

Following a meeting with the applicants on the 27th June the RNLI are content in principle with the measures proposed by the applicant in responding to the concerns previously outlined. A copy of the meeting notes is attached as an agreed summary of that meeting.

The RNLI has provided further technical information so that the applicant can assess the likely weight impact of the lifeboat and its launch equipment on the buried cables.

In order to ensure operational safety and efficiency the RNLI should be embodied as a contact within the proposed Communications Plan, particularly during cable laying and installation works.

The applicant is to provide further information in due course concerning the exact positions of the cable coffer dams, to ensure that adequate spacing has been provided to enable recovery of the lifeboat between the sets of coffer dam inlets, and that sufficient space is retained to enable recovery east of the coffer dams and between them and the dunes.

Adequate and unimpeded access space for lifeboat recovery should be provided at all times during and after the construction works.

The RNLI has also raised an issue concerning potential damage liability about which the applicant is seeking further guidance.

The RNLI appreciates the applicants positive involvement in reconciling these various issues and is content to remain in discussion with the applicant over outstanding matters.

## **Notes of meeting between Morgan & Morecambe Transmission Assets Project and the RNLI – 27 June 2025**

The Applicants response (Table 2.11 of REP2-031) to the RNLI written representation (REP1-096) was used as a spring-board for engagement.

### **Starr gate slipway**

Noted that the RNLI confirmed in REP1-096 that their concerns regarding access to the beach from the Starr Gate slipway had been addressed by the Applicants.

### **Floating cables**

The Applicants explained that whilst it would not be possible to light floating cables during the export cable pull-in activity, there would be several vessels associated with the pull in process that would be lit, with rigid inflatable boats (RIBs) also acting as guard vessels. Additionally, the Applicants marine co-ordination centre (MCC) would be monitoring activity through vessel automatic identification systems (AIS). The RNLI confirmed that their lifeboats are fitted with AIS, which would allow the MCC to monitor their activity and contact the lifeboat if required. The Applicants also explained that the Outline Communications Plan had been updated for submission at Deadline 3 to secure implementation of an activity communication plan with the RNLI for the cable pull-in process. The Applicants will send the RNLI a copy of the updated Outline Communications Plan following Deadline 3 (**action on Applicants**)

The RNLI asked how far offshore the floating cable would extend and the duration each cable would be floating. The Applicants explained that the cable lay vessel would be positioned approximately 1.5 km offshore from the sand dunes and whilst the landfall installation process would be up to 6-weeks per cables, they would only be floating for approximately 24 hours.

The RNLI fed back that the explanation provided by the Applicants, addressed their concerns and stated that engagement on the communications plan, secured through the updated Outline Communications Plan (J1.1/F02) would ensure the RNLI is informed of when cable pull-in works will be taking place.

### **Lytham St Annes Launch Area**

Making reference to Annex 5.3 to the Applicants response to Hearing Action Points: ISH1 13, 14, 16, 17 (REP1-040) (which sets out additional information regarding the works proposed at the Lytham St. Annes Beach to facilitate the landfall of the offshore export cables) and Figure 3 in REP1-040 in particular, the Applicants explained that at all times, transport of the lifeboat would be possible landward of the cofferdams (between the cofferdams and the sand dunes). Additionally, passage seaward of the cofferdams would also be possible except during the cable pull-in and installation process (up to 6-weeks per cable). The RNLI explained that launching the Lytham St. Anne lifeboat was undertaken to the south of the proposed landfall works area and therefore, was not a concern. However, the RNLI do recover the lifeboat in the landfall works area. The RNLI explained that they usually land the lifeboat on the beach directly in front of the Thursby/Century care home. The Applicants explained that as the export cables will be routed within the landfall works area to the north or south of the care home, there will be a natural gap on the beach in front of the care home where cables would not be routed (as illustrated by the indicative location of cofferdams in Figure 3 of REP1-040) and the RNLI lifeboat recovery location should not be affected, to which RNLI agreed.

The Applicants did point out that recovery operations during cable pull-in activities of the closest export cables to the beach area in front of the care home could impact on the lifeboat recovery location (just for the duration of the works for that cable), but it was agreed that it would likely be by tens of metres, which the RNLI confirmed it could accommodate. Following beaching, it was agreed by the RNLI that the lifeboat could be

recovered by heading east up the beach towards the sand dunes and then heading south between the cofferdams and the sand dunes to the lifeboat station at Lytham St. Anne to the south of the landfall works area.

The RNLI asked whether the locations of the coffer dams could be shared with the RNLI once final positions confirmed. The Applicant agreed that positions could be supplied once the project design has been finalised post-consent.

Regarding the combined weight of the lifeboat and its transport, and the concern raised by the RNLI in REP1-096 about potential damage to the export cables, the Applicants explained that it had no concerns regarding the cables due to the fact that they are solid and armoured and given the burial depths. However, the Applicants have requested some additional information from the RNLI on weights which can be considered for cable ducts.

The RNLI has agreed to provide this information, if available (**action on RNLI – completed 3 July 2025**).

The RNLI did make the Applicants aware that when they beach the lifeboat, they can hit the beach at 20 knots, which can cause the keel to penetrate deeply into the sand. The Applicants noted this and responded that this is unlikely to be an issue given cable burial depth and the chance of the lifeboat hitting a 20cm OD cable. However, the Applicants said that they can share the specific location of each cable once installed to allow RNLI to avoid beach directly on top of the cables. Following on from this, the RNLI did raise a concern regarding whether they would be liable if they did damage a cable and whether they could be indemnified against liability. The Applicants responded that they did not know but raise this internally (**action on Applicant**)

During the meeting held on 27 June 2025, the RNLI confirmed that they will update their position at Deadline 3. The Applicants will review the RNLI submission and reach out to set up another meeting following Deadline 3 to address any residual matters.