

IFA2 Community Liaison Group

Date: Thursday 22nd March 2018

Time: 6pm

Location: Fareham Innovation Centre

Attendees:

Alison Rose– Lee Residents Association (AR)

Roy Wilkinson – Peel Common Residents Association (RW)

Peter Wasson – Hill Head Residents Association (PW)

Tony Brewer – Warsash Residents Association (TB)

Cllr Carolyn Heneghan – Stubbington ward member (CH)

Cllr Trevor Cartwright – Hill Head ward member (TC)

Paul Hudson - Cable Delivery Manager (PH)

Paul Doran - Lead Project Manager – UK Convertor Station (PD)

Joe O’Loughlen – Project Officer Open Space (JO)

Paul Kelly – Newgate Communications supporting National Grid IFA2 (PK)

Kate Durrans – Newgate Communications supporting National Grid IFA2 (KD)

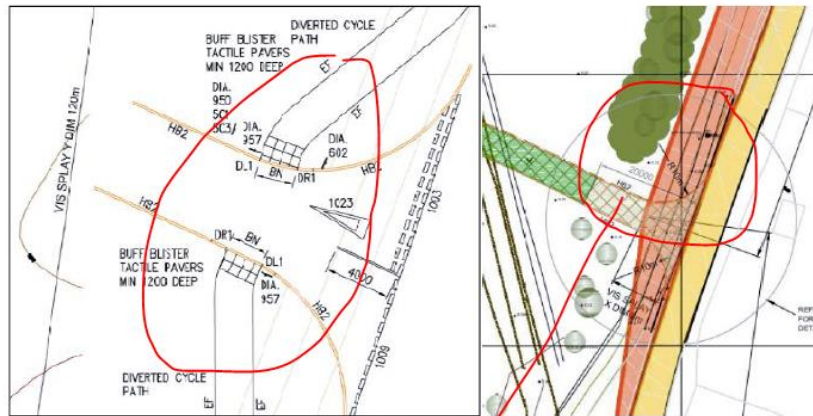
Item		Action
1	<p><u>Introductions and membership</u></p> <p>PK opened the meeting and informed the group that the purpose of the meeting was to provide the local community with a forum for discussion, information exchange and feedback relating to the project during the construction phase.</p> <p>PK invited everyone to introduce themselves and the organisation they were attending on behalf of.</p> <p>PK explained to the group that the attendees from National Grid IFA2 would change depending on the subject of the meetings.</p>	
2	<p><u>Terms of Reference</u></p> <p>PK highlighted to members that a draft terms of reference had been prepared and asked all representatives to consider these as draft and raise any comments with Newgate Communications; who had been tasked with drafting these terms and coordinating this Community Liaison Group.</p> <p>Any further comments from attendees shall be considered. Final terms of reference shall be agreed at the next meeting.</p> <p>After concern from RW that past promises had not been met, PK explained that</p>	

	<p>although this group would have no formal decision-making power, through open discussion and feedback from members, the group will a formal forum for the community to register any concerns and get feedback related to such. (provide a forum to allow members of the community to register any concerns related to the project and to get feedback from IFA2 related to these concerns.)</p> <p>PK added that the group allowed for a relationship based on trust to be built between the National Grid IFA2 team and the various local stakeholders who were invited to participate in the group. The group would also provide guidance which would help influence decisions.</p> <p>The group provides an open and transparent forum for questions to be raised throughout development and construction of the IFA2 project. These questions shall then be tabled for discussion from specialists on each matter.</p> <p>PK stated that all the agendas, minutes and supplementary materials would be published on the IFA2 website after being distributed and agreed by all representatives, allowing the local community to be updated regularly on the progress of the development.</p> <p>TC noted that he was pleased that a formal community liaison group had been established by National Grid IFA2, allowing the representatives from the local community to discuss project matters directly with the National Grid IFA2 team.</p>	
3	<p><u>Construction update</u></p> <p><i>Open Space</i></p> <p>In response to PK, JL explained that from a planning perspective open space meant an area of land which would be created by the developers (National Grid IFA2) and then handed to the local community for public use.</p> <p>JL informed members that within the open space, there would be a number of different spaces, catering for dog walking and play space as well as dedicated cycle and walking routes.</p> <p>Information on the overall tree planting plan can be found on the FBC website: http://www.fareham.gov.uk/casetrackerplanning/GetFile.aspx?docref=2266d149-b7d4-4213-91dc-6e855057365c</p> <p>In response to AR, JL noted that the blue line on the map which ran along Gosport Road was the boundary of the open space.</p> <p>RW asked whether the hole that had been dug at Peel Common Roundabout had been carried out by National Grid IFA2. He added that he had received a number of complaints from residents in Peel Common.</p> <p>JL noted RW's concern but explained that this work had been carried out by</p>	

Hampshire County Council as part of the further Stubbington Bypass works.

In response to RW, PD explained that National Grid IFA2 had removed the hedging toward the bottom of the site establishment area to create access road (bellmouth works) into the converter station construction site.

management documentation.



Bellmouth Details Extracts



Proposed location of new access road and bellmouth

PD clarified that the outlined section of hedge (circled in red) had been removed to begin the installation of the bellmouth and access road. Once completed, the access road will lead to a permanent car park for the open space users. The amount of hedge removal has been driven by the size of road, cycleway & footpath diversion plus visibility splays. As part of the open spaces works, further soft & hard landscaping will be implemented following the demobilisation of the construction temporary site establishment

In response to RW, PD said the team would look into any additional hedging that may have been removed and find out why and who may have removed it.

PK assured RW that National Grid IFA2 would report back on this at the next meeting.

<p>In response to PK, JL informed the group that various different varieties of trees would be planted across the site. All would be native to the region and had been carefully selected by the ecological consultants working on the IFA2 project.</p> <p>Information on the overall tree planting plan can be found on the FBC website: http://www.fareham.gov.uk/casetrackerplanning/GetFile.aspx?docref=2266d149-b7d4-4213-91dc-6e855057365c</p> <p>CH asked whether these trees would attract birds.</p> <p>JL explained that management of birds was an important aspect of the planning conditions for the project and therefore, the trees which attract most birds (those of a seeding and fruiting nature) have been avoided.</p> <p>PD added that all vegetation had been selected to comply with the Bird Management Plan and ensure that, as far as possible, all trees and hedgerows selected for the open space only attract a limited number of small birds. PD explained that the trees were necessary to screen the development for the local community as far as possible.</p> <p>JL said a Bird Management Plan had been established and could be shared and discussed at a future meeting if representatives wanted more information. The ecological consultants TEP would be invited to a future meeting as well.</p> <p>Information regarding our approved bird management plan can be found on the FBC website:</p> <p>In response to AR, JL said that the plans did include both foot and cycle paths through the open space, therefore providing a direct connection between Broom Way and the local secondary school (Gosport Road).</p> <p>JL said he would investigate AR's concern, that she had seen people parking by Peel Common Roundabout who appeared to be IFA2 workmen.</p> <p>In response to PW, JL stated that the central part of the open space would be a flat and open space, with little planting in order to ensure compliance with airfield safety requirements. This was part of the planning permission approved by FBC.</p> <p>Information regarding the overall masterplan for the open space can be found on the FBC website: http://www.fareham.gov.uk/casetrackerplanning/GetFile.aspx?docref=9c74bdfc-e038-4650-8855-fcdbc83dda1d</p> <p>In response to CH, TC explained that the location of the proposed allotments had not yet been confirmed by FBC but confirmed that they would be not part of the open space provided by IFA2.</p> <p><i>Converter Station – Daedalus</i></p>	<p>JL to share Bird Management Plan with KD to be issued with minutes.</p> <p>JL to update at next meeting.</p>
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------

<p>PD introduced himself and informed the group that since the new year, initial earth works had begun. This included the stripping of top soil, later to be used for the mounding and landscaping on the open space.</p> <p>PD added that the piling mat was near completion and in total approximately 30,000 tonnes of stone had been delivered onto the site over the past 3 months.</p> <p>Piling Mat – a stone mat to provide a level and stable platform for the piling rig to sit on.</p> <p>Continuous Flight Auger (CFA) Piling Rig – a piece of equipment which drills in the earth to remove soil and pours concrete into the hole to create a stable foundation.</p> <p>PD informed members, that during the consultation process, sheet piling was considered. However, this was unfavourable due to the noise and vibration impacts this could cause for the local community. From a considerate contractor’s perspective, using a piling rig is more respectful to the local community and provides the least disruption.</p> <p>This piling work has just begun.</p> <p>In response to TC, PK explained that Newgate would provide a who’s who of all the different teams working on the IFA2 project both at Daedalus, Chilling, and offshore.</p> <p>CH noted that within the approved Construction Traffic Management Plan, construction traffic should not use Tichfield Road. She noted that she had communicated this to residents within her ward and was pleased that vehicles and contractors were using IFA2 branding to clearly identify themselves.</p> <p>PD confirmed that this was the case, but informed members that as part of the approved plan, an alternative route was also agreed which does use Tichfield Road. However, this route is only to be used during times of heavy congestion.</p> <p>PD continued and said that the next phase of works was scheduled to be the installation of the construction egress, which would result in a temporary lane closure with traffic control. This will help with traffic management on site and additionally, shall connect the development to the existing road network.</p> <p>Following the approval of these S278 works by HCC. Newgate Communications will communicate the timeline of these works and potential road closures.</p> <p>In response to AR, PD explained that there were permitted working hours for construction and in particular official hours for when larger deliveries could be made to the site.</p>	<p>KD to include copy of the Converter Construction Methodology Statement with minutes</p> <p>KD to include copy of the Construction Traffic Management Plan with minutes</p>
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

<p>These were:</p> <p>Working Hours for the Converter Station</p> <p>Monday – Friday: 08:00 - 18:00 Saturday: 08:00-13:00</p> <p>Traffic Management Hours for HGV deliveries or large vehicle movements</p> <p>Monday to Friday: 08:00 - 08:45 Monday to Friday: 15:00 -16:00</p> <p>PD added that for particularly large equipment deliveries, such as transformers, the method of delivery is still being discussed to ensure the least amount of disruption to the local community. Methods that were being explored were the possibility of using the nearby hoverslip.</p> <p>In response to RW, PD explained that a letter drop would inform the local community of when and how these deliveries would take place.</p> <p>In response to RW, PK welcomed exploring any other alternative communication methods.</p> <p>PK explained that alternatives, including radio and paper announcements, would be discussed at the next meeting.</p> <p>As per the agreed Traffic Management Plan, PD confirmed that all construction traffic and deliveries would take place along Newgate Lane during permitted hours. However, PD reminded members that an alternative route was also agreed which does use Tichfield Road and would only be used during period of heavy congestion.</p> <p>Information regarding our approved Traffic Management Plan can be found on the FBC website: http://www.fareham.gov.uk/planning/ifa2.aspx</p> <p>In response to RW, PD said that once the transformer delivery routes had been discussed and agreed in more detail, the item would be tabled at a meeting of the liaison group, to take feedback on the recommended routing.</p> <p><i>Cable Works – Daedalus</i></p> <p>PH introduced himself and explained that in addition to the transformers, the delivery of the cable drums would also be large deliveries and require discussion regarding the most suitable route, as well as the best methods for communicating these deliveries with members of the local community.</p>	<p>KD to include item on agenda for next meeting.</p> <p>KD to include item on agenda for</p>
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------

	<p>PK noted that when necessary this should be an item on the agenda for a future meeting.</p> <p>PH explained that the majority of cable works undertaken to date had been taking place offshore and in France. The first UK onshore works are scheduled to begin in early April at Chilling. These would be preparatory works and would continue until August.</p> <p><i>Cable Works – Chilling</i></p> <p>Following this, preparatory works, including, excavation and duct laying, would then move onto the airfield towards the end of this year (Q3/Q4) and begin outside the airfield in late 2018/early 2019.</p> <p>Cable installation will commence in spring 2019 and continue at various locations along the route until October 2019.</p> <p>In response to AR, TC stated that stakeholders were aware of the work and both airfield users and landowners had been notified of this timeline.</p> <p>In response to PW, PK explained that discussions on noise, vibration and EMF emissions could be tabled in a future meeting.</p> <p>PK added that in order to reassure members, it might be worth inviting members to a site visit of the converter station, once erected. The purpose of this visit would be to take a look at the type of screening being used to block any potential emissions.</p> <p>In response to RW, PK explained that there is no end to the community liaison group.</p> <p>PH agreed with RW and stated that the group would still be active whilst IFA2 is operational.</p> <p><i>Chilling – substation</i></p> <p>In response to PK, PH explained that there were two separate organisations working on the IFA2 project.</p> <p>National Grid IFA2 – an open market business and independent to National Grid.</p> <p>National Grid – regulated business and has to treat National Grid IFA2 as a normal commercial developer. National Grid were the organisation carrying out the works at the Chilling substation.</p> <p>TC requested that going forward it would be good to have a representative from Hook village attend this community liaison group.</p>	<p>future meeting when more information is available.</p> <p>KD to include item on agenda for future meeting.</p> <p>TC to update at next meeting on progress of finding a representative</p>
--	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

	PK explained that this could be actioned and asked TC to look into recommending someone to the group for the next meeting.	from Hook Village.
4	<p><u>Communications update</u></p> <p>KD noted that following the success of the community information event on the 30th January, National Grid IFA2 were looking to run a series of site safety assemblies at local schools in both Fareham and Gosport.</p> <p>These would take place after Easter.</p> <p>Following these, a community newsletter would be issued in Spring and detail further information on construction.</p> <p>RW welcomed the idea of site safety assemblies and asked that information on their success be given at the next meeting.</p>	
6	<p><u>Future meetings and speaker suggestions</u></p> <p>In response to AR, PK noted that representatives from the following organisations would be looked at for attending a future meeting:</p> <ul style="list-style-type: none"> • ABB • Hampshire County Council • RCA • TEP Ecology • NGET 	
7	<p><u>AOB</u></p> <p>In response to AR, PD explained that he wasn't sure where all the material for the converter station came from but explained that the steel work was being fabricated in Yorkshire, Elland Steel Structure.</p> <p>PD added that all the specialised valves and transformers were Swedish and handled by our contractor ABB, who were Swedish.</p> <p>In response to TB, PK explained that a response on how best to control the imposed dog walking route diversion at Chilling would be looked into in advance of the next meeting.</p>	KD to include item on agenda for next meeting.
8	<p><u>Date of next meeting</u></p> <p>KD to look into a date for future meetings.</p>	

	TC explained that June 22 nd was not appropriate.	
	Meeting closed at 7:30pm.	