. Purpose of meeting to agree locations and parameters etc.	AECOM to arrange future meetings as required
	CT – queried when the glint and glare study would be available (with respect to concerns of proximity of scheme to A46(T)).	
	KF – confirmed that the glint and glare assessment will be carried out as part of the ES, with the preliminary findings presented in the PEIR.	
	NF – requested early sight of PRoW/ Permissive footpath information as soon as available.	
	KF – details on PRoW and permissive paths will be provided in the PEIR.	
	IF – emphasised need for a ‘worst case assessment’. Particularly with reference to the construction of the North Hykeham Relief Road coinciding with the construction of Fosse Green Energy.	
	IF – Justine Proudler (LCC) is the best contact for coordination of ES matters on this project from LCC side.	
	CB to share presentation to those who attended the call. <i>This was circulated shortly after the meeting (13/12/23)</i>	LCC/ NH/ NKDC to provide additional feedback if necessary
	Additional feedback to be received from LCC, National Highways and NKDC. <i>NF (NKDC) provided additional feedback shortly after the meeting (13/12/23)</i>	