

Dear Mrs Nolan,

Thank you for your questions regarding the proposed West Newton A development. Our answers are as follows:

Q. How is this being shared to the local communities that have either no or poor internet access. I appreciate that the pandemic has caused problems but one weeks consultation is very short given the impact and the fact that rural broadband is poorer quality and some of our residents don't have broadband. Are there any plans to restart the liaison meetings either in person or virtually?

A. Unfortunately due to the lockdown conditions, it was not possible to hold a traditional physical consultation event. We have however tried to do the next best thing with a virtual event. The virtual event was open for comments for seven days rather than the usual six hours (the event itself remains open), there was no transport or cost required to attend, it wasn't weather-dependent and people were easily able to revisit it. We felt that the online option was the best we could do under the lock down restrictions (also bearing in mind that this was a voluntary consultation), however we appreciate that there is no "one size fits all" solution and we have made hard copies available but so far no one has requested them. The views expressed in the consultation will help us shape the planning application, which will again go out to public consultation. We will continue to hold Community Liaison Group meetings for residents to feed back their views as soon as Covid restrictions allow and we are always contactable via our website.

Once the planning application has been submitted, there will be a further opportunity to consult on that.

I hope this answers your questions, but if you need any further information, please do not hesitate to contact us.

Best wishes,
The Rathlin Team.

Dear Mrs Nolan,

Apologies, I appear to have missed off the answers to your other questions which were as follows:

Q. Smaller tankers are mentioned in the traffic flow - could do with more clarity as to the size of a small tanker to share with residents.

A. HGV's can be defined in a number of ways, weight, its axial, articulated. The official definition is OGV (Ordinary Goods Vehicle). Please visit <https://www.crownoil.co.uk/fuel-tankers-fleet/> which shows typical tankers and sizes.

Q. A suggestion had been made that Rathlin would try to organise a visit to a site in Lincolnshire to see a comparison and with the pandemic that is impossible but is there anything else that can be shared with residents - the 'threat' of nodding donkeys and potential hysteria about looking like the wastes of the US needs to be addressed and residents informed, and it is hard to visual the impact.

A. Each site is unique in its setting and operational design due to the local landscape and hydrocarbon profile. Other sites are useful to view to provide a form of context however, the WNA site will be designed with the site-specific landscape. I would recommend reviewing our application and landscape report as part of the planning application. We can provide aerial photos of sites if this helps?

Q. Traffic flow - Sproatley will potentially have the biggest impact and alternatives to going through the village would be preferable especially as it is already a bottleneck in places.

A. We have two routes, a northern and southern route to distribute traffic. As part of the planning application, we are assessing the impact and will present our findings which will be available to view by the public.

Q. Protestors - what in your experience, is the risk of regular disturbances due to protestors either around the site or in the locality. How will this be managed?

A. We recognise that everyone has the right to free speech and assembly to allow them to protest – but this should not prevent other members of the public going about their lawful business. Any disruptive protests will be handled by Humberside Police. Rathlin aims to go about its lawful business without undue impact on our works or the local residents.

Q. Part of the concerns locally, which are not related to Rathlin, is the Tansterne site, which is quite frankly a blot of the landscape. The major concern is that we could end up with another Tansterne site spoiling our countryside. Whilst this is not related to Rathlin, how do you propose to reassure residents that their views

(both on the development and the actual physical views) are considered and acted on within reason so that we do not feel alienated by another industrial development in the Holderness countryside. This is particularly sensitive as residents do not believe ERYC tackled the Tansterne project sensitively, and we have to live with the view!

A. Firstly, we would like to reassure you that we do listen to local residents and do take on board their concerns. Although not obliged to by planning law, we have voluntarily undertaken the online consultation event and we are using the feedback received from local residents to shape our planning application prior to submission. Once this is submitted, the public will have a second opportunity to comment on the plans during the ERYC statutory public consultation period.

In terms of physical views, the most visually intrusive structure is the drilling rig, but this is a temporary feature which is only in place for up to 15 weeks per well. Once the well is drilled, the rig is removed. A producing well consists of relatively low level infrastructure which can be screened with embankments and trees. There are oil and gas wells in National Parks and Areas of Outstanding Natural Beauty across the UK and most people do not even know they are there.

Q. Highways - the rural rounds in the area are not particularly well looked after. Additional vehicles will make this worse - what work has been done with ERYC highways to ensure the residents vehicles will have good roads to use around the development and surrounding areas. If the roads deteriorate more quickly either due to additional quantity or heavier vehicles in the roads, what reassurances do the residents have that the roads will be maintained so residents vehicles are not impacted.

A. Highway maintenance is the responsibility of the council. However, Rathlin will carry out dilapidation surveys before the works commence and periodically throughout the life of the site. If it is noted that the highway has been damaged likely as a result of our works, we shall repair the damage as a responsible operator.

Q. Vehicle movements - what proposals are being made for speeds or vehicles, and how identified - this has been controversial in the past for residents.

A. The planning application will contain a traffic management plan which will detail vehicle movements and routes. A traffic management plan will also support the operation which will include routing and any speed restrictions. We will monitor adherence to the traffic

management plan via routine inspections. Any driver failing to comply with the TMP may be removed from the project.

I hope this answers your questions, but if you need any further information, please do not hesitate to contact us.

Best wishes,
The Rathlin Team.