

**RWE Renewables UK Dogger Bank
South (West) Limited**

**RWE Renewables UK Dogger Bank
South (East) Limited**

**Dogger Bank South Offshore
Wind Farms**

**Hull City Council Statement of Common Ground
(Revision 2)**

Submission for Deadline 4

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Glossary

Term	Definition
Concurrent Scenario	A potential construction scenario for the Projects where DBS East and DBS West are both constructed at the same time.
Decommissioning Plan	A document which would define the extent of works, in relation to the onshore infrastructure, which are required to be undertaken at the end of the operational lifetime of the Projects. The plan would be subject to agreement with relevant stakeholders at the time.
Development Consent Order (DCO)	An order made under the Planning Act 2008 granting development consent for one or more Nationally Significant Infrastructure Project (NSIP).
Environmental Impact Assessment (EIA)	A statutory process by which certain planned projects must be assessed before a formal decision to proceed can be made. It involves the collection and consideration of environmental information, which fulfils the assessment requirements of the EIA Directive and EIA Regulations, including the publication of an Environmental Statement (ES).
Environmental Statement (ES)	A document reporting the findings of the EIA and produced in accordance with the EIA Directive as transposed into UK law by the EIA Regulations.
Expert Topic Group (ETG)	A forum for targeted engagement with regulators and interested stakeholders through the EPP.
In Isolation Scenario	A potential construction scenario for one Project which includes either the DBS East or DBS West array, associated offshore and onshore cabling and only the eastern Onshore Converter Station within the Onshore Substation Zone and only the northern route of the onward cable route to the proposed Birkhill Wood National Grid Substation.
Local Authority	The Local Authority is a body empowered by law to exercise various statutory functions for a particular area of the United Kingdom. This includes County Councils, District Councils and the Broads Authority, as set out in Section 43 of the Planning Act 2008. East Riding of Yorkshire Council (ERYC) is the Local Authority for the entirety of the Onshore Development Area.
Outline Onshore Written Scheme of Investigation (WSI)	Project specific document forming the agreement between the Applicants, the appointed archaeologists, contractors, and the relevant stakeholders landward of MHWS. The document sets out the methods to mitigate the effects on all the known and potential archaeological Receptors within the Hornsea Four onshore Order Limits.

Term	Definition
Planning Inspectorate (PINS)	The agency responsible for operating the planning process for Nationally Significant Infrastructure Projects (NSIPs).
Preliminary Environmental Information Report (PEIR)	Defined in the EIA Regulations as information referred to in part 1, Schedule 4 (information for inclusion in Environmental Statements) which has been compiled by the Applicants and is reasonably required to assess the environmental effects of the development.
Project Change Request 1	The changes to the DCO application for the Projects set out in Project Change Request 1 - Offshore & Intertidal Works [AS-141] which was accepted into Examination on 21st January 2025.
Project Change Request 2	The changes to the DCO application for the Projects set out in Project Change Request 2 - Onshore Substation Zone [AS-152] which was accepted into Examination on 21st January 2025.
Statutory consultation	The statutory consultation ran in two periods. The first period ran between 6th June and 17th July 2023, with a second period running between 4th August and 15th September 2023 to gather responses from third parties missed during the initial consultation period. The PEIR was presented as part of this consultation.
The Applicants	The Applicants for the Projects are RWE Renewables UK Dogger Bank South (East) Limited and RWE Renewables UK Dogger Bank South (West) Limited. The Applicants are themselves jointly owned by the RWE Group of companies (51% stake) and Masdar (49% stake).
The Projects	DBS East and DBS West (collectively referred to as the Dogger Bank South Offshore Wind Farms).

Acronyms

Acronym	Definition
CEA	Cumulative Effects Assessment
CoCP	Code of Construction Practice
CTMP	Construction Traffic Management Plan
DAS	Design and Access Statement
DBS	Dogger Bank South
DCO	Development Consent Order
EIA	Environmental Impact Assessment
ES	Environmental Statement
ETG	Expert Topic Group
ExA	Examining Authority
HCC	Hull City Council
JNCC	Joint Nature Conservation Committee
OCTMP	Outline Construction Traffic Management Plan
NRMM	Non-Road Mobile Machinery
PEIR	Preliminary Environmental Information Report
PINS	Planning Inspectorate
RR	Relevant Representation
SoCG	Statement of Common Ground
SSSI	Site of Special Scientific Interest
TTSA	Traffic and Transport Study Area

1 Introduction

1.1 Background

1. This Statement of Common Ground (SoCG) has been prepared between RWE Renewables UK Dogger Bank South (West) Ltd and RWE Renewables UK Dogger Bank South (East) Ltd, ('the Applicants') and Hull City Council to set out the areas of agreement and disagreement between the two parties in relation to the proposed Development Consent Order (DCO) application for the Dogger Bank South ('DBS') West Offshore Wind Farm and DBS East Offshore Wind Farm, collectively known as DBS Offshore Wind Farms (herein 'the Projects').
2. The Application is for development consent for the Applicants to construct and operate the proposed Projects under the Planning Act 2008. Further description of the Projects is available in **Chapter 5 Project Description, Figure 5-1** [APP-072].
3. In drafting this SoCG, the Applicants have had regard to the Planning Act 2008 Guidance: Examination stage for Nationally Significant Infrastructure Projects (Ministry of Housing, Communities and Local Government and Department for Levelling Up, Housing and Communities, 2024).
4. The need for a SoCG between the Applicants and Hull City Council is set out within the **Rule 6 Letter** [PD-002] issued by the Planning Inspectorate (PINS) on the 24th September 2024 and reiterated in the updated **Rule 6 Letter** [PD-010] issued on 17th December 2024.
5. This SoCG is intended to provide the Examining Authority (ExA) with a clear summary of discussions between the parties and has been structured to reflect topics which are of interest to Hull City Council, and which have been raised within **Hull City Council's Relevant Representation (RR)** [RR-024] to the Dogger Bank South Offshore Wind Farms DCO that has been submitted to PINS pursuant to the Planning Act 2008.
6. It is the intention that this document will facilitate further discussions between the Applicants and Hull City Council and will provide the ExA with a clear overview of the level of common ground between both parties. This document will be updated throughout the Examination process.
7. The following application documents have informed the discussions with Hull City Council and address the elements of the Projects that may affect the interests of Hull City Council:

Table 1-1 - Application Documents of interest to Hull City Council:

Environmental Statement (ES) Chapter / Application Document	PINS Reference
Draft Development Consent Order superseded by Draft Development Consent Order (Revision 6)	APP-027 superseded by REP3-004
Chapter 4 Site Selection and Assessment of Alternatives superseded by Site Selection and Assessment of Alternatives (Revision 2)	APP-067 superseded by AS-017
Chapter 23 Landscape and Visual Impact	APP-192
Chapter 24 Traffic and Transport	APP-195
Appendix 24-2 Transport Assessment superseded by Appendix 24-2 - Transport Assessment (Revision 2)	APP-198 superseded by AS-019
Chapter 25 Noise superseded by Noise (Revision 2)	APP-201 superseded by REP1-019
Chapter 26 Air Quality	APP-208
Design and Access Statement superseded by Design and Access Statement (Revision 2)	APP-233 superseded by REP2-027
Outline Landscape Management Plan superseded by Outline Landscape Management Plan (Revision 3)	APP-236 superseded by REP2-031
Outline Construction Traffic Management Plan superseded by Outline Construction Traffic Management Plan (Revision 2)	APP-238 superseded by AS-020
Appendix C Outline Public Rights of Way Management Plan superseded by Appendix C Outline Public Rights of Way Management Plan (Revision 3)	APP-234 superseded by REP1-025
Project Change Request 1 - Offshore and Intertidal Works	AS-141
Project Change Request 2 - Onshore Substation Zone	AS-152

8. Hull City Council and the Applicants have been working together to minimise possible impacts of the Projects on Hull City Council's operations, and so Hull City Council may influence and enhance the design of the Projects where appropriate.

1.2 Approach to SoCG

9. This SoCG has been developed during the pre-examination and examination phases of the Projects. In accordance with discussions between the Applicants and Hull City Council, this SoCG is focused on matters of material interest and relevance to Hull City Council, namely matters covered in the Application Documents outlined in **Table 1-1** and related topics.
10. The structure of this SoCG is as follows:
- **Introduction:** background to the development of the SoCG.
 - **Consultation and Engagement:** a summary of consultation and engagement with Hull City Council to date.
 - **Agreement Log:** a record of the Applicants' position alongside Hull City Council's position. **Table 3-2** to **Table 3-6** set out those areas agreed in relation to the application documents set out in **Table 1-1**. Where a matter is 'not agreed' or 'under discussion' this is described in further detail in **Table 3-7**.
It is agreed that this SoCG is an accurate description of the areas agreed and under discussion between the parties, and that this SoCG accurately records key meetings and consultation with Hull City Council.
11. As referenced in **Table 2-1** the Applicants consulted Hull City Council on Project Change Requests 1 and 2 between 15th November and 16th December 2024. Hull City Council did not provide any consultation comments on the Project Change Requests.

2 Consultation and Engagement

2.1 Introduction

12. Hull City Council have been consulted on the proposed development throughout the pre-application stage, having engaged in the Landscape and Visual Impact, Traffic and Transport, and Noise and Air Quality Expert Topic Group (ETG) meetings under the Evidence Plan Process, as well as via non-statutory and statutory consultation under Section 42 of the Planning Act 2008.

2.2 Consultation and Engagement Summary

13. **Table 2-1** summarises the consultation that the Applicants have undertaken with Hull City Council as statutory or non-statutory consultation during the pre-application and post-application phases. In addition, a number of draft documents have been issued throughout the pre-application stage of the Projects, for review and comments.

Table 2-1 - Summary of pre-application and post-application consultation with Hull City Council

Date	Form of Consultation	Meeting Title / Topic	Summary of Consultation
Pre – Application			
23/08/2022	Scoping Opinion	Traffic and Transport, Noise, Air Quality	Hull City Councils response to Scoping Report. See Scoping Opinion [APP-232].
21/11/2022	ETG Meeting	Traffic and Transport	<p>An ETG meeting was held with Hull City Council following the submission of the Scoping Report and prior to the submission of the PEIR. The purpose of the meeting was to introduce the Projects and present the approach to:</p> <ul style="list-style-type: none"> Defining the extent of the Traffic and Transport Study Area (TTSA); Impact assessment; Data collection; and DCO documents. <p>Agreements were reached with Hull City Council with regard to:</p> <ol style="list-style-type: none"> The extent of the TTSA; Impacts to be assessed (comprising severance, amenity, road safety, driver delay and abnormal loads);

Date	Form of Consultation	Meeting Title / Topic	Summary of Consultation
			<ol style="list-style-type: none"> 3. The approach to defining the road safety baseline; 4. Scoping out the assessment of operational impacts, on the proviso that details of likely traffic numbers should be presented in support of this; 5. The approach to scoping out onshore traffic and transport impacts associated with the Projects offshore construction, operation and decommissioning (subject to agreeing a suitably worded DCO Requirement to produce a Port Traffic Management Plan); 6. The DCO documents that would be required, including a separate Transport Assessment and Construction Traffic Management Plan (CTMP). It was agreed that a separate Travel Plan would not be required and that this could be included within the CTMP; and 7. The Projects transformers should not travel from the M62 direction or over the Humber Bridge.
09/12/2022	Email	Air Quality	Applicants shared the Air Quality methodology with Hull City Council
13/12/2022	ETG Meeting	LVIA – PEIR Approach	<p>The following topics were discussed during the ETG meeting:</p> <ul style="list-style-type: none"> • Project update; • Landscape and Visual update; and • PEIR approach discussion.
03/07/2023	ETG Meeting	Noise and Air Quality – PEIR Assessments	<p>The following topics were discussed during the ETG meeting:</p> <ul style="list-style-type: none"> • Project update; • Noise – baseline; • Noises – construction noise and vibration; • Noise – construction traffic noise; • Noise – operation noise; • Noise – summary; • Air Quality – study area/baseline; and • Air Quality – potential impacts.

Date	Form of Consultation	Meeting Title / Topic	Summary of Consultation
17/07/2023	Section 42 Consultation	Traffic and Transport, Noise, Air Quality	Hull City Councils response to Section 42 consultation on PEIR. See Consultation Report Appendix G [APP-044].
06/09/2023	ETG Meeting	Traffic and Transport – Project Update and PEIR Comments	<p>An ETG meeting was held with Hull City Council following the submission of the PEIR and receipt of Section 42 comments. The purpose of the meeting was to review the Section 42 comments and agree the proposed approach to assessment for the ES.</p> <p>Agreements were reached/reconfirmed with Hull City Council with regard to:</p> <ol style="list-style-type: none"> 1. The extent of the TTSA; 2. The approach to consideration of driver delay (capacity) effects; 3. The approach to baseline data collection; 4. The approach to the assessment of road safety; 5. Traffic derivation methodology; and 6. The approach to the assessment of abnormal load movements.
27/11/2023	ETG Meeting	Noise and Air Quality ETG	<p>The following topics were discussed during the ETG meeting:</p> <ul style="list-style-type: none"> • Project Update; • Noise & Vibration: Introduction; • Noise & Vibration: ES Update; • Air quality: Introduction; • Air quality: PEIR Responses; • Air quality: ES Update; and • Noise & Air quality: Summary and Next Steps.
23/01/2024	Email	Traffic and Transport	Issue of minutes and agreement log to Hull City Council.
21/02/2024	Email	Draft Chapter and Outline Construction Traffic Management Plan (OCTMP)	The draft Traffic and Transport Chapter and OCTMP were sent to Hull City Council.

Date	Form of Consultation	Meeting Title / Topic	Summary of Consultation
07/03/2024	ETG Meeting	Traffic and Transport ETG	Draft copies Chapter 24 Traffic and Transport [APP-195] and OCTMP (Revision 2) [AS-020] were shared with Hull City Council prior to the submission of the DCO. A fourth ETG meeting was then held with Hull City Council to present these documents and discuss any comments. No comments were provided by Hull City Council.
14/03/2024	Email	Noise	Issue of draft noise Chapter 25 and agreement log to Hull City Council.
14/03/2024	ETG Meeting	Noise and Air Quality ETG Meeting	The following topics were discussed during the ETG meeting: <ul style="list-style-type: none"> Project Update; Air quality: Review of the ES Assessment; Air Quality: Agreement and Disagreement Log Review; Noise & Vibration: Review of the ES Assessment; and Noise & Vibration: Agreement and Disagreement Log Review.
14/03/2024	Email	Cumulative Impact Assessment Methodology	Email requesting confirmation of longlist of schemes for inclusion in the Onshore Cumulative Effects assessment. Request for further details on comments regarding traffic impacts on Holderness Road.
15/03/2024	ETG Meeting	Landscape and Visual Impact ETG	The following topics were discussed during the ETG meeting: <ul style="list-style-type: none"> Project Update; Landscape and Visual Impact Assessment Update; Agreement Log; and Next Steps and Ongoing.
26/03/2024	Email	Draft DCO Requirements	Provision of Draft DCO Requirements for Hull City Council comment.
28/03/2024	Email	Noise and Air Quality	Issue of ETG minutes and agreement log to Hull City Council post March ETG.

Date	Form of Consultation	Meeting Title / Topic	Summary of Consultation
05/04/2024	Email	Landscape and Visual Impacts	Issue of ETG minutes, presentation, and agreement log to Hull City Council post March ETG.
Post – Application			
16/09/2024	Relevant Representation	Traffic and Transport	Hull City Council provided their RR to PINS.
02/10/2024	Email	SoCG	The Applicants shared a draft revision of the SoCG, the link to the Rule 6 Letter [PD-002], and the document library with Hull City Council ahead of the 10/10/2024 meeting.
10/10/2024	Stakeholder Meeting	Relevant Representation and SoCG	Meeting with Hull City Council to discuss their Relevant Representation and the draft SoCG.
14/10/2024	Email	Meeting minutes and SoCG	<p>The Applicants issued the meeting minutes and presentation from the 10/10/2024 meeting, and shared an updated draft revision of the SoCG, updated following Hull City Council's comments in the 10/10/2024 meeting. Links to Chapter 4 Site Selection and Assessment of Alternatives (Revision 2) [AS-017], Chapter 4 Site Selection and Assessment of Alternatives Figures [APP-068] and the Outline Skills and Employment Strategy [APP-230] were shared.</p> <p>The Applicants requested comments on the SoCG by the 24/10/2024.</p>
08/11/2024	Email	SoCG	The Applicants updated Hull City Council on the Examination process and asked if they have reviewed the updated draft revision of the SoCG and reviewed the SCO Requirement 14 wording as requested.
15/11/2024	Email	Project Change Request 2	The Applicants provided an examination update and provided links to information regarding the Project Change Request 2 and requested feedback by the 16/12/2024 and offered a meeting to discuss.

Date	Form of Consultation	Meeting Title / Topic	Summary of Consultation
03/12/2024	Email	SoCG	The Applicants sent a follow up email to enquire about the Draft DCO Requirement 14 wording and for their comments on the draft revision of the SoCG.
21/01/2025	Email	SoCG	The Applicants sent a follow up email to enquire about comments on the draft revision of the SoCG.
22/01/2025	Telephone Call	SoCG	Hull City Council provided comments on the draft SoCG, advising that all matters are agreed with the exception of the DCO Requirement 14 wording, which requires further discussion.
23/01/2025	Email	SoCG	The Applicants shared the version of the SoCG they intend to submit to PINS at Deadline 1.
14/03/2025	Email	SoCG	The Applicants informed Hull City Council the SoCG is due at Deadline 4, set out the outstanding issue, and informed them a tracked changed version of the OCTMP would be provided to them soon to address their concern.
24/03/2025	Email	Requirement 14	The Applicants issued the proposed updated wording of Requirement 14 in the OCTMP and asked if Hull City Council could confirm whether they agree that the updated wording addresses their concern. The Applicants offered a discussion on the matter.
26/03/2024	Email	Requirements 14	Hull City Council returned to the Applicants thanking them for the update and let them know they will discuss the updated wording and return to them as soon as possible with Deadline 4 in mind.
14/04/2025	Email	Requirement 14 and Deadline 4 Submission	The Applicants followed up regarding Requirement 14 and asked if Hull City Council could agree the final outstanding point in the SoCG ahead of Deadline 4.
22/04/2025	Email	SoCG	The Applicants gave Hull City Council a final opportunity to comment on the SoCG and let

Date	Form of Consultation	Meeting Title / Topic	Summary of Consultation
			them know that the version issued would be submitted at Deadline 4.
24/04/25	Email	Requirement 14	Hull City Council responded on the Requirement 14 issue, confirming that scenarios where HCC and NH are consulted in the updated CTMP are rational and reasonable. A minor edit to Requirement 14 was proposed by Hull City Council.
24/04/25	Email	Requirement 14	The Applicants responded with a proposed alternative Requirement 14 wording.
25/04/25	Email	Requirement 14	A further alternative Requirement 14 wording was proposed by Hull City Council.
25/04/25	Email	Requirement 14	The Applicants responded to state that further discussion was needed to agree mutually agreeable wording, and due to the timeframes that this would not be possible by Deadline 4. The Applicants hope to achieve mutually agreeable wording by Deadline 5 and requested the SOCG be updated to capture this.
25/05/04	Email	Requirement 14	Hull City Council responded in agreement to this being captured in the SOCG.

3 Agreement Log

3.1 Overview

14. The following sections of this SoCG summarise the level of agreement between the parties for each relevant onshore topic.
15. To easily identify whether a matter is 'agreed', 'not agreed' or 'under discussion', a colour coding system of, red, amber, green, is used respectively within the 'position status colour' column as set out in **Table 3-1**.
16. Where a matter is 'not agreed' or 'under discussion' further detail is provided in section 3.7.

Table 3-1 - Agreement logs position status key

Position Status	Position Status Colour
The matter is considered to be agreed between the parties.	Agreed
The matter is neither 'agreed' or 'not agreed' and is a matter where further discussion is required between the parties, for example where relevant documents are being prepared or reviewed.	Under discussion
The matter is not agreed between the parties, however the outcome of the approach taken by either the Applicants or Hull City Council is not considered to result in a material impact to the assessment conclusions. Discussions have concluded.	Not agreed – No material impact
The matter is not agreed between the parties and the outcome of the approach taken by either the Applicants or Hull City Council is considered to result in a materially different outcome on the assessment conclusions.	Not agreed – material impact

3.2 General

Table 3-2 - General Topics agreed, in discussion or not agreed with Hull City Council

SoCG ID	The Applicants' Position	Hull City Council's Position	Position Status
EIA – Consultation			
1.	<p>The Applicants have adequately consulted with Hull City Council throughout all stages of the Projects to date and the summary of Consultation (section 2.2 of this SoCG) is a fair and accurate record of pre-application consultation.</p> <p>Section 2 of this document evidences the engagement and consultation process between the Parties. It is the Applicant's position that Hull City Council have been appropriately engaged throughout the Application process by the Applicants.</p>		
EIA – Site Selection and Assessment of Alternatives			
2.	<p>The site selection and route refinement outlined in Chapter 4 Site Selection and Assessment of Alternatives (Revision 2) [AS-017] has properly considered the alternatives for the relevant elements of the Projects.</p> <p>Hull City Council have not commented on Site Selection and Assessment of alternatives during the pre-application stage. The Applicants wish to seek agreement on the site selection and alternatives methodology following a request in the Planning Inspectorate's Rule 6 Letter [PD-002].</p>		
EIA – Socio-Economics			
3.	<p>The Outline Skills and Employment Strategy [APP-230] is appropriate and acceptable.</p> <p>Hull City Council have not commented on socio-economic aspects of the project</p>		

SoCG ID	The Applicants' Position	Hull City Council's Position	Position Status
	during the pre-application stage. The Applicants wish to seek agreement on socioeconomics following a request in the Planning Inspectorate's Rule 6 Letter [PD-002].		
Construction Effects – People and Communities			
4.	<p>The effects of construction on people and communities are appropriate and acceptable.</p> <p>Hull City Council have not commented on people and communities during the pre-application stage. The Applicants wish to seek agreement on the construction effects on people and communities following a request in the Planning Inspectorate's Rule 6 Letter [PD-002].</p> <p>Whilst 'People and Communities' is not a standalone ES Chapter in the DCO Application, the Applicants consider that people and communities are receptors within a number of onshore ES Chapters including Noise, Air Quality, Traffic and Transport, Landscape and Visual Impact Assessment, Land Use, Tourism and Recreation etc.</p> <p>As Hull City Council (HCC) have not raised any comments or concerns specifically regarding People and Communities, the Applicants consider that this matter is agreed and seek confirmation from HCC on this position.</p>		
DCO			
5.	<p>The Requirements in the Draft DCO (Revision 3) [AS-120], Schedule 2, Part 1 are appropriate and acceptable.</p> <p>The Applicants provided the Draft DCO Requirements by email to Hull City Council</p>	Please see Table 3-7 for comments on draft DCO Requirement 14.	

SoCG ID	The Applicants' Position	Hull City Council's Position	Position Status
	on 26/03/2024 and did not receive any comments.		

3.3 Landscape and Visual Impact

Table 3-3 - Topics agreed, in discussion or not agreed in relation to Landscape and Visual Impact

SoCG ID	The Applicants' Position	Hull City Council's Position	Position Status
EIA – Planning and Policy			
6.	<p>All relevant plans and policies have been identified in Section 23.4.1 of Chapter 23 Landscape and Visual Impact Assessment [APP-192] and these have been appropriately considered in the assessment.</p> <p>Hull City Council did not raise any issues on this subject throughout the ETG process or within their RR. It is therefore considered by the Applicants that the matter is agreed.</p>		
EIA – Baseline Environment			
7.	The ES adequately characterises the baseline environment in of the Landscape and Visual risks as detailed in Section 23.5 of Chapter 23 Landscape and Visual Impact Assessment [APP-192].	Hull City Council confirmed in the Landscape and Visual Impact ETG (15/03/2024) that they agree with the approach to characterising the baseline.	
8.	Sufficient survey data has been collected to inform the assessment as presented within Section 23.6 of Chapter 23 Landscape and Visual Impact Assessment [APP-192].	Hull City Council confirmed in the Landscape and Visual Impact ETG (15/03/2024) that no additional data sources are required.	
EIA – Assessment Methodology			
9.	The study areas and viewpoints identified in Section 23.3.2 of Chapter 23 Landscape and Visual Impact Assessment [APP-192] are appropriate.	Hull City Council confirmed in the Landscape and Visual Impact ETG (15/03/2024) that they agree with the study area and landscape and visual viewpoints.	
10.	The impacts scoped in for assessment within Chapter 23 Landscape and Visual Impact Assessment [APP-192] are appropriate and acceptable.	Hull City Council confirmed in the Landscape and Visual Impact ETG (15/03/2024) that they agree with	

SoCG ID	The Applicants' Position	Hull City Council's Position	Position Status
		the impacts scoped in for assessment within the Chapter.	
11.	<p>The realistic worst case scenario presented in the assessment for the development scenarios, as outlined in Table 23-1 of Chapter 23 Landscape and Visual Impact Assessment [APP-192] are appropriate.</p> <p>Hull City Council did not raise any issues on this subject throughout the ETG process or within their RR. It is therefore considered by the Applicants that the matter is agreed.</p>		
12.	<p>The embedded mitigation measures in Table 23-3 of Chapter 23 Landscape and Visual Impact Assessment [APP-192] are appropriate.</p> <p>Hull City Council did not raise any issues on this subject throughout the ETG process or within their RR. It is therefore considered by the Applicants that the matter is agreed.</p>		
13.	<p>The impact assessment methodologies used for the EIA, as presented in Section 23.4.3 of Chapter 23 Landscape and Visual Impact Assessment [APP-192], provide an appropriate approach to assessing potential impacts on the Projects.</p>	Hull City Council confirmed in the Landscape and Visual Impact ETG (15/03/2024) that they agree with the impact assessment methodology.	
14.	<p>The assessment of significance presented in Section 23.6 of Chapter 23 Landscape and Visual Impact Assessment [APP-192] is consistent with the agreed assessment methodologies.</p> <p>Hull City Council did not raise any issues on this subject throughout the ETG process or within their RR. It is therefore considered by the Applicants that the matter is agreed.</p>		

SoCG ID	The Applicants' Position	Hull City Council's Position	Position Status
15.	Section 23.6.1 of Chapter 23 Landscape and Visual Impact Assessment [APP-192] represents a comprehensive list of the potential effects during construction.	Hull City Council confirmed in the Landscape and Visual Impact ETG (15/03/2024) that they agree with the impacts scoped in for assessment within the Chapter.	
16.	The scoping out of operational effects of the Onshore Cable Corridor in Section 23.3.1 of Chapter 23 Landscape and Visual Impact Assessment [APP-192] is appropriate and acceptable.	Hull City Council confirmed in the Landscape and Visual Impact ETG (15/03/2024) that they agree with operational effects relating to the Onshore Cable Corridor being scoped out.	
EIA - Assessment Conclusions			
17.	<p>The conclusions of the assessment of significance as detailed in in Section 23.6 of Chapter 23 Landscape and Visual Impact Assessment [APP-192] are appropriate and are considered not significant in EIA terms.</p> <p>Hull City Council did not raise any issues on this subject throughout the ETG process or within their RR. It is therefore considered by the Applicants that the matter is agreed.</p>		
EIA – Cumulative Effects Assessment (CEA) Conclusions			
18.	<p>The conclusions of the CEA as detailed in Section 23.8 of Chapter 23 Landscape and Visual Impact Assessment [APP-192] are appropriate and are considered not significant in EIA terms.</p> <p>Hull City Council did not raise any issues on this subject throughout the ETG process or within their RR. It is therefore considered by the Applicants that the matter is agreed.</p>		
Draft DCO / Outline Management Plans / Mitigation and Monitoring			

SoCG ID	The Applicants' Position	Hull City Council's Position	Position Status
19.	<p>The Outline Code of Construction Practice (CoCP) (Revision 2) [AS-094] includes all relevant mitigation measures specified in Chapter 23 Landscape and Visual Impact Assessment [APP-192] and is appropriate for managing construction impacts from the Projects on landscape and visual receptors.</p> <p>Requirement 19 of the Draft DCO to submit a CoCP to the relevant planning authority for approval post-consent is appropriate.</p> <p>Hull City Council did not raise any issues on this subject throughout the ETG process or within their RR. It is therefore considered by the Applicants that the matter is agreed.</p>		
20.	<p>The Outline Landscape Management Plan (Revision 2) [AS-096] includes all relevant mitigation measures specified in Chapter 23 Landscape and Visual Impact Assessment [APP-192] and is appropriate for managing Landscape and Visual impacts.</p> <p>Requirement 10 and 11 of the Draft DCO (Revision 3) [AS-120] that requires approval by the relevant planning authority, post-consent of the Landscape Management Plan and the implementation and maintenance of that planting are acceptable and appropriate.</p>	Hull City Council confirmed in the Landscape and Visual Impact ETG (15/03/2024) that they agree with the Outline Landscape Management Plan [AS-096] and the mitigation set out within the document.	
21.	<p>The scope of the Design and Access Statement (DAS) [APP-233] has acceptable design solutions and is acceptable and appropriate.</p>	Hull City Council confirmed in the Landscape and Visual Impact ETG (15/03/2024) that they agree with the scope of the DAS [APP-233].	

SoCG ID	The Applicants' Position	Hull City Council's Position	Position Status
Other Matters as Required			
22.	Seascape is scoped out of the EIA and is not assessed in Chapter 23 Landscape and Visual Impact Assessment [APP-192].	Hull City Council confirmed in Landscape and Visual Impact (15/03/2024) ETGs that they agree with the scoping out of seascape.	

3.4 Traffic and Transport

Table 3-4 - Topics agreed, in discussion or not agreed in relation to Traffic and Transport

SoCG ID	The Applicants' Position	Hull City Council's Position	Position Status
EIA – Planning and Policy			
23.	<p>All relevant plans and policies have been identified in Section 24.4.1 of Chapter 24 Traffic and Transport [APP-195] and these have been appropriately considered in the assessment.</p> <p>Hull City Council did not raise any issues on this subject throughout the ETG process or within their RR. It is therefore considered by the Applicants that the matter is agreed.</p>		
EIA – Baseline Environment			
24.	<p>The ES adequately characterises the baseline environment in of the Traffic and Transport risks as detailed in Section 24.5 of Chapter 24 Traffic and Transport [APP-195].</p> <p>The approach to charactering the baseline environment has been discussed and agreed with Hull City Council through the ETG process outlined in section 2. Hull City Council have not raised any further comments on the process within their RR. It is therefore considered by the Applicants that the matter is agreed.</p>		
EIA – Assessment Methodology			
25.	<p>The impact assessment methodology in Section 24.4.3 of Chapter 24 Traffic and Transport [APP-195] has been adequately applied.</p> <p>The extents of the TTSA, and impact assessment methodology has been discussed and agreed with Hull City Council through the ETG as outlined in</p>		

SoCG ID	The Applicants' Position	Hull City Council's Position	Position Status
	section 2. Hull City Council have not raised any further comments on the process within their Relevant Representation. It is therefore considered by the Applicants that the matter is agreed.		
26.	<p>Section 24.6.1 of Chapter 24 Traffic and Transport [APP-195] represents a comprehensive list of the potential effects during construction.</p> <p>The impacts to be assessed during the construction phase has been discussed and agreed with Hull City Council through the ETG process outlined in section 2. Hull City Council have not raised any further comments on the process within their RR. It is therefore considered by the Applicants that the matter is agreed.</p>		
27.	<p>The scoping out of operational effects as set out in Section 24.6.2 of Chapter 24 Traffic and Transport [APP-195] is appropriate and acceptable.</p> <p>The approach to scoping out operational effects has been discussed and agreed with Hull City Council through the ETG process outlined in section 2. Hull City Council have not raised any further comments on the process within their RR. It is therefore considered by the Applicants that the matter is agreed.</p>		
28.	<p>The approach to the road safety assessment set out in Section 24.5.4 and 24.6.1.4 of Chapter 24 Traffic and Transport [APP-195] is appropriate.</p> <p>The approach considering collisions clusters and links with collision rates higher than the national average was agreed with Hull City Council through the ETG process outlined in section 2. Hull City Council have not raised any further comments on the process within their RR.</p>		

SoCG ID	The Applicants' Position	Hull City Council's Position	Position Status
	It is therefore considered by the Applicants that the matter is agreed.		
29.	<p>The junction capacity assessment being deferred to post-determination stage in the OCTMP (Revision 2) [AS-020] is appropriate and acceptable.</p> <p>The approach to considering junction capacity post consent through the development of the CTMP and agreed with Hull City Council through the ETG process outlined in section 2. Hull City Council have not raised any further comments on the process within their RR. It is therefore considered by the Applicants that the matter is agreed.</p>		
EIA - Assessment Conclusions			
30.	<p>The conclusions of the assessment of significance as detailed in in Section 24.6 of Chapter 24 Traffic and Transport [APP-195] are appropriate and are considered not significant in EIA terms.</p> <p>Hull City Council have not raised any comments on EIA assessment conclusions within their RR. It is therefore considered by the Applicants that the matter is agreed.</p>		
EIA – CEA Conclusions			
31.	<p>The conclusions of the CEA as detailed in Section 24.8 of Chapter 24 Traffic and Transport [APP-195] are appropriate and are considered not significant in EIA terms.</p> <p>Hull City Council were consulted on the Traffic and Transport Cumulative Assessment schemes long-list (14/12/2023) and did not raise any comments.</p> <p>Hull City Council did not raise any issues on this subject throughout the ETG</p>		

SoCG ID	The Applicants' Position	Hull City Council's Position	Position Status
	process or within their RR. It is therefore considered by the Applicants that the matter is agreed.		
Draft DCO / Outline Management Plans / Mitigation and Monitoring			
32.	The Protective Provisions set out in Schedule 15 of the Draft DCO (Revision 3) [AS-120] are considered appropriate.	Hull City Council confirmed in the ETG meeting of 07/03/24 that they did not require any Protective Provisions in relation to their assets.	
33.	The OCTMP (Revision 2) [AS-020] covers all relevant matters and is appropriate and acceptable.	All matters relating to the OCTMP (Revision 2) [AS-020] were confirmed as agreed by Hull City Council in a phone call 22/01/2025.	
34.	The Draft DCO (Revision 3) [AS-120] Requirement 14 'Traffic and Transport' is appropriate and acceptable. Requirement 14 sets out that Hull City Council are to be consulted on the contents of the Construction Traffic Management Plan (CTMP) (on matters relating to their function).	See Table 3-7 .	
Other Matters			
35.	The approach to the management of abnormal loads detailed within the OCTMP (Revision 2) [AS-020] is appropriate. Hull City Council's RR [RR-024] noted that: ' <i>consideration should be given to consultation with National Highways</i> '. This The Applicants provided a detailed response to this point within its response to the RR (RR-024: 1) and has subsequently discussed the matter with Hull City Council at an ETG on the 09/10/2024.	During the 09/10/2024 ETG meeting Hull City Council confirmed that they were in agreement with the proposed approach.	
36.	The effects of the Projects on Public Rights of Way are appropriate and acceptable as set out in the Outline Public		

SoCG ID	The Applicants' Position	Hull City Council's Position	Position Status
	<p>Rights of Way Management Plan (Revision 2) [AS-094].</p> <p>Hull City Council have not commented on Public Rights of Way during the pre-application stage. The Applicants wish to seek agreement on Public Rights of Way matters following a request in the Planning Inspectorate's Rule 6 Letter [PD-002].</p>		

3.5 Noise

Table 3-5 - Topics agreed, in discussion or not agreed in relation to Noise

SoCG ID	The Applicants' Position	Hull City Council's Position	Position Status
EIA – Planning and Policy			
37.	<p>All relevant plans and policies have been identified in Section 25.4.1 of Chapter 25 Noise [APP-201] and these have been appropriately considered in the assessment.</p> <p>Hull City Council did not raise any issues on this subject throughout the ETG process or within their RR. It is therefore considered by the Applicants that the matter is agreed.</p>		
EIA – Baseline Environment			
38.	<p>The ES adequately characterises the baseline environment in of the Noise risks as detailed in Section 25.5 of Chapter 25 Noise [APP-201].</p> <p>Hull City Council did not raise any issues on this subject throughout the ETG process or within their RR. It is therefore considered by the Applicants that the matter is agreed.</p>		
39.	<p>Sufficient survey data has been collected to inform the assessment as presented within Section 25.6 of Chapter 25 Noise [APP-201].</p> <p>Hull City Council did not raise any issues on this subject throughout the ETG process or within their RR. It is therefore considered by the Applicants that the matter is agreed.</p>		
EIA – Assessment Methodology			
40.	<p>The study areas identified in Section 25.3.2 of Chapter 25 Noise [APP-201] for</p>	Hull City Council raised the matter of construction road traffic noise in	

SoCG ID	The Applicants' Position	Hull City Council's Position	Position Status
	<p>construction road traffic noise are appropriate.</p> <p>Hull City Council have been consulted with regards to the noise and vibration assessment methodology and impacts through their attendance at ETGs.</p>	<p>their Scoping Opinion response (23/08/2022).</p> <p>This was discussed in the Noise and Air Quality ETG (27/11/2023) and Hull City Council confirmed that they agree with the study areas identified in relation to construction road traffic and did not raise any comments regarding this in their RR.</p>	
41.	<p>The realistic worst case scenario presented in the assessment for the development scenarios, as outlined in Table 25-1 of Chapter 25 Noise [APP-201] are appropriate.</p> <p>Hull City Council did not raise any issues on this subject throughout the ETG process or within their RR. It is therefore considered by the Applicants that the matter is agreed.</p>		
42.	<p>The embedded mitigation measures in Table 25-3 of Chapter 25 Noise [APP-201] are appropriate.</p> <p>Hull City Council did not raise any issues on this subject throughout the ETG process or within their RR. It is therefore considered by the Applicants that the matter is agreed.</p>		
43.	<p>The impact assessment methodologies used for the EIA, as presented in Section 25.4.3 of Chapter 25 Noise [APP-201], provide an appropriate approach to assessing potential impacts on the Projects.</p> <p>Hull City Council did not raise any issues on this subject throughout the ETG process or within their RR. It is therefore considered by the Applicants that the matter is agreed.</p>		

SoCG ID	The Applicants' Position	Hull City Council's Position	Position Status
44.	<p>The assessment of significance presented in Section 25.6 of Chapter 25 Noise [APP-201] is consistent with the agreed assessment methodologies.</p> <p>Hull City Council did not raise any issues on this subject throughout the ETG process or within their RR. It is therefore considered by the Applicants that the matter is agreed.</p>		
45.	<p>The construction noise traffic assessment as set out in approach and criteria as set out in Chapter 25 Noise [APP-201] is appropriate and acceptable.</p>	<p>Hull City Council confirmed in the 27/11/2023 and 14/03/2024 ETGs that they agree with the use of the Calculation of Road Traffic Noise and Design Manual for Roads and Bridges criteria within the construction noise traffic assessment.</p>	
EIA - Assessment Conclusions			
46.	<p>The conclusions of the assessment of significance as detailed in in Section 25.6 of Chapter 25 Noise [APP-201] are appropriate and are considered not significant in EIA terms.</p> <p>Hull City Council did not raise any issues on this subject throughout the ETG process or within their RR. It is therefore considered by the Applicants that the matter is agreed.</p>		
EIA – CEA Conclusions			
47.	<p>The conclusions of the CEA as detailed in Section 25.8 of Chapter 25 Noise [APP-201] are appropriate and are considered not significant in EIA terms.</p> <p>Hull City Council did not raise any issues on this subject throughout the ETG process or within their RR. It is therefore</p>		

SoCG ID	The Applicants' Position	Hull City Council's Position	Position Status
	considered by the Applicants that the matter is agreed.		
Draft DCO / Outline Management Plans / Mitigation and Monitoring			
48.	<p>The Outline Code of Construction Practice (CoCP) (Revision 2) [AS-094] includes all relevant mitigation measures specified in Chapter 25 Noise [APP-201] and is appropriate for managing construction impacts from the Projects on noise receptors.</p> <p>Requirement 19 of the Draft DCO (Revision 3) [AS-120] to submit a CoCP to the relevant planning authority for approval post-consent is appropriate.</p> <p>Requirement 21 of the Draft DCO (Revision 3) [AS-120] to control noise during operation and provide a noise management plan for Works 25A, 26A, and 26B to the relevant planning authority (East Riding of Yorkshire Council) is appropriate.</p> <p>Hull City Council did not raise any issues on this subject throughout the ETG process or within their RR. It is therefore considered by the Applicants that the matter is agreed.</p>		

3.6 Air Quality

Table 3-6 - Topics agreed, in discussion or not agreed in relation to Air Quality

SoCG ID	The Applicants' Position	Hull City Council's Position	Position Status
EIA – Planning and Policy			
49.	<p>All relevant plans and policies have been identified in Section 26.4.1 of Chapter 26 Air Quality [APP-208] and these have been appropriately considered in the assessment.</p> <p>Hull City Council did not raise any issues on this subject throughout the ETG process or within their RR. It is therefore considered by the Applicants that the matter is agreed.</p>		
EIA – Baseline Environment			
50.	<p>The ES adequately characterises the baseline environment in of the Air Quality risks as detailed in Section 26.5 of Chapter 26 Air Quality [APP-208].</p> <p>Hull City Council did not raise any issues on this subject throughout the ETG process or within their RR. It is therefore considered by the Applicants that the matter is agreed.</p>		
51.	<p>Sufficient survey data has been collected to inform the assessment as presented within Section 26.6 of Chapter 26 Air Quality [APP-208].</p>	<p>Hull City Council confirmed in the Noise and Air Quality – PEIR Assessments ETG (03/07/2023) that they agree with the sources for air quality monitoring data.</p>	
EIA – Assessment Methodology			
52.	<p>The study areas identified in Section 26.3.2 of Chapter 26 Air Quality [APP-208] are appropriate.</p>	<p>Hull City Council confirmed in the Noise and Air Quality – PEIR Assessments ETG (03/07/2023) that they agree with the approach to determining the air quality study area</p>	

SoCG ID	The Applicants' Position	Hull City Council's Position	Position Status
53.	<p>The realistic worst case scenario presented in the assessment for the development scenarios, as outlined in Table 26-1 of Chapter 26 Air Quality [APP-208] are appropriate.</p> <p>Hull City Council did not raise any issues on this subject throughout the ETG process or within their RR. It is therefore considered by the Applicants that the matter is agreed.</p>		
54.	<p>The embedded mitigation measures in Table 26-3 of Chapter 26 Air Quality [APP-208] are appropriate.</p> <p>Hull City Council did not raise any issues on this subject throughout the ETG process or within their RR. It is therefore considered by the Applicants that the matter is agreed.</p>		
55.	<p>The impact assessment methodologies used for the EIA, as presented in Section of Chapter 26 Air Quality [APP-208], provide an appropriate approach to assessing potential impacts on the Projects.</p>	<p>Hull City Council confirmed in email correspondence on 13/12/22 with the Applicants and in the Noise and Air Quality ETG (27/11/2023) that they agree with the air quality assessment methodology.</p>	
56.	<p>The assessment of significance presented in Section 26.6 of Chapter 26 Air Quality [APP-208] is consistent with the agreed assessment methodologies.</p> <p>Hull City Council did not raise any issues on this subject throughout the ETG process or within their RR. It is therefore considered by the Applicants that the matter is agreed.</p>		
57.	<p>Section 26.6.1 of Chapter 26 Air Quality [APP-208] represents a comprehensive list of the potential effects during construction.</p>		

SoCG ID	The Applicants' Position	Hull City Council's Position	Position Status
	Hull City Council did not raise any issues on this subject throughout the ETG process or within their RR. It is therefore considered by the Applicants that the matter is agreed.		
58.	Operational effects relating to Air Quality have been scoped out of the assessment as set out in Chapter 26 Air Quality [APP-208].	Hull City Council confirmed in the Noise and Air Quality ETG (27/11/2023) that they agree with the scoping out of operational air quality effects.	
59.	The Air Quality impacts scoped into Section 26.6 of Chapter 26 Air Quality [APP-208] are appropriate and acceptable	Hull City Council confirmed in the Noise and Air Quality ETG (27/11/2023) that they agree with the impacts scoped in for assessment.	
60.	The model verification factors for PM ₁₀ and PM _{2.5} are considered appropriate.	Hull City Council confirmed in the Noise and Air Quality (27/11/2023) ETG they agree the model verification factors for PM ₁₀ and PM _{2.5} are considered appropriate.	
61.	Construction and operation emissions from vessels and onshore traffic emissions have been scoped out of Chapter 26 Air Quality [APP-208].	Hull City Council confirmed in the Noise and Air Quality (27/11/2023) ETG they agree that vessel and onshore traffic emissions can be scoped out of the ES.	
62.	Operational vehicular traffic emissions have been scoped out of Chapter 26 Air Quality [APP-208].	Hull City Council confirmed in the Noise and Air Quality (27/11/2023) ETG they agree that operational vehicular traffic emissions can be scoped out of the ES.	
63.	The qualitative assessment for Non-Road Mobile Machinery (NRMM) emissions during construction set out in Chapter 26 Air Quality [APP-208] is appropriate and acceptable.	Hull City Council confirmed in the Noise and Air Quality (27/11/2023) ETG they agree with the qualitative assessment for NRMM emissions during construction.	
64.	The use of the Joint Nature Conservation Committee (JNCC) approach in Section 26.6 of Chapter 26 Air Quality [APP-208] supplemented by a sensitivity study to	Hull City Council confirmed in the Noise and Air Quality (27/11/2023) ETG they agree that the use of JNCC's guidance over Natural	

SoCG ID	The Applicants' Position	Hull City Council's Position	Position Status
	support the use of the JNCC guidance over Natural England's guidance is appropriate and acceptable.	England's is appropriate and acceptable.	
EIA - Assessment Conclusions			
65.	The conclusions of the assessment of significance as detailed in in Section 26.6 of Chapter 26 Air Quality [APP-208] are appropriate and are considered not significant in EIA terms.	Hull City Council confirmed in the Noise and Air Quality ETG (14/03/2024) that they agree with the results of the ES chapter.	
EIA – CEA Conclusions			
66.	The conclusions of the CEA as detailed in Section 26.8 of Chapter 26 Air Quality [APP-208] are appropriate and are considered not significant in EIA terms.	Hull City Council confirmed in the Noise and Air Quality ETG (27/11/2023) that they agree with the onshore cumulative impact of other projects.	
Draft DCO / Outline Management Plans / Mitigation and Monitoring			
67.	<p>The Outline Code of Construction Practice (CoCP) (Revision 2) [AS-094] includes all relevant mitigation measures specified in Chapter 26 Air Quality [APP-208] and is appropriate for managing construction impacts from the Projects on air quality receptors.</p> <p>Requirement 19 of the Draft DCO to submit a CoCP to the relevant planning authority for approval post-consent is appropriate.</p> <p>Hull City Council did not raise any issues on this subject throughout the ETG process or within their RR. It is therefore considered by the Applicants that the matter is agreed.</p>		
Other Matters as Required			
68.	A junction assessment is not required as part of the Application and is not included in Chapter 26 Air Quality [APP-	An agreement was reached with Hull City Council in the Noise and Air Quality ETG (27/11/2023) that	

SoCG ID	The Applicants' Position	Hull City Council's Position	Position Status
	208]. A junction assessment will be carried out post-consent.	junction assessments would not be considered at the ES stage due to challenges in obtaining baseline data for Castle Street, and it was decided to defer these assessments to the post-consent stage.	
69.	There is no requirement for a detailed assessment of the Burton Bushes Site of Special Scientific Interest (SSSI) if there is no exceedance of the critical load and critical level.	Hull City Council confirmed in Noise and Air Quality ETG (27/11/2023) they agree that there is no requirement for a detailed assessment of the Burton Bushes SSSI if there is no exceedance of the critical load and critical level.	

3.7 Status of Discussions for Matters 'Not Agreed' or 'Under Discussion'

3.7.1 Traffic and Transport

Table 3-7 - Status of discussions relating to Traffic and Transport

SoCG ID	Discussion Point	Applicants' Position	Hull City Council's Position	Position Status
5 / 34.	Requirement 14 of the Draft DCO	<p>The Draft DCO (Revision 2) [AS-120] includes proposed requirement wording (Requirement 14) that outlines that no phase of the onshore works may commence until a construction traffic management plan (which must be in accordance with the OCTMP) has for that phase been submitted to and approved by the relevant planning authority in consultation with the relevant highway authority and National Highways or Hull City Council (if appropriate).</p> <p>Hull City Council raised in their RR [RR-024] that they would <i>'wish to be consulted on Construction Traffic Management Plans as a matter of course'</i></p> <p>The matter was discussed with Hull City Council at an ETG meeting on the 09/10/2024 and it was clarified that:</p> <p>"If appropriate" is included within the Draft DCO (Revision 3) [AS-120] requirement wording noting that there are some matters within the OCTMP (Revision 2) [AS-020] that do not require the approval of Hull City Council as part of producing the final CTMP. An example would be the matter of agreeing the</p>	<p>Hull City Council remain concerned that the revised wording of Requirement 14 proposed by the Applicants leaves too much potential for misinterpretation by other Interested Parties.</p> <p>Further discussions between the Applicants and Hull City Council have been progressed ahead of Deadline 4 as demonstrated in Table 2-1 to agree a suitable way forward.</p>	

SoCG ID	Discussion Point	Applicants' Position	Hull City Council's Position	Position Status
		<p>design of accesses as none of the accesses are located within the administration area of Hull City Council.</p> <p>Where matters are proposed to be agreed with just East Riding of Yorkshire Council these are noted as such within the OCTMP (Revision 2) [AS-020], whereas where matters are to be agreed with all three highway authorities these are noted for agreement with the relevant highway authorities (defined in the OCTMP (Revision 2) [AS-020] as East Riding of Yorkshire Council, National Highways and Hull City Council).</p> <p>Hull City Council have advised at the ETG on the 09/10/2024 that they remained concerned there was the potential that the planning authority may not to consult them.</p> <p>The Applicants submitted revised wording for Requirement 14 into an updated revision of the Draft DCO (Revision 3) (AS-120) to address HCC's comments. Hull City Council advised in a telephone call (22/1/25) that there were still concerns with this wording, and further discussion is required on Requirement 14 wording.</p> <p>In order to address Hull City Council's outstanding concerns the Applicants have amended the Outline CTMP (Revision 3) [document ref 8.13] at Deadline 4 to include Table 1-2 which clearly sets out which elements</p>		

SoCG ID	Discussion Point	Applicants' Position	Hull City Council's Position	Position Status
		<p>of the final CTMP Hull City Council Highways will be consulted upon. The Applicants have also revised Requirement 14 of the draft DCO (Revision 7) [document ref 3.1] at Deadline 4, to reflect this change. The Applicants have sought Hull City Council's views on whether this is an acceptable solution to resolve their concerns. The Applicants' position is that their amendments to Requirement 14 of the Draft DCO (Revision 7) [document reference 3.1] and the Outline CTMP (Revision 3) [document reference 8.13] sufficiently address Hull City Council's comments.</p> <p>The Applicants received correspondence from Hull City Council (by email 24/04/25 and 25/04/25) regarding this matter, and both parties agreed that a mutually acceptable solution to resolve Hull City Council's concerns on DCO Requirement 14 wording could be reached by Deadline 5.</p>		

4 Summary

17. This SoCG has outlined the consultation that has taken place between the Applicants and Hull City Council during the pre-application and pre-examination phases. This SoCG will be updated as discussions progress and made available to PINS as requested through the DCO examination phase.

5 References

Ministry of Housing, Communities and Local Government and Department for Levelling Up, Housing and Communities (2024). Planning Act 2008: Examination stage for Nation-ally Significant Infrastructure Projects. Available at: <https://www.gov.uk/guidance/planning-act-2008-examination-stage-for-nationally-significant-infrastructure-projects>. [Accessed August 2024].

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